



**How can the tanker sector improve
further....shall we get rid of
Humans?**

Tanker Operator Conference

Athens 9 May, 2018



How are we doing on Pollution?

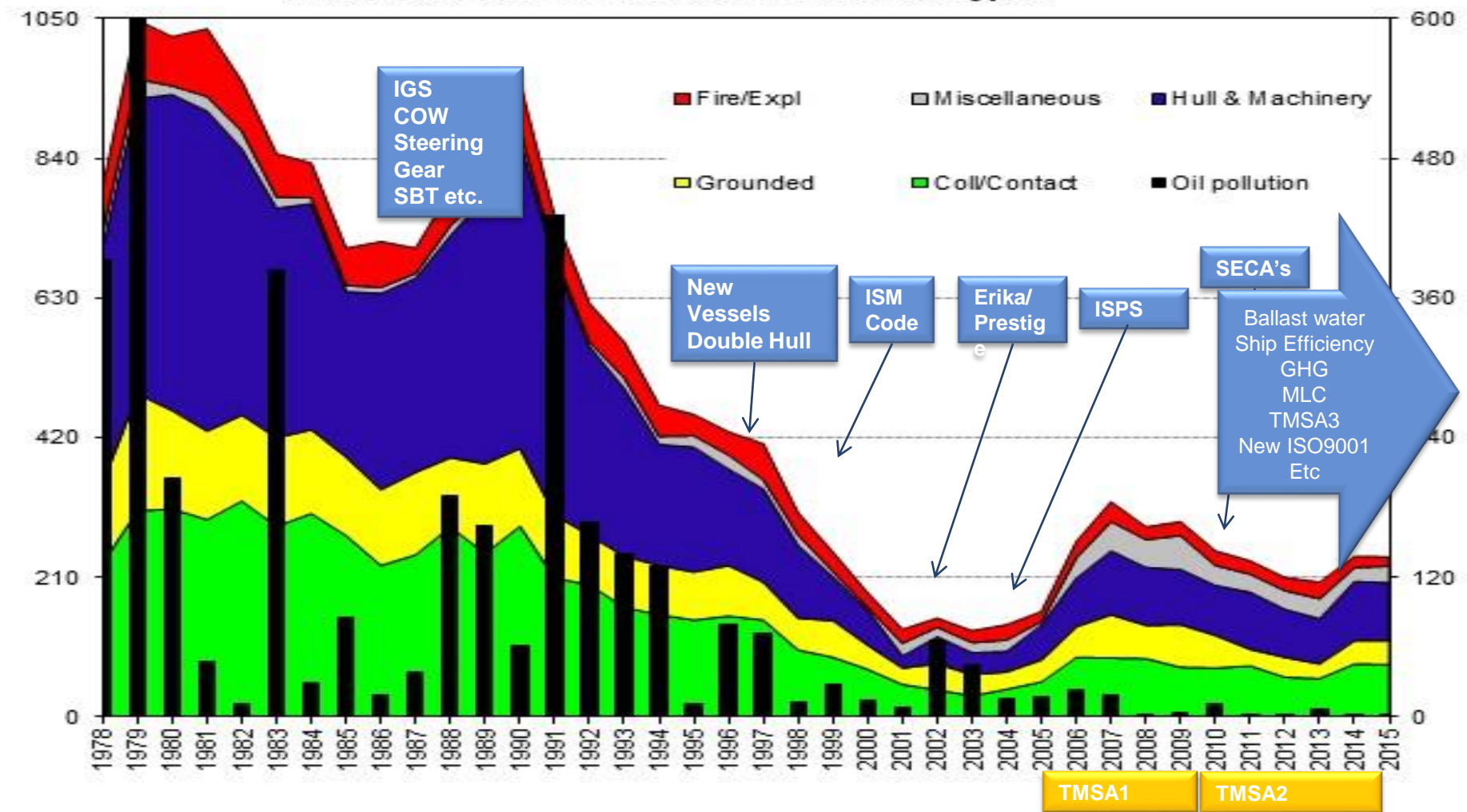
Only two large spills (>700 tonnes) and 4 medium spills (7 – 700t) in 2017.
A total of 7,000 tonnes spilled most of which (5,000t) was down to one of the large spills.



Source: ITOPF

How are we doing on incidents?

No. of incidents **Tanker incidents and accidental pollution** '000 tonnes pollution
Includes all tanker sizes and all tanker types



