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# TMSA

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## Tanker Management and Self Assessment



The Tanker Management and Self Assessment (TMSA) programme provides ship operators with a means to improve and measure their own management systems. The programme encourages ship operators to assess their safety management systems against listed performance indicators. The results from these assessments can then be used to develop an improvement plan, using the stages of attainment described in the programme, to achieve safety and environmental excellence.





# Items covered within this presentation

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# HANSEATIC

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- Hanseatic Shipping Co. Ltd. was established in 1972
- Niche provider of personalised high quality ship management services
- Our profitable and efficient operation of ships is a result of strong technical ability and business acumen
- By encompassing exclusive partnerships and joint ventures,
- HANSEATIC provide:
  - Crewing
  - Technical Supervision (maintenance, repairs, dry-dockings)
  - Quality Management services
  - Accounting
  - Company Management
  - Chartering
  - Insurance
  - Information Technology
  - Travel
  - Telecommunications

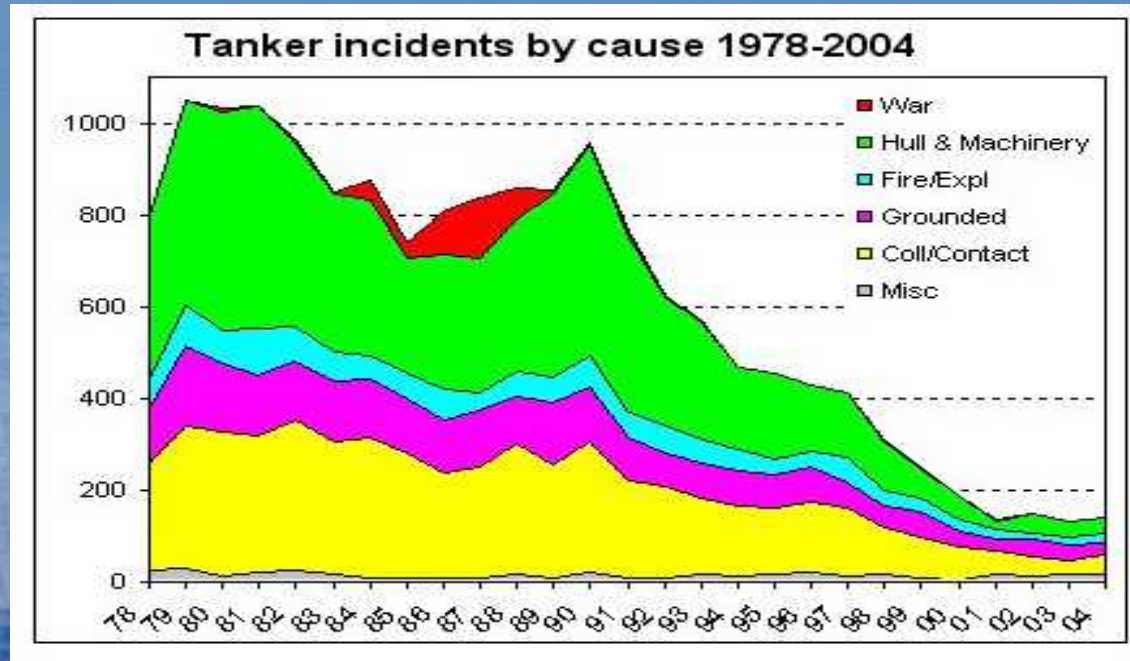


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# ISM – The starting blocks

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“The underlying principles of the ISM Code include development of a safety culture not only as a matter of policy, but also systematically in practice, from top management ashore down to the officers and crew at sea.” Intertanko: “ISM Legal Implications” 9/96.





Significant marine pollution events have triggered the generation of this forum

## History of OCIMF



- **Mar 1967** Grounding of Torrey Canyon
- **April 1970** OCIMF formed with 18 members
- **Nov 1977** Granted Consultative status at IMO
- **Nov 1993** SIRE program started
- **Jul 2000** SIRE ISO 9002 Accreditation
  - SIRE Program 2nd edition released
- **Sep 2000** Inspector Accreditation Commenced
- **Sep 2001** 285 Inspectors now accredited
- **Jul 2002** All inspectors to be credited
- **Nov 2005** SIRE Program 3<sup>rd</sup> edition released
- **Jan 2007** SIRE Program 4<sup>th</sup> edition due soon





# What is OCIMF Sire

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Suitability of a vessel is completed by the Oil major vetting office, NOT OCIMF Sire or the ship inspectors

## The Objectives of SIRE

- ④ Make ship inspection reports more available
- ④ Reduce duplication of effort by inspecting companies
- ④ Reduce the inspection burden on ship crews

## SIRE Operating Principles

- ④ SIRE is a database of ship inspection records
- ④ Reports address operational safety and pollution issues only
- ④ No assessment of pass, fail, rating or assessment of ship acceptability is provided
- ④ Reports are submitted to SIRE on a voluntary basis
- ④ Ship operator can make comments on each report and submit these to SIRE
- ④ Comments then become part of the report





# QSI – The concept

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With the Quality Systems Initiative, OCIMF is offering guidance on a structured framework that will provide a consistent basis for reviewing vessel operators management capabilities.

