



K. C. LYRINTZIS
GROUP



CHRISTOU ASSOCIATES

QMS

QUALITY MARITIME SERVICES

QMS_{MTC}

MARITIME TRAINING CENTER

Tanker Management & Self Assessment (TMSA)

A Maritime Training Center Perspective

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TMSA PURPOSE

- To **upgrade** ISM implementation by introducing a **market** driven “ISM No. 2”
- To **supplement** information from vetting inspections and SIRE program
- To **“share responsibility”** for performance assurance by introducing the self assessment process
- To provide a **business** pressure lever



TMSA: SCOPE

- Provides the **Elements** of a formal management system
- Establishes **Key Performance Indicators in stages**, which provide:
 - The **requirements**
 - A **basis for objective measurement**
- Provides **Best Practice Guidance** to satisfy KPI's



SEVERAL TMSA FACTS

- 1. Elements from ISM, ISO 9001, ISO 14001 & OHSAS 18001 are integrated**
- 2. New requirements are set or existing are enhanced**
- 3. Personnel qualifications are re-enforced**
- 4. Benchmarking, performance targets and progress measurement are requested**



5. Management of change is highlighted

SEVERAL TMSA FACTS (cont'd)

- 6. Risk assessment and incident investigation are introduced**
- 7. Computerized programs for maintenance and statistical data are suggested**
- 8. Emergency response on damage stability is supported**
- 9. Systematic and consistent training is required in many areas**

QUESTIONS & CONCERNS

- How **objective** can the self assessment be?
- How can new requirements (benchmarking, management of change, risk assessment etc.) be practically **implemented**?
- Would safety be **improved** or would more paperwork be added?
- Can shipboard personnel absorb and handle additional **workload** and requirements?

