The Facts and Trends - ITOPF

Average number of spills from tankers of a size greater than 7 tonnes has dropped by 90% since the 1970’s to around 6

Figure 2: Number of spills (>7 tonnes) from 1970-2019

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Current Trends – The 2010’s

Yearly average number of spills for the present decade have dropped to 6.2, or 66% less than the previous decade.

Though the trend is not rising, the figure is stabilising hence despite the legislation and systems in place we still keep getting incidents.
The Charterers Exposure

**Owned and managed vessels**

- Least risk (in theory) – all aspects of operation and maintenance controlled
- Greatest control – owner determines the standards

**Time chartered vessels**

- Better than ‘spot’ but falls short of owning – closer relationships and hence knowledge of the managers

**Voyage ‘spot’ chartered vessels (greatest proportion)**

- Greatest risk – little direct control of vessel operation and maintenance
- Least knowledge of quality by charterer

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OCIMF SIRE – 1992 Formation

- Introduced as a result of high profile incidents in the industry eg Exxon Valdez leading to OPA 90 where the polluter pays

- Reduce the number of inspections by introduction of a uniform inspection that could be purchased by OCIMF members

- Utilise resources to ensure each vessel could be inspected and assessed in an appropriate time frame by having a pool of accredited inspectors worldwide

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OCIMF SIRE - Objectives

- Obtain information of the vessel’s condition and standards of operations to permit an assessment to be made ie a Risk Assessment

- Provide the information in a standard format across the industry for simplification

- Reduce the number of inspections on vessels and crews by making the inspection reports available to all members at a nominal fee

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Vetting Considerations

- Will it fit?
- Name of Operator
- Can it load nominated cargo?
- Current Class?
- Flag Changes?
- Change of Operator
- Inspection
- Structural Analysis
- Inspection History
- Operational History
- Overall Fleet Profile
- Voyage Risk Assessment

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Vetting Considerations - PSC

• PSC inspection reports are increasingly becoming an important part of the overall RA process

• SIRE inspection reports are often scrutinised when PSC results have multiple defects or detentions

• PSC inspectors are becoming more highly trained in their field hence the reports have more credibility

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Appraisal of Costs: Time, Money and Effort

- Many companies send superintendents and/or pre-vetting staff around the world to attend SIRE/CDI inspections – why?

- Perception that inspectors fly business class and stay in the most expensive hotels and get paid exorbitant fees for the work – this is NOT the real picture

- Inspector profiling to “foresee” the areas the inspector is anticipated to focus on

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Make the most out of Third Party Inspections

- Training – OCIMF Vessel Inspection Questionnaire (VIQ) is readily available for **ALL** staff to read and follow. This **WILL** help your company reduce the number of observations raised.

- Encourage your staff to engage with the inspector. This has the effect of knowledge transfer and also understanding of what the inspector is asking. If there is doubt always ask for an explanation.

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SIRE – What is it achieving now?

- Physical defects and cosmetic condition generally remains the predominant area where observations are raised on vessels, though the trend over the years has been considerably positive on the physical condition of vessels overall. Standards have markedly improved.

- VIQ 7 attempted to focus towards crew competence by generally rewording the questions from “Does the vessel have xyz” to “Are the officers aware of the requirements of xyz”. The lack of evidence from inspection reports indicates that the focus remains on the physical side rather than the human element in the inspection.

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SIRE – The Priority

- Focus towards training and competence of seafarers and demonstration of operational knowledge onboard

- The paperwork aspect of the inspection should be reduced, but NOT removed

- Virtual technology and video would enhance the overall inspection and assurance process protecting both parties involved at the same time

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Is there a Better Way of Benchmarking Safety?

- As already seen OCIMF members have a number of tools at their disposal for conducting marine assurance activities including TMSA, PSC, incident portals and various feedback from terminals and other sources.

- Physical inspections remain a key element to the process though OCIMF have recently developed a remote inspection facility specifically during COVID and other times when physical attendance becomes impossible. This is very much fully dependent on effective communication with the vessels however.

- SIRE remains an important part of the “toolkit” but now needs to be re-programmed towards capturing the human aspect and operational side of the inspection.

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Dania Ship Management
Is tanker vetting fit for purpose?
Are the tanker vetting requirements and standards uniform and transparent?
Vetting requirements

- Operators have implemented and used to requirements and inspection format.
- There are some inconsistencies between oil companies and their inspectors’ interpretations of VIQ7 questions.
- Noticeable difference observed in screening clearance between companies as well as regionally.
- Remote SIRE inspection any development or just an add- this is happening as OCIMF has endorsed.
Port State Control and IMO

- Recognised tools and part of tanker vetting system
- No buyers and the spirit of the letter give good value.
- Known countries where PSC consistency is challenging.
- Operator and vessel performance suffer by over-enthusiastic PSCO at times
Value of vetting; money and effort

- Encourages trust and transparency or too many buyers.
- OCIMF SIRE program format introduced in 1993.
- VIP – Vessel Inspection Program?
What industry should prioritise

- Focus on human aspects and behaviours
- Lessons Learned and Accident Statistics & Trend
- Seafarer welfare and mental
Benchmarking of safety?

- Safety is traditionally measured by the absence of negative events.
- Measurement and compare safety performance of leading factors
- Safety Score system
- ShipSure – unique date management platform.
- Strong reporting culture, robust barriers, and company learning culture and lesson sharing
Any questions?

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