

Tanker Operator Conference, Nor-Shipping '07



TMSA –
Experience
&
Challenges

Short CV for Asbjørn Grini.

- Mechanical Engineer from technical university.
- 4 ½ years as consultant maritime supplier.
 - Project Engineer.
- 3 years with KGJS / Gearbulk.
 - Technical department.
- 6 ½ years with GC Rieber Shipping.
 - Q.A. Manager.
- 2 years with Vista Ship Management AS / J.L.M.R.
 - Q.A. Manager, with responsibility for safety, quality & insurance.
 - DPA, CSO.

Vista Ship Management AS

- 100% owned by AS J Ludwig Mowinckels Rederi (AS JLMR – founded in 1898).
- Vista are presently only managing vessels for AS JLMR
- 14 office employees, 90 Norwegian seafarers, 80 Phillipino seafarers. Steady growing organisation.
- Highly valued sea-farer employer.
- Fully integrated and flexible management organisation.
- Certified to ISO 9001:2000 & ISO 14001:2004.
- DNV as certifying body.
- Green Award certified.





THE FLEET:

- Management of 6 tankers on tc to first class charterers.
 - Shuttletankers, Aframax tanker, Coastal tankers.
 - ExxonMobile, Esso Norway, Statoil, Teekay.
- 6 Tanker new-buildings at Celik Tekne, Tuzla - Turkey
 - 5600 tdw – IMO II. 2007 to 2009.
 - J/V with other owners on a 50/50 deal.
- 2 Bulker new-buildings at Jiangsu Rongsheng HI, China.
 - 75000 tdw – Panamax. 2008.
 - J/V with other owners on a 50/50 deal.
- General project developement.



TMSA

- Experience so far.
 - TMSA as a “requirement”.
 - TMSA Audits.
- Some challenges ahead.

“The vessel operators/
owners system and
procedures are the key to
the quality IMT seeks”.

Ian Hunter.

tanker management and self assessment

A BEST-PRACTICE GUIDE FOR SHIP OPERATORS



"Kark, exactly the same happened with us last year!"

"Yes, and it was the same damned rock!"

HÅREK



TMSA Experience so far.

- TMSA Background and History.
- Commitment & TMSA as a Tool.
- TMSA Audits.
- Challenges.

"This industry is cursed with compliance mentality".
Ian Hunter.

TMSA Background and History.

- ExxonMobile / IMT "founded" TMSA.
 - Unofficial from 2002.
 - Official from March 2005.
- ISM Code was considered insufficient to support the high standards needed.

"Level 1 represents
basic ISM Code",
Ian Hunter.



Committment & TMSA as a Tool.

- Resources:
 - Involving all relevant departments & personnel. Common discussions
 - Budget TMSA costs, or integrated in the management budget?
- TMSA as an operating guideline & tool:
 - Unsuitable for writing and editing.
 - Follow up through a separate tool, available to all.
 - Some items are listed several places with slightly different text (I.e. in different Elements, KPI's and Best-Practice Guidelines).
 - "Difficult Elements". E.g.:
 - Management of Change (Element 7),
 - Incident Investigation and Analysis (Element 8)

*"TMSA will only work if you are all committed".
Ian Hunter.*

Superintendent

Master

HSEQ Manager



TMSA AUDITS

- Audits by IMT and Statoil during 2007.
 - Did we "interpret" it correctly?
 - Did we touch down on the correct stages?
 - Could we document our self assessment sufficiently?
 - Was our self assessment realistic?
 - Were we well prepared?

"Hell freezes over before I take you out of that hole again" (If lying to IMT on self assessment),

Ian Hunter.

TMSA AUDITS

- Choosing some of the elements to be audited.
- IMT not giving firm suggestions or guidelines in case of being sued.
- Auditors were highly qualified & very well prepared.
- Our conclusion after the audits....:

"Consistent understanding of expectations, that is the fundament of the TMSA principles",

Ian Hunter.