Management systems

Human factor

TMSA

Continuous improvement

Competencies



INTEGRATION PROCESS

TMSA

ISO 9001

ISM

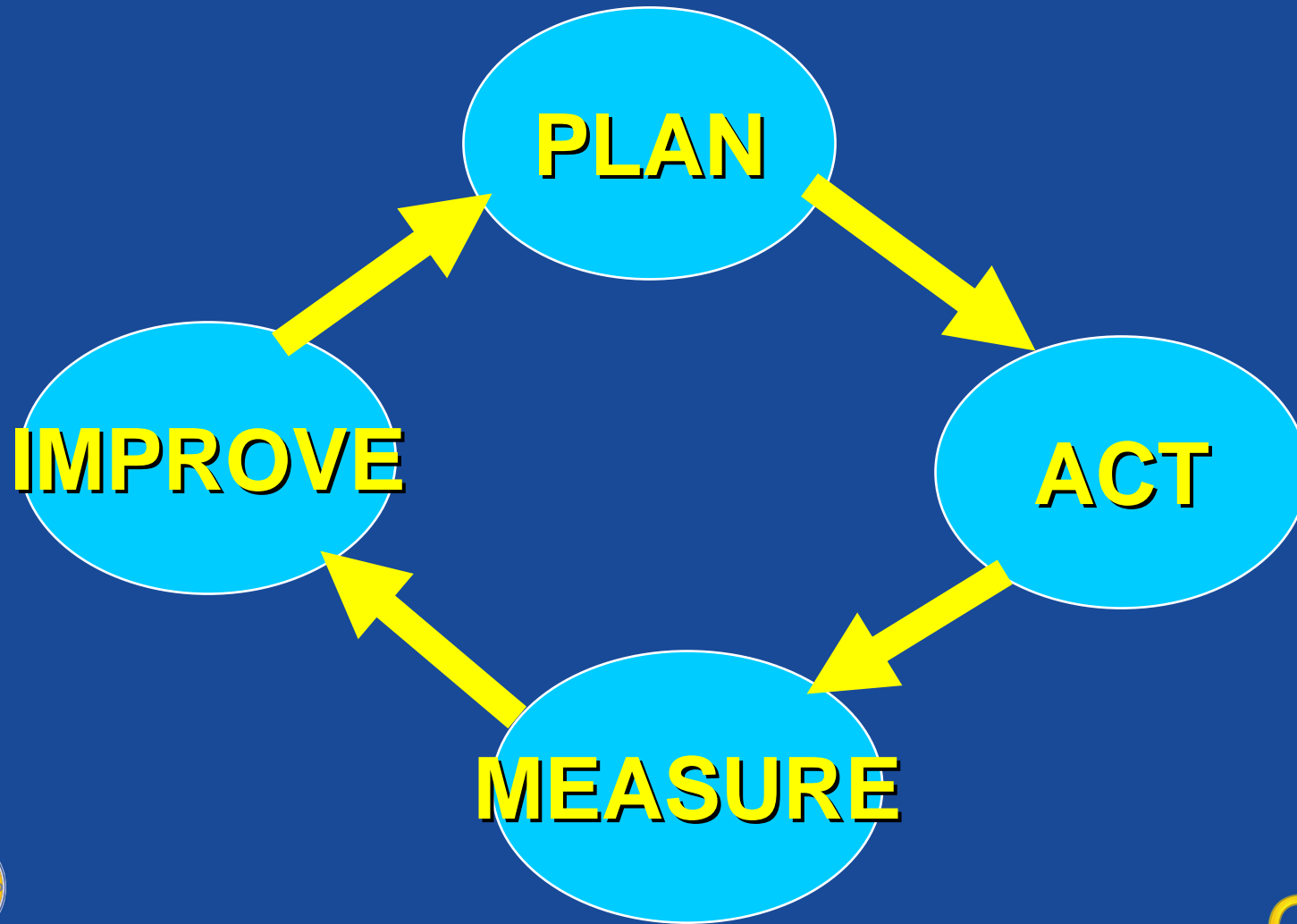