Tightening of SOLAS MARPOL STCW **Piracy**

Development of Port State and Vetting

Building Boom

Low Freight Rates

Statistics courtesy of INTERTANKO and ITOPIF, slide by Martin Shaw

Industry Self-Help

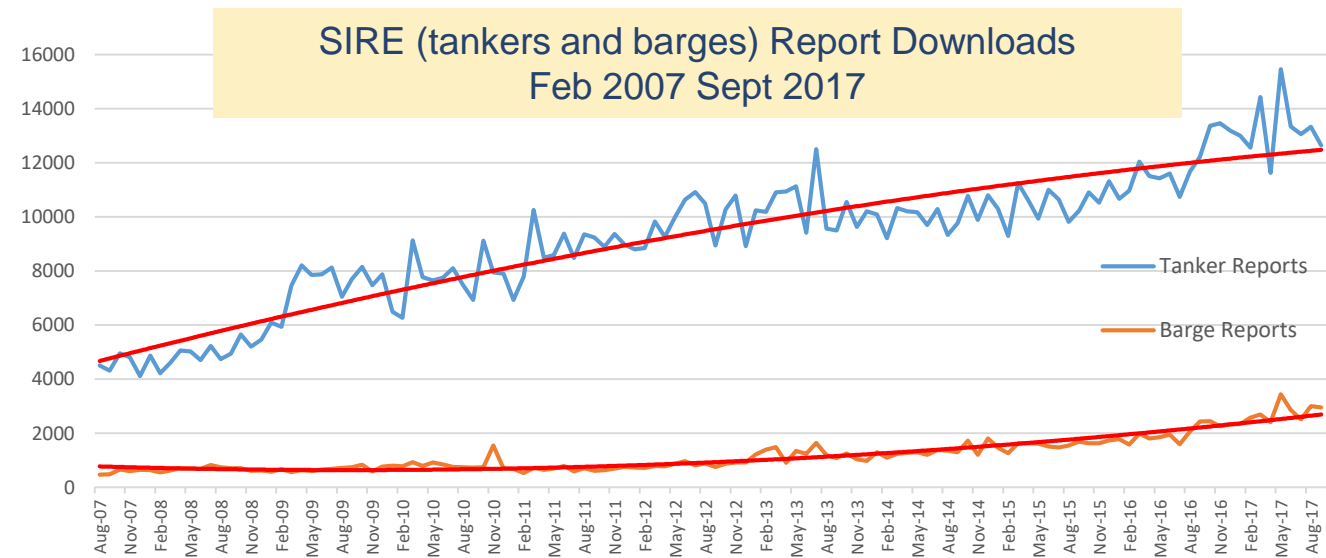
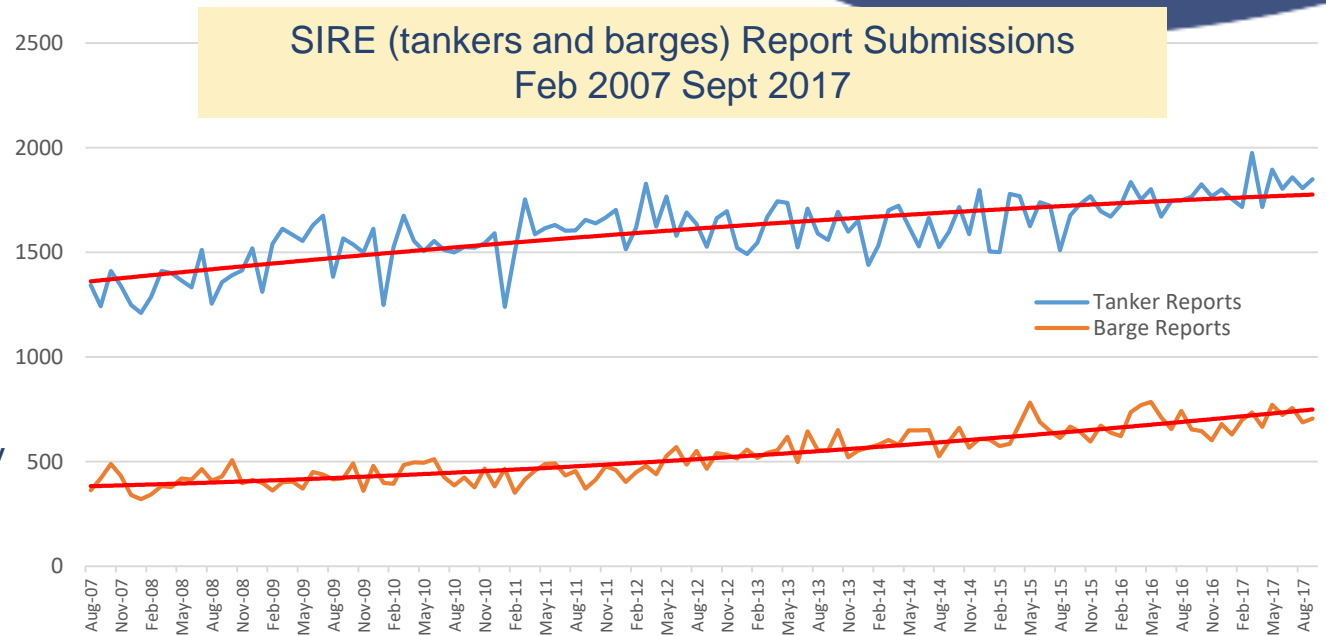
After 24½ years, SIRE remains a valued and necessary system to support high tanker standards. Submissions and Downloads are still rising.

Average inspection frequency 2.46 or 1 every 4mth 29 days
 Submitter = 96
 Recipients = 312
 Recipients = 18.75% of d/loads in 2017

66 PSC d/loaded 1755 reports since Jan 2016

628 ship inspectors

The SIRE Composite Guidelines and VIQ 3 are due publication in 2018.