TMSA AUDITS

1. Be 100 % sure you can document your level.
 - If not, you are most probably on a too high stage/level.
2. Be 100% sure the stage is correctly classified, documented and accepted.
 - If not, downgrade Stage to a lower level.
3. It's **NOT** important to be on the highest level.
 - It's far more important to "satisfy" the stage you have decided you're really on at the time of submitting to OCIMF.
 - OilCo's are interested in finding out if the KPI's are being worked with and are in progress.



Challenges.

- Oilco's follow up.
 - OilCos different approach.
 - Role of the Oilco's. Mentor or coach.
 - IMT will increase the importance of TMSA further on.
 - IMT regards TMSA as “leading data” and count for about 30-35 % when assessing a Company.
- Owner / Management Company.
 - Resources. Human + capital.
 - Development internally.
 - Keeping up the focus and “pressure” on TMSA work.

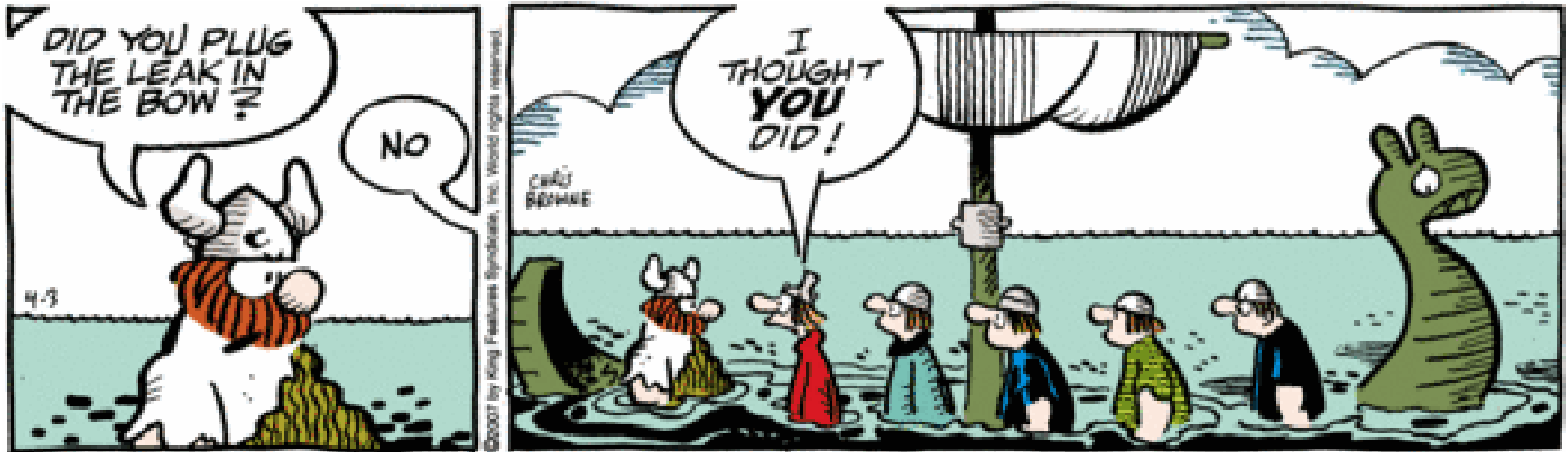
“The standard requirements today will be tougher tomorrow, and we will raise the bar”,
Ian Hunter.



Challenges

- The KPI's are dynamic items which should be validated and updated on a frequent basis.
- New version of TMSA.
- Benchmarking.
 - Only valid if adjusted after a few TMSA office audits.
 - Difficult to measure towards other organisations.
- Improved TMSA co-operation throughout the tanker business.

"15 % of all oil pollution cleanup is
payed by ExxonMobil",
Ian Hunter.



“Flawless performance and risk management are key questions in ExxonMobile”,
Ian Hunter.