**OHSAS
18001**

ISO 14001



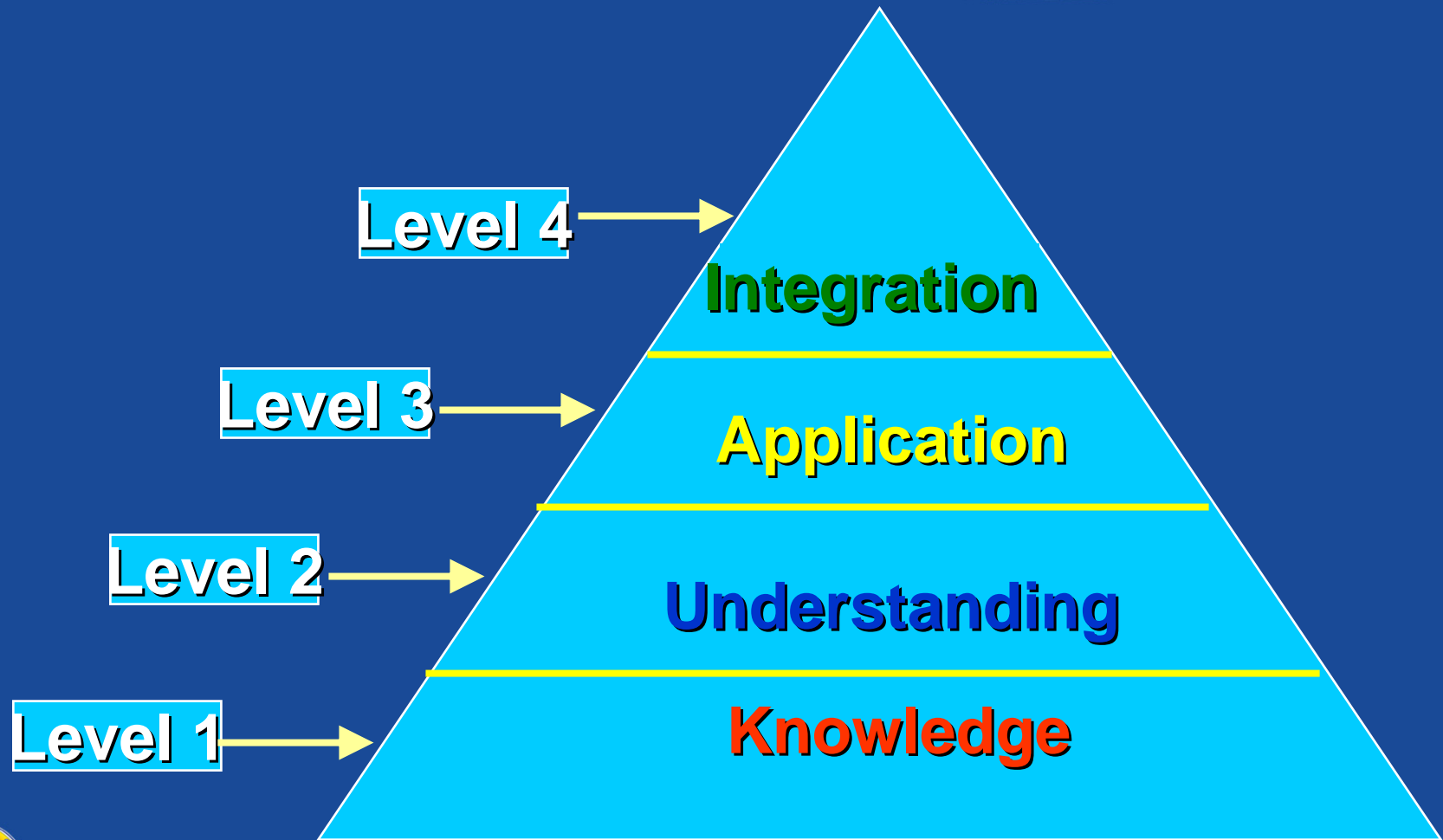
CONTINUOUS IMPROVEMENT CYCLE



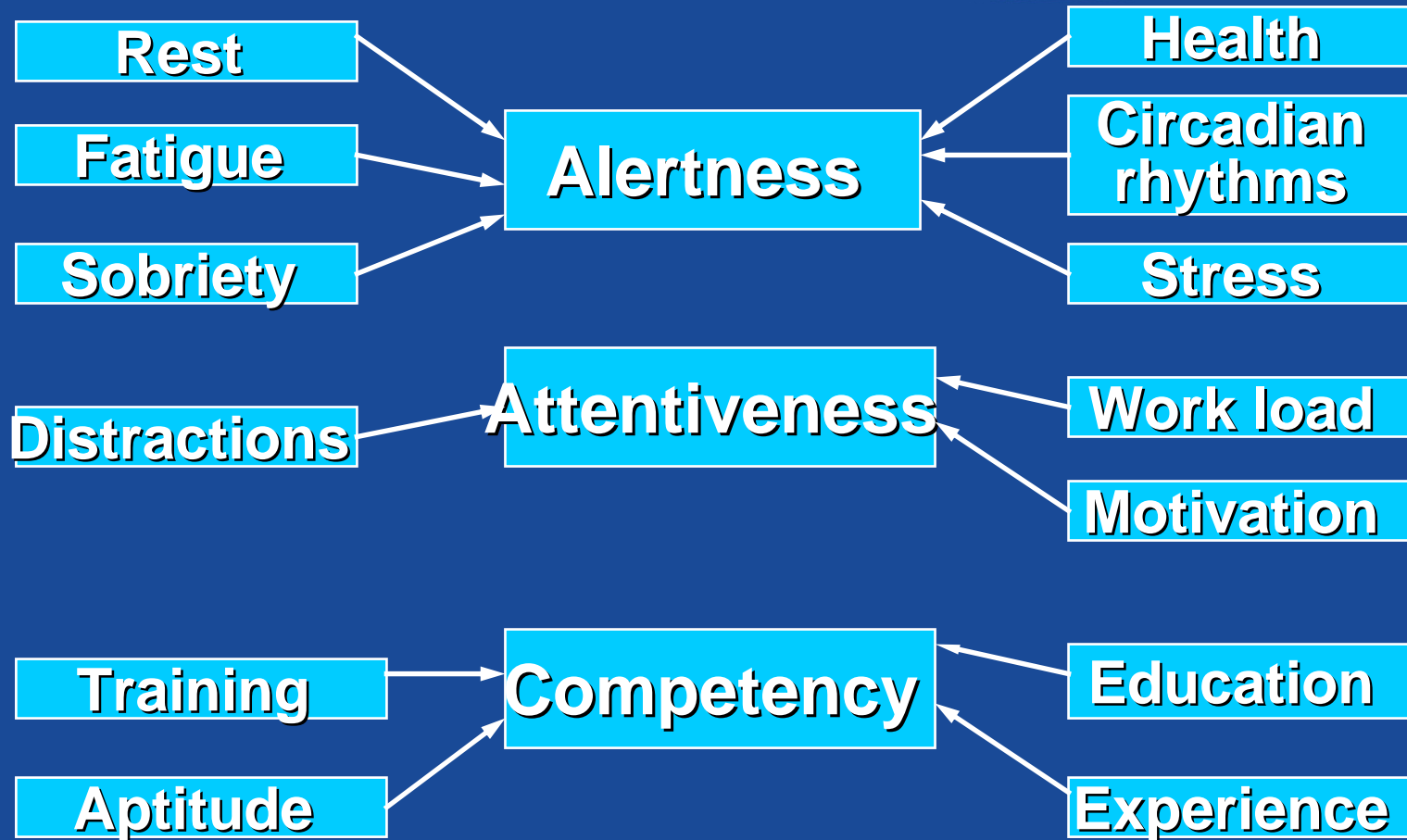
BALANCED SCORECARD MODEL



