



# Overview of TMSA

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World Tanker Management

**Is ISM Working**



● ● ● | **M.T Tasman Spirit**  
**- Grounding, Karachi 2003**



● ● ● | **M.T Prestige**  
**- Off Spain, 2002**





# 12 Elements of the ISM Code

2. General
3. Safety and Environmental Protection
4. Company Responsibility & Authority
5. Designated Person
6. Master's responsibility & Authority
7. Resources and Personnel
8. Shipboard Operations
9. Emergency Preparedness
10. Reports & Analysis of NC's accidents & Hazardous Occurrences
11. Maintenance
12. Documentation
13. Company Verification, Review and Evaluation

# What is TMSA?

- i. Upgraded and improved ISM builds on the foundation of the ISM Code.
- ii. Main concept is for the tanker operator to audit their own operational safety, quality and environmental procedures.
- iii. Key issue is continuous improvement, designed by the oil majors.





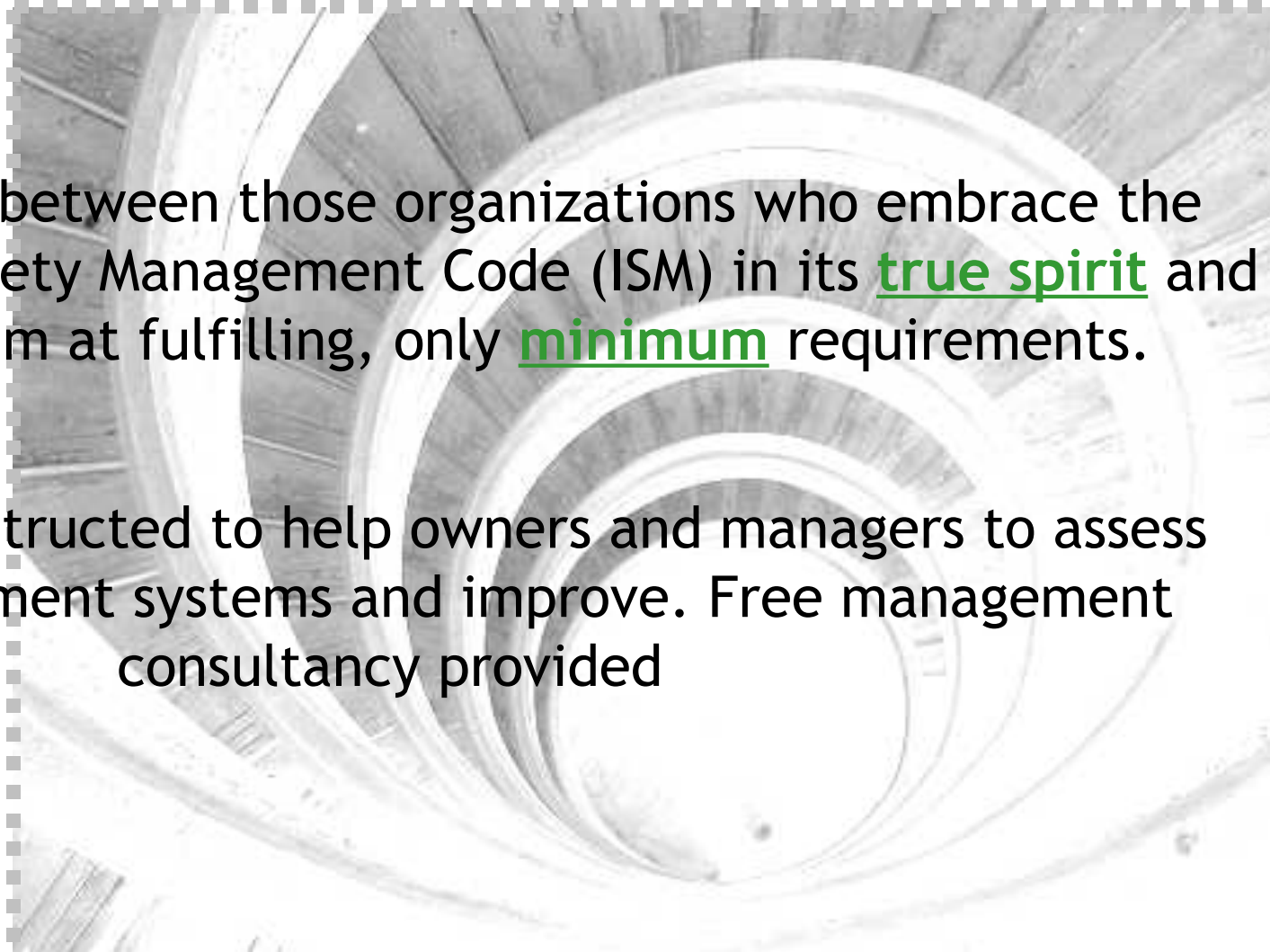
# What is TMSA?



