



Anglo-Eastern Group

TMSA – HOW GOOD IT WILL BE A Ship Manager's Perspective

By

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THE ANGLO-EASTERN GROUP

- ❖ **FOUNDED IN 1974**
- ❖ **700+ SHORE BASED STAFF**
- ❖ **9000+ SEAFARERS**
- ❖ **17 OFFICES WORLDWIDE**
- ❖ **Independently owned – a true 3rd party
quality Ship Manager**



PORTFOLIO OF SERVICES

- **SHIP MANAGEMENT**
- **CREW MANAGEMENT**
- **NEWBUILDING / CONSULTING**



GROUP SHIP MANAGEMENT OFFICES

<u>OFFICE</u>	<u>Nos.</u>	<u>VESSEL TYPE</u>
HONG KONG	94	BULKERS & CONTAINERS
SINGAPORE	33	GAS, CHEMICAL & OIL
GLASGOW	43	HEAVY-LIFT, LNG & VARIOUS
MONTREAL	1	CANADIAN FLAG SUPER ICECLASS
ANTWERP	17	CAPE-SIZE BULKERS
MUMBAI	3	BULKERS & TANKERS
AUCKLAND	2	RO - RO



ANGLO-EASTERN

QUALITY STANDARDS



Anglo-Eastern Safety Management is based on DNV Safety & Environment Protection (SEP) Rules and ISM

Anglo-Eastern is certificated to ISO 14001 Environmental Management Standards

Anglo-Eastern is certificated to ISO 9001: 2000 Standards



We believe in
proactively playing “**by**
the rules”.



What is TMSA?

The TMSA program is a tool for operators to measure and report their own management systems. The results from these assessments can then be used by the operators to develop an improvement plan to achieve safety and environmental excellence and by charterers to help assess the quality of the operator.



What is TMSA?

It allows a Ship Manager to do a Critical Self Evaluation and helps them to create a Path for Continuous Self Improvement with “*Key Performance Indicators*” (KPI’s) as Mile Markers



TMSA Submission

A TMSA report is a very valuable document when submitted to an oil major to advise them on the Implementation of the KPI's as identified by the company.

This submission is the Property of the Company and the Company can decide as to who should see the same unlike SIRE reports – For many Oil Majors this is a pre-requisite.



When?

- TMSA Published Summer 2004
- Other majors will have their own schedules
- Most of them required a TMSA submission by end December 2005
- All New T/C vessels – needs a submitted TMSA by the company.