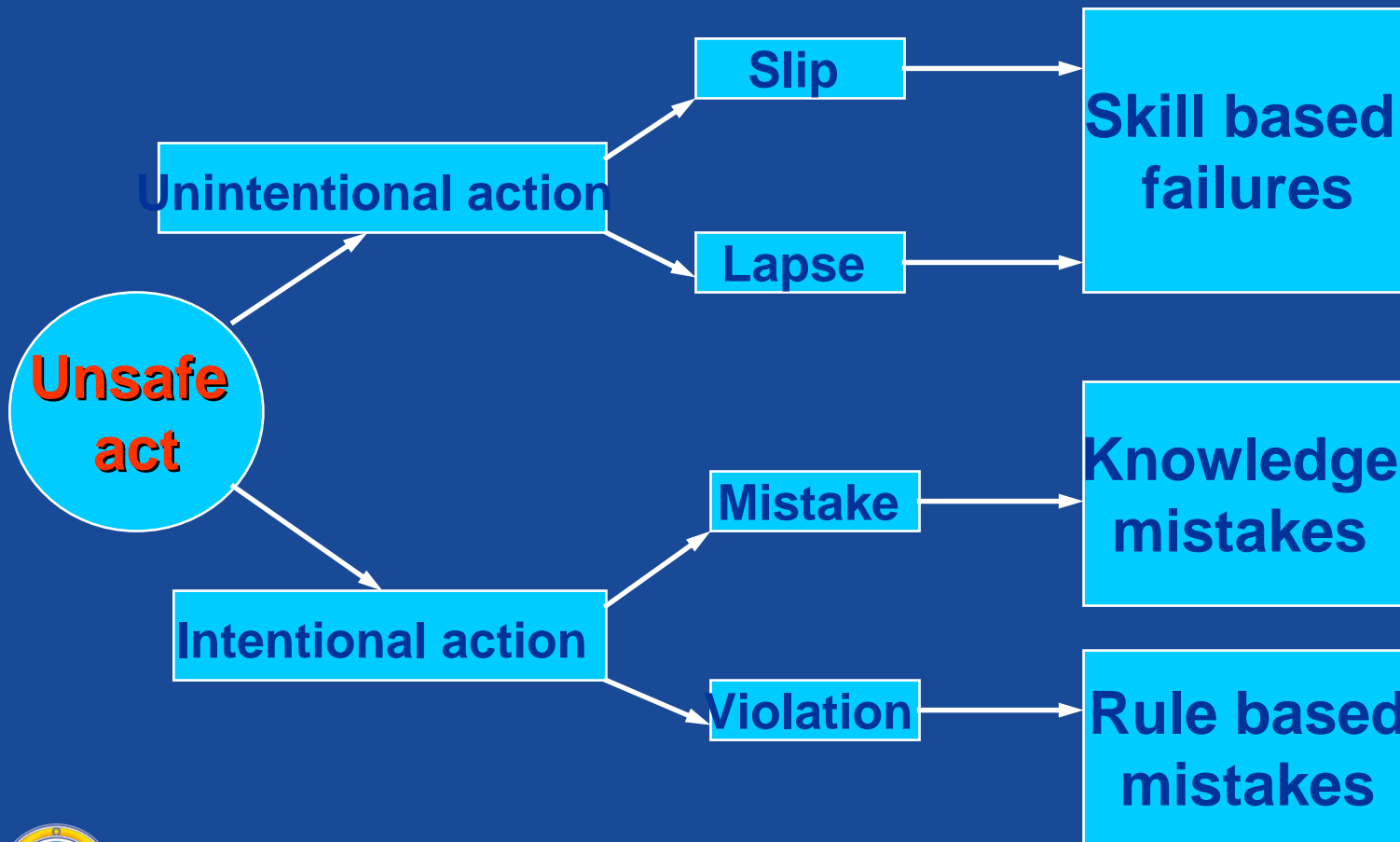
COMPETENCE LEVELS



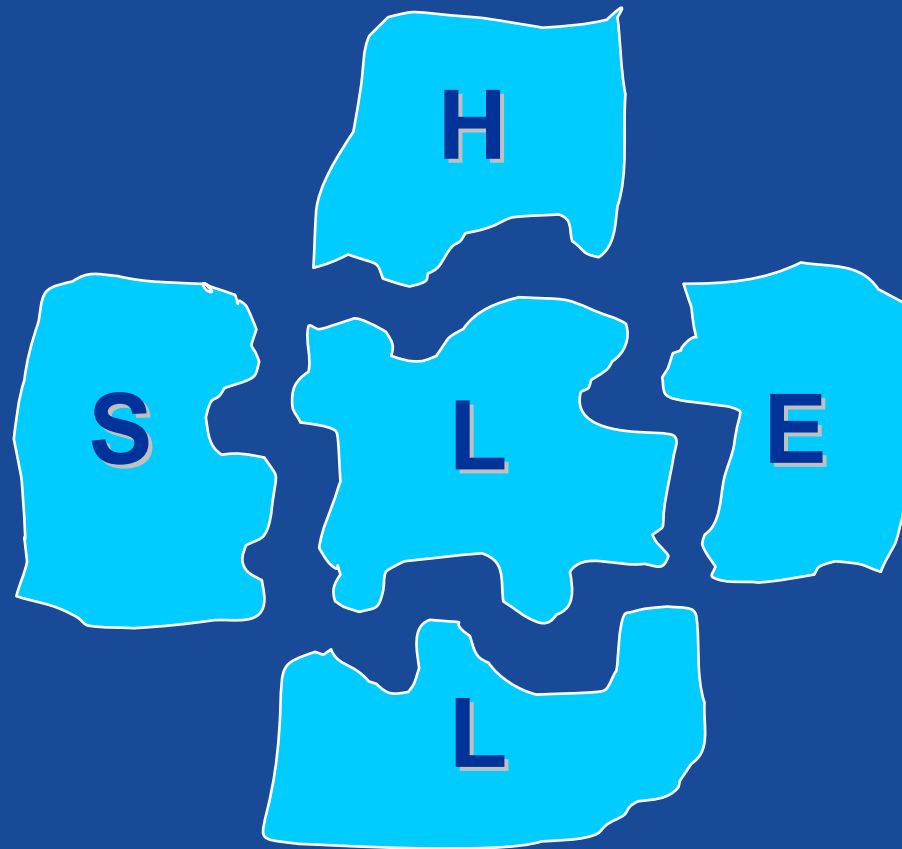
HUMAN PERFORMANCE MODEL



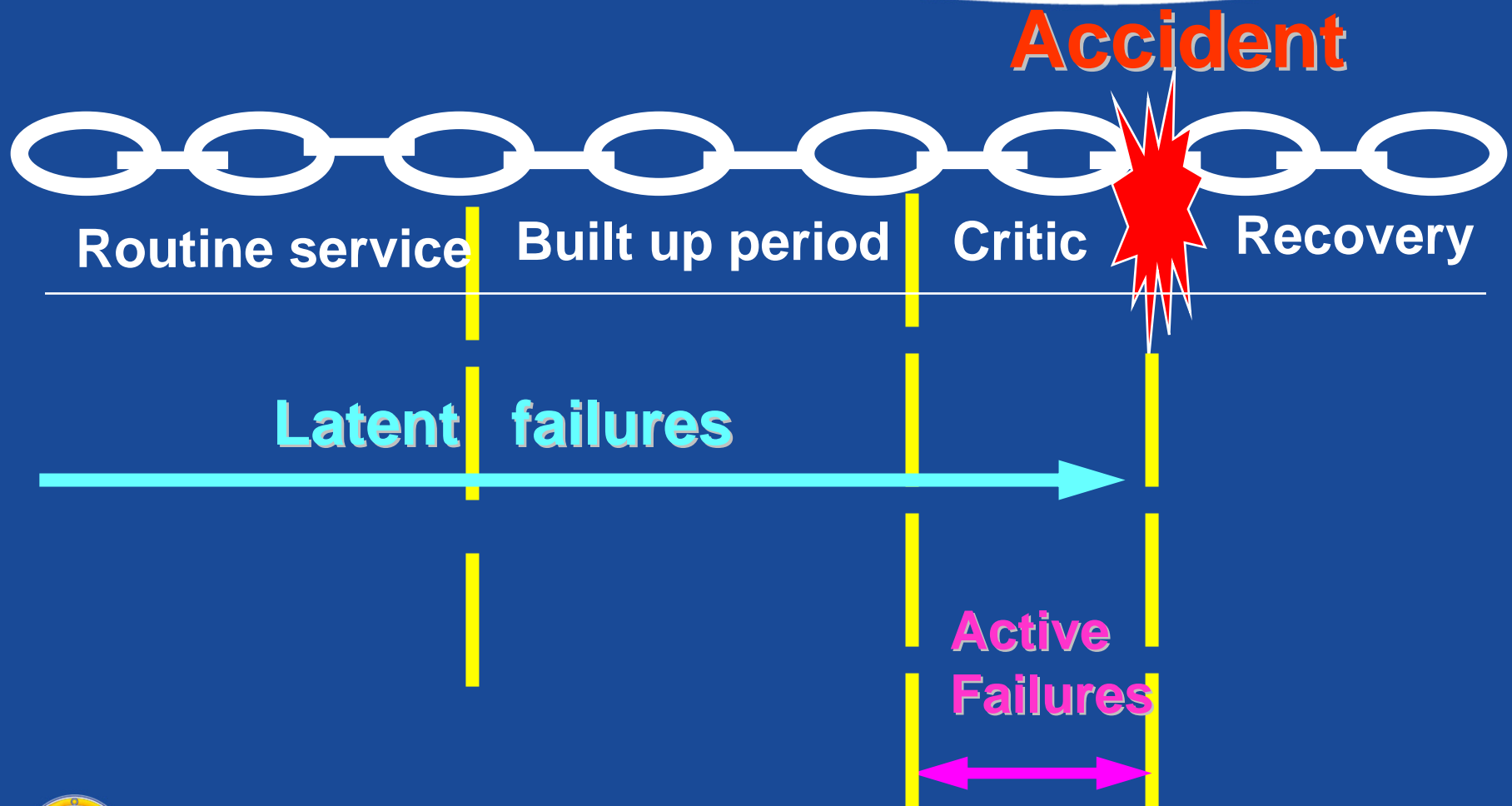