- i. Demonstrates continual improvement.
- iii. Oil majors will carry out office audit of the Tanker managers to determine if there is any discrepancies.



# Why TMSA?



To distinguish between those organizations who embrace the International Safety Management Code (ISM) in its true spirit and those who aim at fulfilling, only minimum requirements.

TMSA is so constructed to help owners and managers to assess their management systems and improve. Free management consultancy provided



# A Solution.

It is a tool created by the OCIMF to help ship operators to measure and improve on their management systems.

It is a Best Practice Guide.

Continuous improvement is the key.

# Drivers



- The threat of punishment, fines, detentions should not be the only drivers for improvement, the tanker industry must be motivated to achieve higher standards of Safety & Environmental protection.
- A vital need to protect and preserve the environment.
- Corporate Social responsibility, *Pay back to the society.*

# Balanced score card approach

- Balanced score card is a *management tool* which requires strategies and plans to translate the company vision into action.

- The interests of all stake holders are considered.






- The vetting inspections just takes a momentary snapshot of the ship, is insufficient for the charter to completely assess his exposure to risk.
- **TMSA goes beyond this and takes a look at the most fundamental aspects of running a good ship - its management, its crew, their training and ---.**



# Several TMSA Facts

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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

# Integration Process

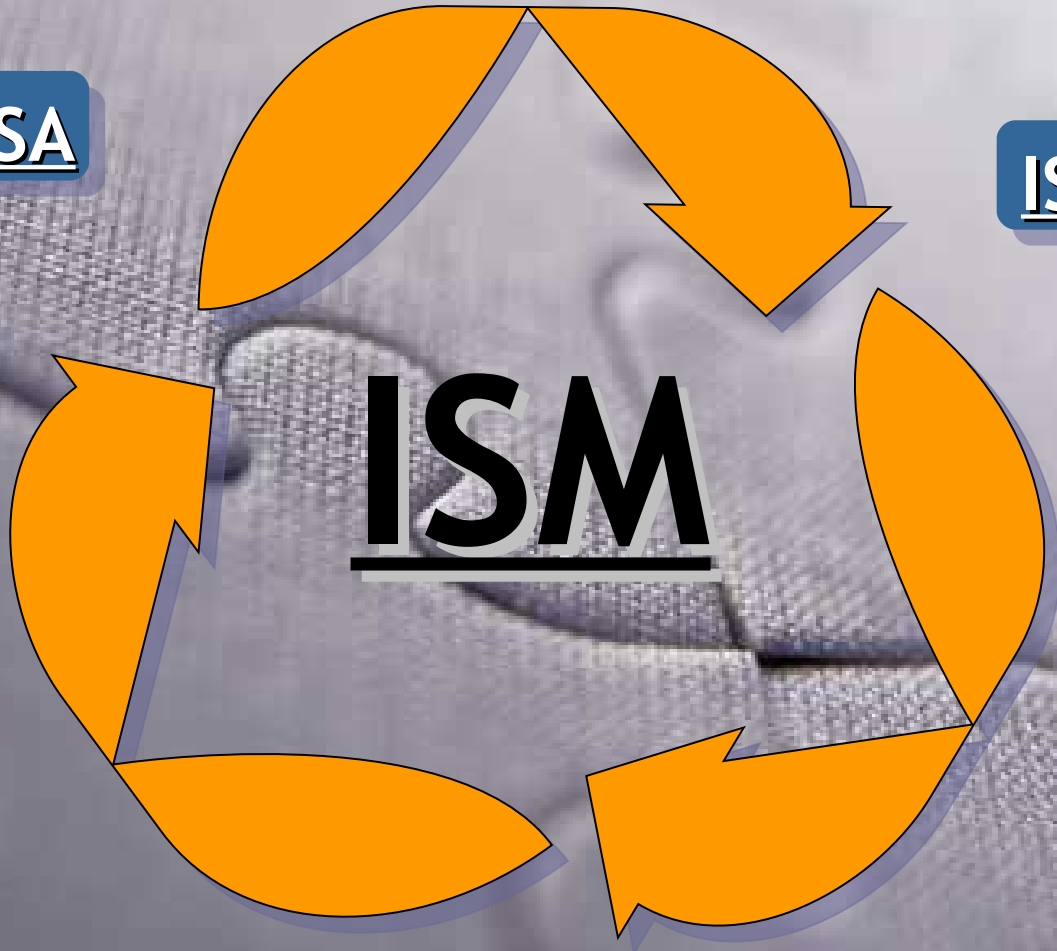
TMSA

ISO 9001

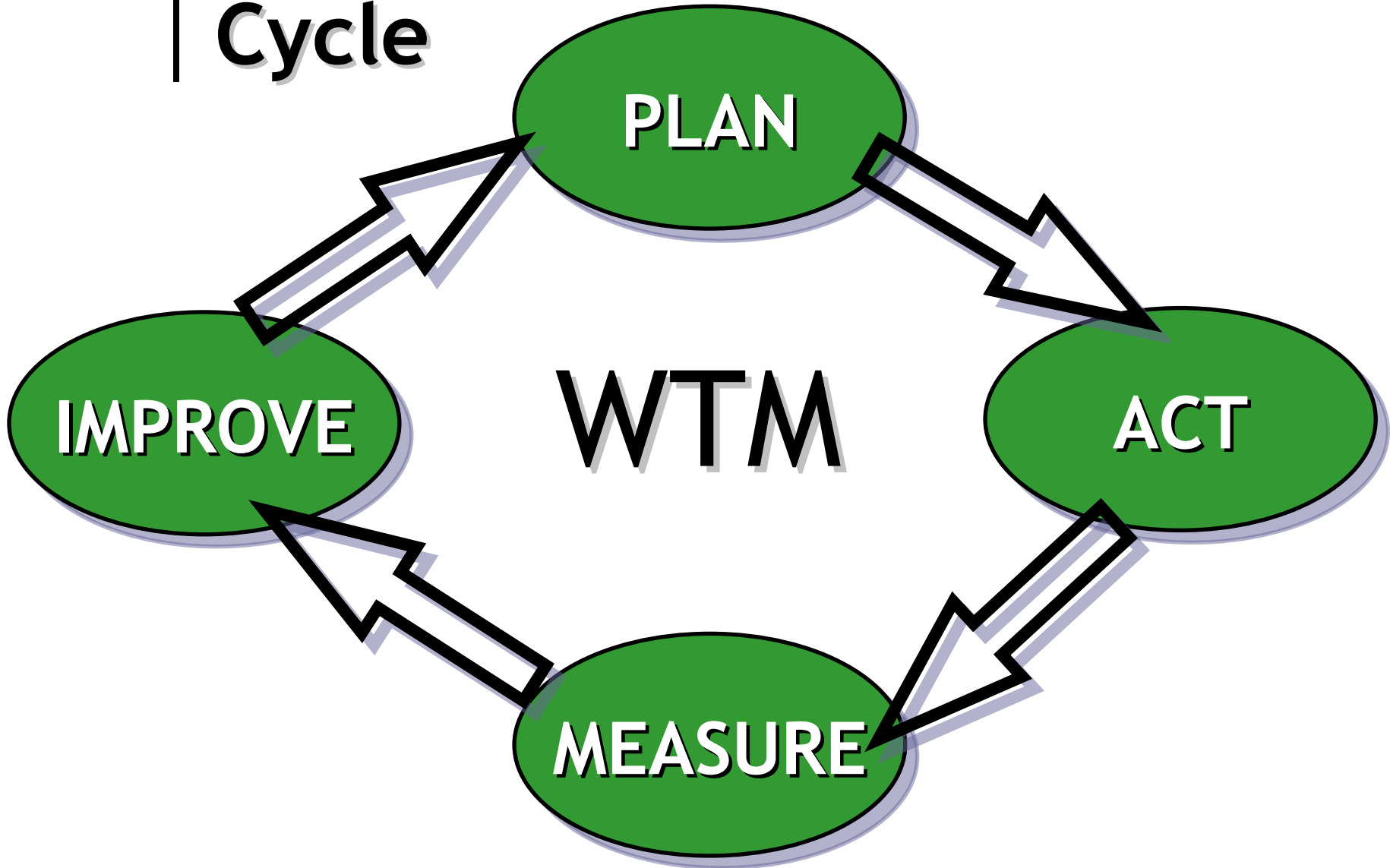
ISM

OHSAS  
18001

ISO 14001



● ● ● | **Continuous Improvement  
Cycle**



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# Approaching the TMSA



**This ranges from changing the entire company safety department or to ignoring it completely.**

# Advantages of TMSA

- Better tanker operators will be able to earn more \$\$\$\$ in management fees
- Higher utilization of vessels and better charter rates
- More \$\$\$\$ to seafarers
- Quality/motivated seafarers
- Better quality life at sea.





# Advantages of TMSA

- i. Enhanced operational efficiencies
- ii. Fewer accidents
- iii. Fewer off hires.
- iv. Improvements in Safety, Quality & Environment mngt.
- v. Inimitable competitive advantage.

# ● ● ● | Elements of TMSA

The 12 elements of the TMSA VS the elements of the ISM code.