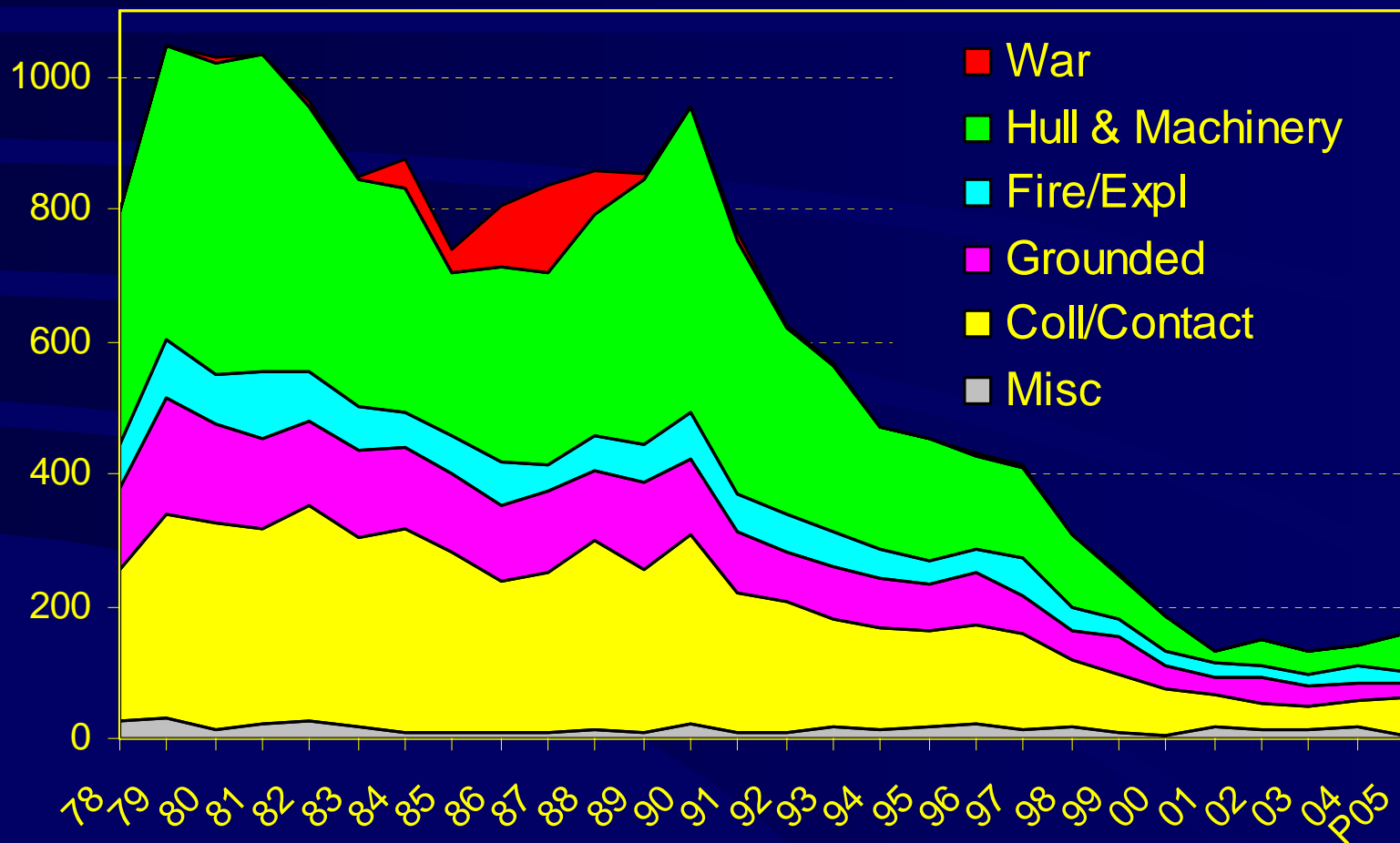
An Impressive Safety Performance

*"The international shipping industry
is carrying more cargo, more safely
than at any time in history."*



An admirable record of improvement

Incidents 2005



INTERTANKO



Why TMSA ???

- 1. Vetting using Sire System was a momentary Snapshot and did not actually reflect at the Systems.**
- 2. No Adequate focus on Tanker Operators (Ship Manager's) who in reality were responsible for operating and maintaining the vessel.**



Why TMSA ???

3. Some Oil Majors felt this shortage and had their own unique ways of carrying out this Judgement.

- **Annual / Semi-Annual Review**
- **Judgement based on Site Reports (Critical Review)**



Why TMSA ???

4. Some Oil Majors would invite the Ship Operators / Managers to their office on an annual basis to make a presentation of their operations to evaluate them.



The 12 Elements of TMSA

- Management, Leadership and Accountability
- Recruitment and Management of Shore-based Personnel
- Recruitment and Management of Ships' Personnel
- Reliability and Maintenance Standards
- Navigational Safety
- Cargo, Ballast and Mooring Operations
- Management of Change
- Incident Investigation and Analysis
- Safety Management
- Environmental Management
- Emergency Preparedness and Contingency Planning
- Measurement, Analysis and Improvement



What's the difference between ISM & TMSA ??

- ISM

- Compliance
- Pass or fail
- Contacted auditors
- Certificated process

- TMSA

- Not a compliance document
- Structured to measure continuous improvement
- Self-assessment
- A developing culture

ISM required that some companies improve their systems to pass but do little to drive continuous improvement and do not provide a means to distinguish between companies that just pass and those that significantly exceed the standards.