The QSI Guidelines are built on common worldwide expectations for all vessel operators and have been developed to reflect existing marine transportation standards. Among the documents consulted were the ISM Code and industry guidelines including the International Ship Managers Association code of practice and International Chamber of Shipping publications.

This industry information has been incorporated into the guidelines to provide a clear focus on 12 fundamental areas (elements) of management practice. The elements are the key to help achieve the goal of Safety and Environmental excellence.

## **The elements are structured as follows:**

The **element** title highlights a key area of management practice. The **objective** defines the goal to be achieved.

The supporting sub-elements define tangible activities that will lead to the consistent delivery of the objective. These activities are ones that diligent vessel operators will either have already included or would wish to include within their management systems.

The **performance indicators** (KPI's) may be used to provide an objective measurement of the standards currently delivered by the vessel operator's management system.





# TMSA – The early days

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Firstly the operator will undertake his own internal self-assessment against the 12 Elements and “self” rate his progress against the various stages in each element. It is then envisaged that the ship operator will use the output to develop phased improvement plans that address safety and environmental performance. Further, the initiative encourages ship operators to achieve higher standards of ship management and continuous improvement against the best practice.



“Are we on target?”





# TMSA – The wider picture

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The second part of the programme will be the capability for the ship operator to share the results of internal self-assessments with anyone that he wishes to, or who requests it from him for the purposes of their own internal vetting criteria.



“Are we doing it right?”





# TMSA – The current Status

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Ownership and responsibility for the implementation of the TMSA and for the management of subsequent results will rest with the ship operator who will be at liberty to share their results, through functions built into the on-line tool, with anyone they so wish



“Is your current mode of operation something to shout about?”





# TMSA – The future

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Future enhancements to the initial template are currently being generated however when the latest revision will be in the public domain is unknown

## Following your initial TMSA submission:

- ④ Ensure there is an ongoing update lodged within the OCIMF database
  - If there are no changes, refresh the data
- ④ Distribute this data (from the OCIMF recipients listing) to the commercial partners you currently or intend to do business with
- ④ Ensure the benchmarking you have volunteered to within TMSA is an accurate reflection of fact, supported by your procedures
- ④ Market your submission of the TMSA, as without it various Oil Majors will refuse to do business with you





TMSA

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How TMSA has enhanced our  
operation & business?

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# TMSA – As an operator

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TMSA has allowed the industry to demonstrate a companies professional prowess from a common operating platform

## **TMSA has enhanced the industry by:**

- ④ Documenting our customers expectations
- ④ Realigning focus on the office support activities after years of OCIMF Sire inspections where the only assessment of quality is conducted onboard our vessels
- ④ Enhanced our operating platform following the initial introduction of ISM
- ④ Unintentional? grading of operators dependent on the levels of element compliance supported with office verification (office audits).
- ④ Filtered out the companies undermanned and unstructured to support the needs of our seafarers
- ④ Forced continual improvement expectations
- ④ Made the office accountable to our crews
- ④ Targeted expenditure through consolidation of industry legislative requirements and insight





# TMSA – Within this forum

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Has the marine service providers accelerated our reliance on technology to plug our short-comings?

## TMSA has enhanced business to this forum by:

- ④ Reliability & maintenance standards; Element 4a, Stage 1
  - PMS
- ④ Navigational Safety; Element 5a, Stage 2
  - Automated Chart supplier
- ④ Navigational Safety; Element 5a, Stage 3
  - Electronic charts
- ④ Navigational Safety; Element 5a, Stage 3
  - Ship handling training
- ④ Navigational Safety; Element 5a, Stage 4
  - Independent Navigational reviews
- ④ Navigational Safety; Element 5a, Stage 4
  - BTM Simulator training
- ④ Cargo & Ballast operations; Element 6a, Stage 4
  - Development of innovative technology
- ④ Incident investigation & analysis.; Element 8a, Stage 4
  - ④ Rapid notification





## What is next?

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**This is an extremely difficult question to answer with regard to TMSA, but be rest assured the Oil Major's through the OCIMF forum will not relinquish the focus TMSA has brought to the Tanker industry and their overall focus on quality, safety and incident free operation**





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Thank you for your attention  
Any Questions?



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