3. 1A, 1B; Management, Leadership and Accountability

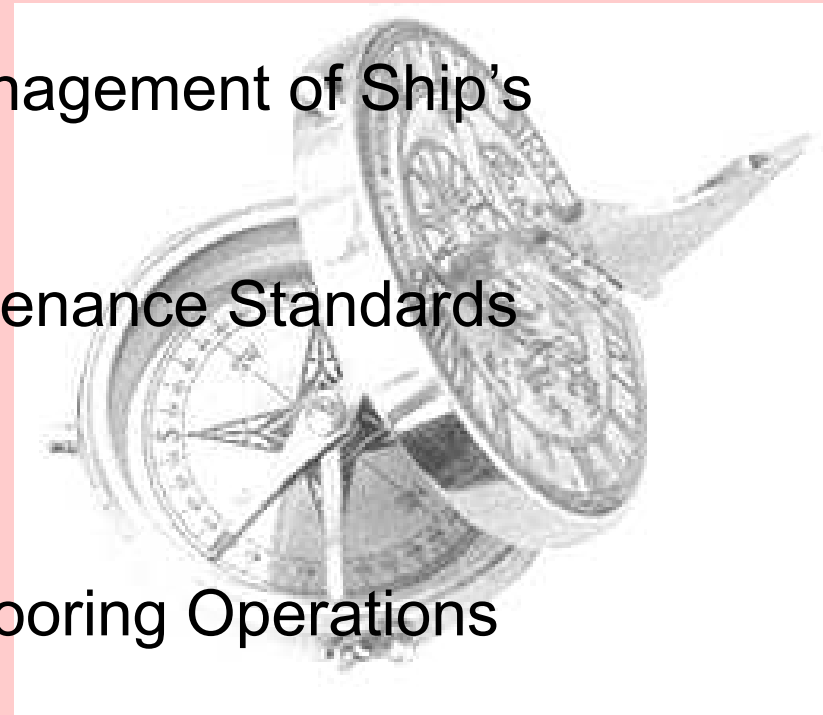
5. 2A; Recruitment & Mngmt of shore-based personnel

7. 3A,3B; Recruitment and Management of Ship's personnel

9. 4A, 4B; Reliability and Maintenance Standards

11. 5A; Navigational Safety

13. 6A, 6B; Cargo, Ballast & Mooring Operations



# ● ● ● | Elements of TMSA

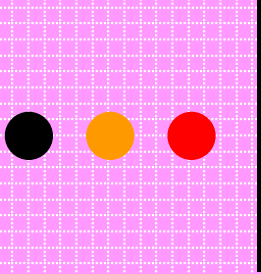
1. 7A, 7B; Management of Change
2. 8A, Incident Investigation and Analysis
3. 9A, 9B; Safety Management
4. 10A, 10B; Environmental Management
5. 11A, 11B; Emergency Preparedness & Contingency Planning
6. 12A, 12B; Measurement, Analysis & Improvement





# Elements of the ISM code

- General
- Safety & Environment protection.
- Company responsibility & Authority.
- Designated person.
- Master responsibility & authority.
- Resources & personnel.
- Ship board operations.



# Elements of the ISM code contd-----

- Emergency preparedness.
- Report & Analysis of NC, incidents & hazardous occurrences.
- Maintenance.
- Documentation.
- Company verification Review & Evaluation.



# TMSA - Objectives

## The main objectives of the TMSA

- To make a standard framework for assessments of the operators management system and to be consistent about it.
- To provide clarity in the company's policies ,
- Streamline to ensure that these systems are known & implemented throughout the organization. i.e. every level.
- To make plans, procedures & systems to achieve the organizations objectives.




# TMSA-Objectives

- To check, to evaluate and to create feedback systems from results obtained.
- To define targets and focus the efforts on areas where maximum benefits and improvements can obviously be obtained.
- To reduce the risk of incidents and accidents involving; threat to human life, the environment, the cargo and the ship and her equipment



# System Requirements (1/4)

When reading the TMSA guidelines carefully it become clear that these objectives have to be obtained by:

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- Better co-operation and knowledge sharing between ship-shore.
  - Seminars for officers in the main office, disseminate information.
  - Focus on proper reporting and feed back systems.
  - Regular visits onboard, participation by the ship staff.
  - More structured involvement by the senior management onboard (Onboard management team meetings at regular intervals) to improve the functioning of the management system and control all situation involving potential hazards and keep them on a manageable level.



# System Requirements (2/4)

## **More and deeper involvement by senior management ashore**

- Approve maintenance and repair work of critical equipment and systems
- Be involved in the hazard identification and risk assessment process
- Approve changes to be made to equipment, systems, procedures and materials including ship drawings and technical documentation
- Prepare follow up improvement of the plans with measurable targets
- Prepare and follow up the training programs.



# System Requirements (3/4)

- Identify Company KPI's and design systems to measure and improve the performance
- Compare the performance between ships, groups of ships and between superintendents and with other companies
- Be actively involved in the protection of the environment
- Be actively involved in the near miss and lesson learnt activities
- Be involved when promoting officers and in particular when promoting and recruiting Masters and Chief Engineers
- Control of the manning agents and who they recruit, especially when hiring Masters and Chief Engineers.