KEY PERFORMANCE INDICATORS



TMSA – Some Key Elements

- *Element 3 – Recruitment and Management of ship's personnel*
 - Competent Crew –capable of working as effective team
 - Efforts to improve safety and protection of the environment
 - Hours of Work / rest accurately recorded and followed.



TMSA – Some Key Elements

- *Element 7 – Management of Change*
 - A coherent system for managing both temporary and permanent changes
 - Clearly defines level of authority required for approval of change
 - Need for Risk assessment to evaluate impact of any change
 - A change management process is in place through out the office and fleet to effectively reduce operational risks.



TMSA – Some Key Elements

- *Element 8 – Incident investigation and analysis*
 - Comprehensive procedures are prepared and maintained for incident management.
 - In an incident or accident – the causes are thoroughly investigated and measures taken to prevent recurrence. (RCA's)
 - No blame culture encourages detailed reporting
 - Share lessons with industry groups where appropriate.



TMSA – Some Key Elements

- *Element 9 – Safety Management*
 - Systematic identification of hazards and measures to eliminate or reduce risks to the lowest practicable level.
 - Requirements for on-board and shore-based risk assessment hazard-exposure management.
 - Formal Risk Assessment to identify potential hazards and manage operational risks fleet-wide.



TMSA – Some Key Elements

- *Element 10 – Environmental Management*
 - Implements a plan for the systematic identification and assessment of all sources of marine and atmospheric pollution.
 - Comprehensive environmental initiatives and actions are being implemented on board the ships.



Element 9A/9B – Risk Assessment

ONE MINUTE HAZARD IDENTIFICATION CARD—AESM TEN COMMANDMENTS



Anglo-Eastern Group

ONE-MINUTE HAZARD IDENTIFICATION GUIDE

1. Is there a risk of slipping, tripping, falling from a height or falling overboard?
2. Is there a risk of being struck by or against an object?
3. Is there a risk of being caught in, on, or between objects?
4. Is there any risk of lack of oxygen, or exposure to toxic gases or hazardous substances?
5. Is there a risk of fire?
6. Is there a risk of electric shock?
7. Is there a risk due to excessive heat, cold, radiation, noise, wind, rain, snow, rolling, pitching?
8. Is there a risk due to fatigue?
9. Is there a risk of pollution of any type?
10. Is there a risk due to poor lighting?

IF THE ANSWER TO ANY QUESTION IS "YES", DISCUSS IT WITH THE SUPERVISOR AND TAKE PREVENTIVE MEASURES BEFORE STARTING THE JOB!



Element 9A/9B – Risk Assessment

Daily Work Planner with Risk Assessment

DAILY WORK PLANNER
WITH RISK ASSESSMENT

Administration

- Operation Group
- Task
- Hazard List
- Risk Assessment Sheet
- Work Permit
- Checklist
- Crew List
- Input

Planning
General

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Element 9A/9B – Risk Assessment

Risk Assessment Sheet [Close]

Operation Group: MAIN ENGINE MAINTENANCE (MEM)
 Task: Exhaust boiler water washing (MEM00019)
 Code: OFF-MEM-APP-25Mar06-181759
 Date: 30 Dec, 1899
 Approved: Superintendent Approved

Rev. No.: 0
 Prep. By: Chief Engineer
 Selected Checklist(s):

C/L or Procedure:

- Abandonship
- ANCHORING
- Arrival Port Check list
- AUTO - HEELING TANK OPERATION
- BALLASTING / DEBALLASTING OF HOLD
- BALLASTING / DEBALLASTING WATER BALLAST T
- Breach of Cargo tank containment
- Break away from jetty during cargo transfer

Double-click on the Risk Ranking value cell to see the risk matrix.
 Double click on headers of 'Severity' and 'Frequency' columns to see descriptions.