HUMAN ACTS MODEL



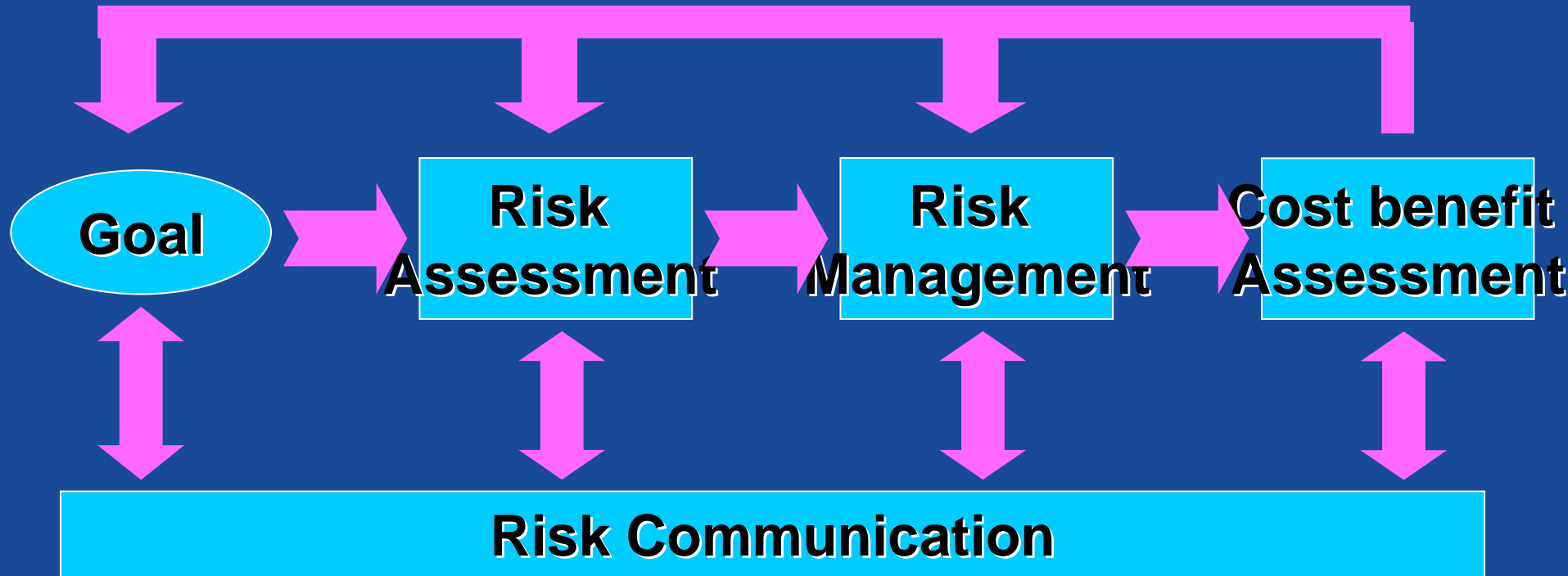
HUMAN PERFORMANCE SHEL MODEL



ACCIDENT MODEL



RISK BASED DECISION MAKING PROCESS



CONCLUDING REMARKS

- Safety, environmental protection, quality and health/hygiene are paramount objectives
- Risks are high & inherent
- Management principles & standards should be implemented
- Human factor plays the most important role
- Competencies are required for all involved



Thank You For Your Attention!

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