# System Requirements (4/4)

- More frequent and easier follow up of maintenance and defect/malfunction reporting onboard and ashore.
- Automatic generation of lists for outstanding items including dry dock items
- More consistent and thorough onboard inspection programs
- Improved follow up of non-conformities and deficiencies.
- Ensuring to encourage an active near miss activity based on a no-blame culture
- A more pro-active safety culture with regular information passed through the Company regarding prevention of incidents and accidents. Feedback to be taken from the evaluation of own performance and from the industry as a whole.



# TMSA

- The security issue is not included.


# 3A, 3B; Recruitment and Management of Ship's Personnel

Main Objective  
Ensure that all ships in the fleet have competent crews who fully understand their roles and responsibilities and who are capable of working as Effective teams.





# Retaining your people

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- At the most fundamental level, any tanker operator needs to have a skilled and trusted workforce aboard his ships. They may not appear on the company balance sheet, but a company's staff members are its most important asset. It is the ship manager's pool of floating and shore-based people upon whose shoulders the company's fortune rests.



# Retaining your people

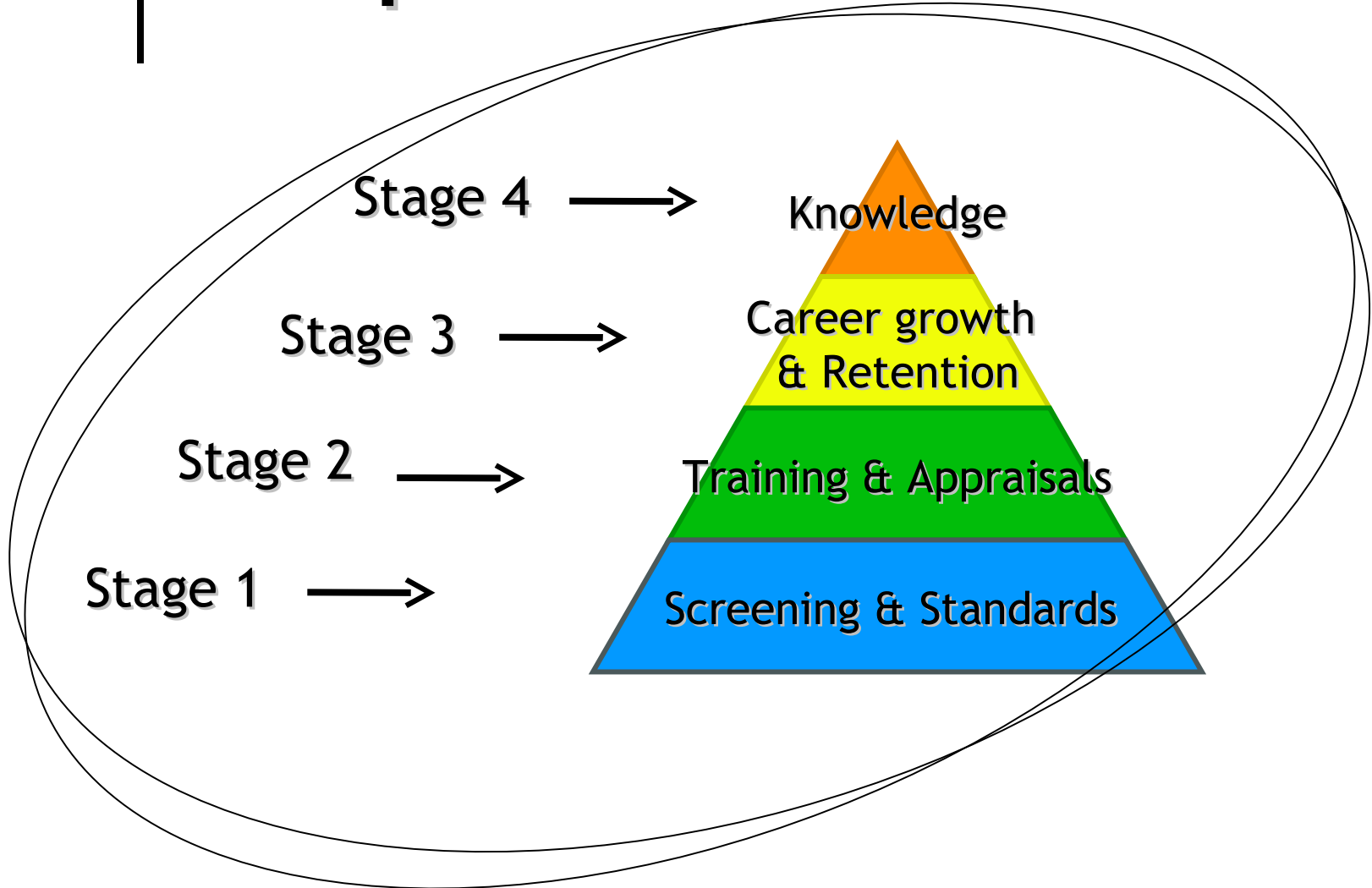
- A well trained and motivated body of staff is an important company investment and this investment will only bear fruit if the crew shares the management's philosophy. The entire TMSA scheme relies on having continuity, stability and long-term commitment to a company by its employees. Without this commitment the goal of driving continuous improvements is doomed to failure.