No.	Hazard	Consequence	Initial Risk			Existing Control			r	
			Risk Category	Severity	Frequency	Risk Ranking	Ref to Procedures	Safety Precu to be taken		Add to Job
1	EGB wash water drain pipe choked with soot	If not checked before washing, the Boiler floor will fill up making the operation a handicap. Undesirable	People	3	3	MEDIUM	Checklist E016	Ensure that the drain pipe is clear. Wear PPE	<input checked="" type="checkbox"/>	P
			Environment	1	1	LOW				E
			Property	1	1	LOW				P
			Business	1	1	LOW				B
2	Incomplete Inspection & / or assessment of Exhaust Boiler condition	Possible dangerous condition (excessive soot accumulation) not assessed. Undesirable	People	3	3	MEDIUM	Maintenance manual, MTM 7.1.13 General briefing	Carry out thorough inspection, look for all possible defects that need attention	<input checked="" type="checkbox"/>	P
			Environment	1	1	LOW				E
			Property	2	2	LOW				P
			Business	2	2	LOW				B
3	Unfavorable weather conditions, ship rolling & pitching	Injury to personnel Undesirable delays	People	3	3	MEDIUM	COSWP	Avoid / postpone relevant operation till weather conditions are normal / plan out for/ during port	<input checked="" type="checkbox"/>	P
			Environment	1	1	LOW				E
			Property	2	3	LOW				P
			Business	2	2	LOW				B
4	EGBoiler water Circ. Pump stopped immediately / soon after Stopping M/E	Damage to Machinery Undesirable delays	People	2	2	LOW	Maintenance manual, COSWP 22.7.4, 22.7.5, Caution notice on	Boiler water Circ. Pump must not be stopped for atleast 12 hours after stopping M/E	<input checked="" type="checkbox"/>	P
			Environment	1	1	LOW				E
			Property	3	3	MEDIUM				P
			Business	2	2	LOW				B
5	EGBoiler steam side not isolated, Circ. Pumps not 'locked-off'	Injury to personnel Undesirable delays	People	2	3	LOW	Maintenance manual, COSWP 22.7.4, 22.7.5, Caution notice on	Lock off Circ. Pumps. Shut Inlet & return Circ. Water valves	<input type="checkbox"/>	P
			Environment	1	1	LOW				E
			Property	2	2	LOW				P
			Business	1	1	LOW				B
6	M/E Starting air not blocked	Major/Fatal Injury, Damage to Machinery	People	3	2	MEDIUM	COSWP 22.4, Block starting	Block M/E starting mechanism, Shut off	<input type="checkbox"/>	P
			Environment	1	1	LOW				E

Buttons: Preview Sheet, Add New Hazard, Remove Hazard, Save Risk Assessment, Save As New Risk Assessment



TMSA – Challenges

- *Variant Bench Marks used – not streamlined*
 - *Guidelines are too generic*
 - For eg: Element 3B : There are procedures to ensure that the working hours of all personnel are in line with STCW guidelines and are being accurately recorded.
 - *Interpretation: Company should develop procedures that ensures hours of rest as required by STCW is accurately recorded by ships staff, verified during ship visits by superintendents and monitored by the office to confirm compliance.*



TMSA – Challenges

- *Some elements may need a re-look to ensure the smooth flow from stage 1 to stage 4*
- *Too short a time for full implementation – Change of Culture from being Re-active to being Pro-active*
- *OCIMF – to define more accurately Best Industry practices – so as not to leave the interpretation to different Oil Majors as in SIRE*



MYTHS - TMSA

- *I have amended my SMS in line with TMSA and am now in Stage 4*
- *I am at stage 2 and my vessel may not be accepted*
- *Once I have reached Stage 3 in an element – I cannot downgrade in future*
- **TMSA – A CULTURAL CHANGE NOT A COMPLIANCE TOOL**



Anglo-Eastern Group

- *Anglo-Eastern is fully supportive of TMSA and are committed to the successful implementation of the same.*
- *We as a group are implementing elements of TMSA for the entire fleet and not only for Tankers.*
- *We as Ship-Managers hope that this may present an opportunity for trade organisations to define similar standards for the dry fleet to achieve global Safety and Environmental excellence.*



YOUR TURN NOW ????