OCIMF Programme Statistics 2016/2017

Metric	2016	2017	% change
SIRE Inspectors	627	634	1.10%
OVID Inspectors	498	492	-1.22%
Tankers Inspected	8,604	8,904	3.37%
SIRE Tanker Reports Uploaded	21,155	21,970	3.71%
SIRE Tanker Reports Downloaded	142,795	158,046	9.65%
Barges Inspected	6,739	6,789	0.74%
SIRE Barge Reports Uploaded	8,256	8,367	1.33%
SIRE Barge Reports Downloaded	24,136	32,119	24.85%
Offshore Vessels Inspected	2,553	2,733	6.59%
OVID Vessel Reports Uploaded	2,634	2,825	6.76%
OVID Vessel Reports Downloaded	1,374	1,506	8.76%
Terminals Registered in MTIS	613	681	9.99%

Key movers:

- Tanker report downloads increased 10% due to i) a general increase and ii) a Member bulk downloading.
- Barge reports downloads increased by 25%
- OVID vessels, reports up & downloaded increased 6%-9%
- Terminals in MTIS increased by 10%



How will OCIMF address Human Factors?



The **Human Factors focus group (HFFG)** will:

1. Be responsible within OCIMF to develop a **strategy** on how we incorporate human factors into our work.
2. **Coordinate across OCIMF** to ensure alignment, consistency and clear direction on how we can influence improvement within the marine industry.
3. **Leveraging expertise and knowledge** from established Human Factors programs and initiatives.
4. Consider how Human Factors can be brought into our **technical publications** to promote a safer working environment and improved pollution performance.
5. **Promoting standardisation** where appropriate to reduce the potential for human error.



TMSA3 focuses on the human-being



- ✓ **Leadership:** Communication of safety & environmental excellence (Element 1)
- ✓ **Competency Assessments:** Ship & shore-based personnel assessments (Elements 2, 3). Review & appraisal of crew members performance, e.g. Leadership and Communication styles, training in cross-cultural interpersonal skills.
- ✓ **Well-being of Personnel:** Align with MLC. (Element 3A)
- ✓ **Skills and Competence for tasks:** Emphasis on personnel throughout (e.g. Element 4)
- ✓ **Navigational Audit;** Competency assessment programmes to ensure that Masters and Navigators maintain core skills. (Elements 4, 5)
- ✓ **Company Audits:** Cargo, Ballast, Tank Cleaning, Bunkering and Mooring Operations to assess skills & proficiency of personnel, leadership and effectiveness of team, & identify additional training needs. (Element 6)
- ✓ **Company Safety Culture:** encouraging hazard identification and safety awareness through the use of Behavior Based Safety System, e.g. Unsafe Act Awareness Programs, Stop Work Authority, and near miss reporting and Fleet safety trainers (Element 9)
- ✓ **Security:** ISPS and Cyber security awareness (Element 13)

Mooring Equipment Guidelines (MEG4)

Key Messages

1. Snap-back

- Complex
- No safe area

2. Fit-for-purpose ropes

- HMSF vs others
- Purchasing
- Monitor usage

3. Human Factors

- Design
- Operations, and
- Maintenance

Equipment, ropes, tails and layout should be designed, operated and maintained as an integrated mooring system



Joint OCIMF/INTERTANKO Safety Initiatives?

OCIMF and INTERTANKO have joined forces on two initiatives:

An **Accident Database** for the centralised reporting of tanker accidents.

- ✓ Confidential and anonymised reporting
- ✓ Independent analysis
- ✓ Under OCIMF and INTERTANKO governance
- ✓ Providing industry tanker data to allow:
 - Industry reporting
 - A ship owner can get their fleet performance analysed against the whole database
 - Aid ‘good regulation’ by focusing attention where the need is.
 - Help the international associations to develop the right guidance, recommendations and best practices
- Suggested Accident Reporting templates. *To be launched in 2018*

Lessons Learned and Competency Assessment and Verification.

- ✓ Competency Assessment & Verification focused on the softer Human skills designed to compliment company technical competency assessment. *To be launched in 2018*

What's next?

ISGOTT edition 6

- ISGOTT is an publication providing operational & technical guidance, recommendations and best practices to tanker operators and terminals. Currently under review but is highly likely to include a Human Factors chapter.

Despite ISM, ISO, PTW etc, we are still killing people in enclosed space.

SIRE

- 25 years old this year.
- Structure and principles unchanged
- The Vessel Inspection Questionnaire (VIQ) is in its 7th revision – released 3Q2018.

Conclusion



Tanker performance has come a long way in the last 4decades since ISGOTT was released but there is...but **there's more to do.**

Human Factors has to be the next critical aspect of tanker operations to address....but it's a huge subject.

OCIMF will look at the elements of Human Factors that can be introduced into its library of publications to help our industry take the next step forward to further improve tanker performance.

Thank you

The text 'OCIMF' is centered and framed by seven horizontal blue bars with slightly tapered ends. Three bars are positioned above the text and four are below it, creating a symmetrical, stylized border.

OCIMF

A Voice for Safety