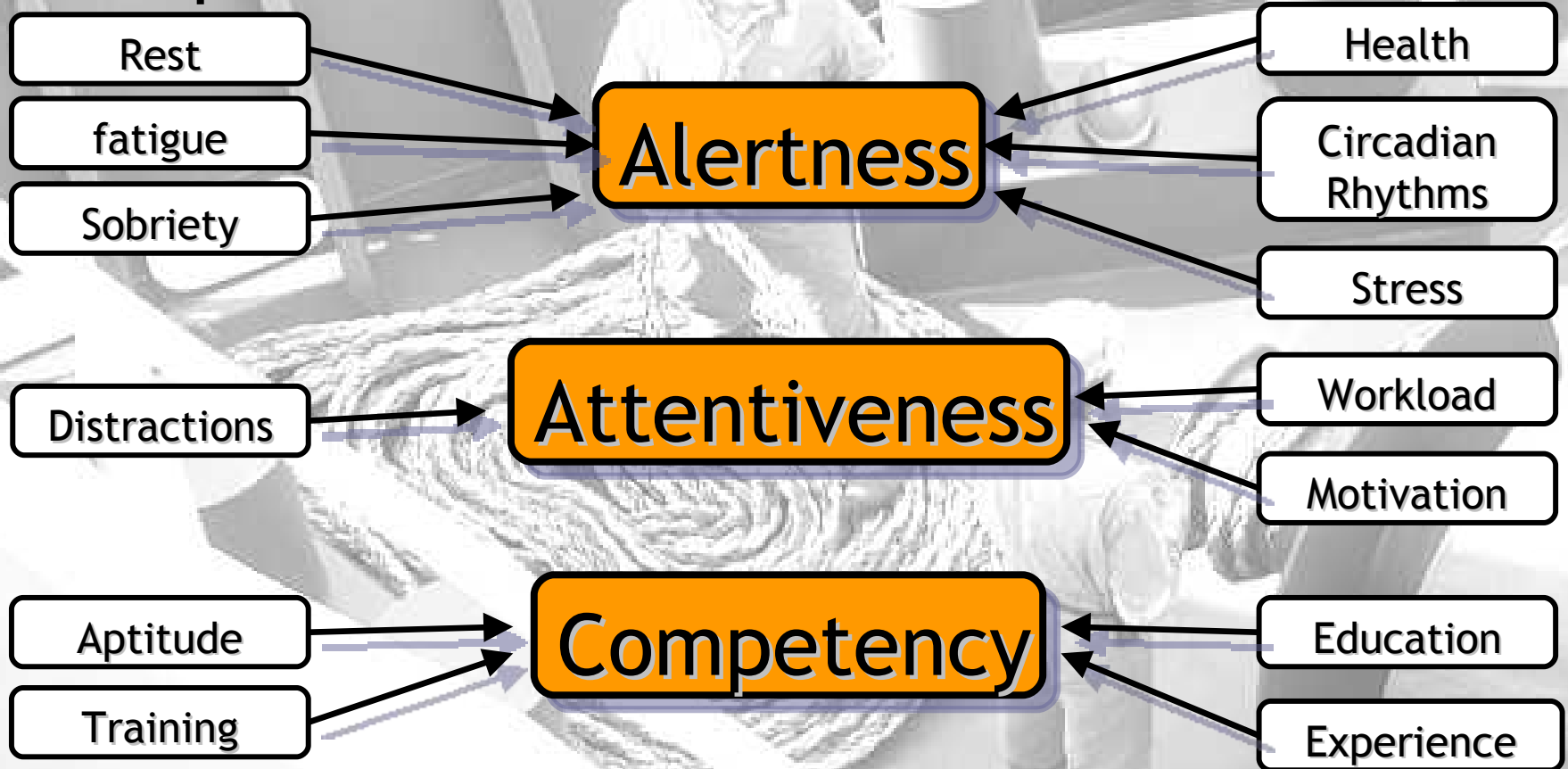
# World Tankers Management

- Retention Rate Senior/junior and shore staff
- Seminars ashore on Company SMS
- % availability of ship=---(--breakdown or off time)
- Reduced amount of related stoppages
- Navigation & Safety Audit = Quality Audit
- An incident investigation analysis
- 100 near miss
- Medical treatment
- LTI =
- TRCF =

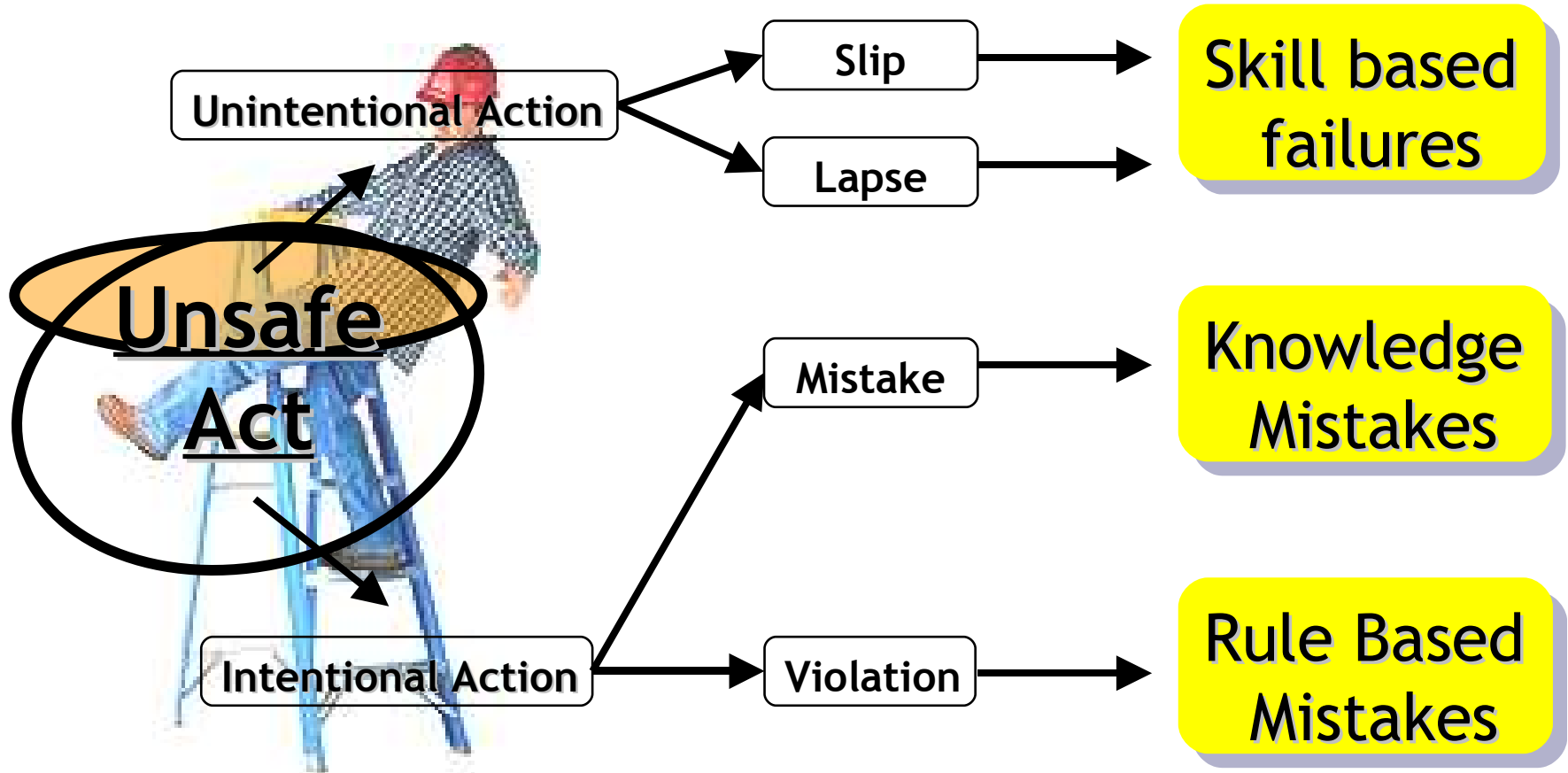
# Competence Levels (Element 3)



# Human Performance Model



# Human Acts Model





# Concluding Remarks



- Safety, environmental protection, quality and health/hygiene are paramount objectives
- In the marine environment, risks are high.
- Human factor plays the most important role
- Competencies are required for all involved



# RISK MANAGEMENT

## TMSA Chapter 9

- What is it? How to use it?
- Risk management is an important tool in the ship manager's armory and an important part of the safety process.



# Definitions.

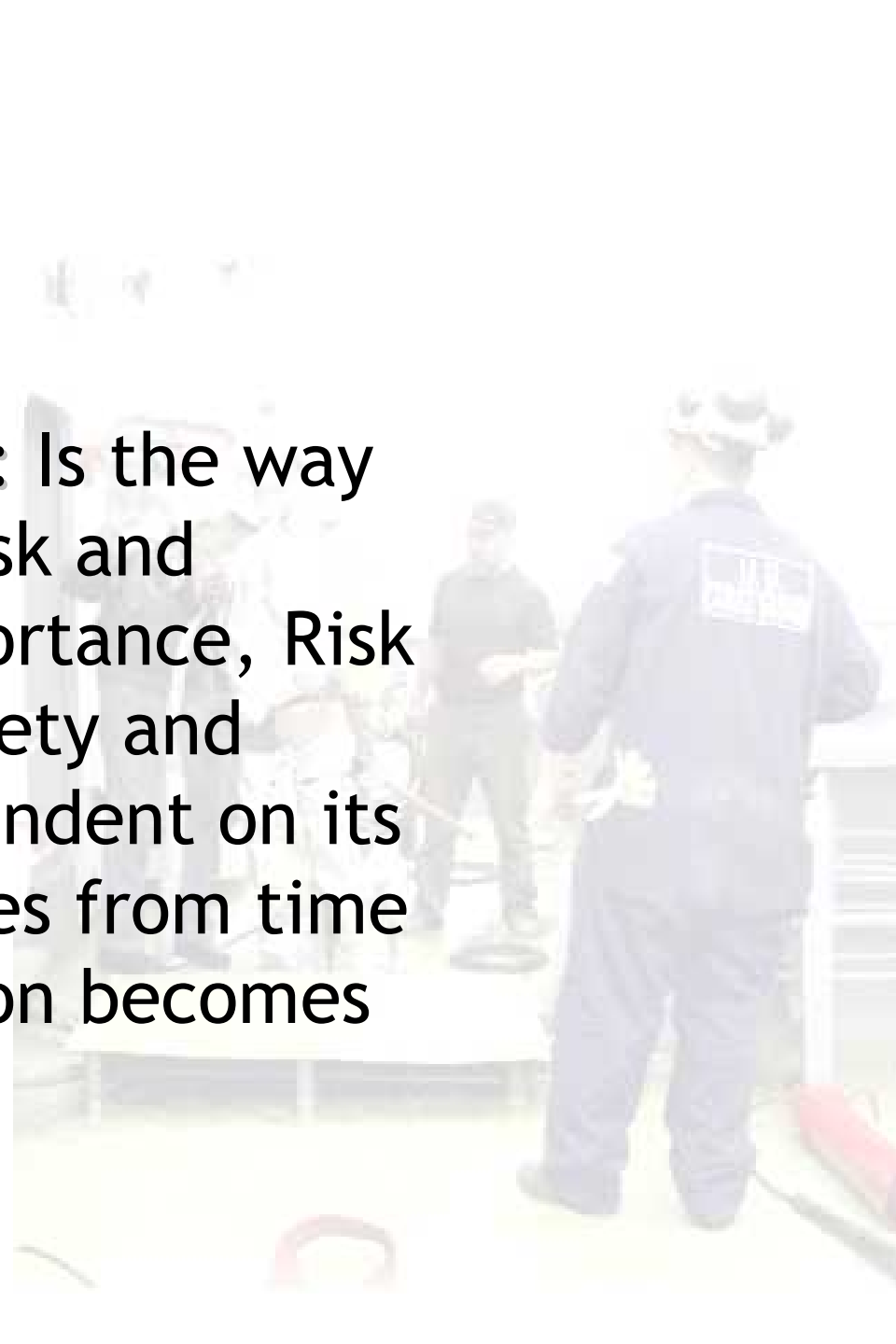


- **RISK** - a measure of the probability that a harmful event (death, injury or loss) arising from exposure to a hazard which may occur.
- **RISK ASSESSMENT**  
-Identification and quantification of risk resulting from a specific use occurrence, or task.
- RA is concerned with those factors which are especially dangerous i.e. HAZARDS.



# Definitions.

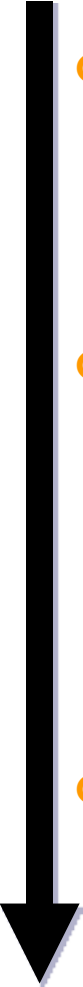
- **RISK PERCEPTION:** Is the way in which we see risk and determine its importance, Risk perception by society and authorities is dependent on its culture and changes from time as more information becomes available.





# Acceptability of Risk



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- **Acceptable** - Easy risk management decision
  - **Tolerable** - Difficult risk management decision needed to offset advantages against risk and disability - both health and environment
  - **Unacceptable** - Easy management decision

# Safety Management

- **RISK MANAGEMENT** - decision making process to select the optimal steps for reducing a risk to an acceptable level.
- If the RA indicates that risk is too high, Risk management must be carried out with the aim of reducing the Risk.





Thank You!