

What is good and bad for the tanker industry

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The safety record

- We tend to focus on the negatives when we consider safety and the measures taken to improve. Our safety vocabulary has become populated with deficiencies, detentions, deviations and disaster.
- It does not matter where you look, however because the overwhelming evidence is that the tanker industry enjoys a good safety and pollution prevention record

Lies, damned lies and statistics

- Looking at numbers produced by
 - Intertanko
 - IUMI
 - P&I
 - EMSA
 - PARIS mou, and more

All show that tankers experience the lowest casualties, claims, detentions and deficiencies

Starting Point

- I believe that is the starting point to move forward – start working from the positive angle to achieve an improvement in the situation
- Before we can do this, we need to analyse how this good record has been achieved

When did the trend commence

- Most graphs for these records commence about the mid 1990s.
- We can superimpose on these graphs the introduction of safety initiatives and these include vetting inspections, Port State Control inspections, the ISM Code audits and insurance company inspections (P&I).
- What sets the tanker industry apart?

Which systems are effective

- I would argue that the OCIMF SIRE inspections have been the trigger to the current good safety records achieved by the tanker industry, and however much you hate them, they are providing benefits today – it is now time to cash in those benefits.
- Port State Control is beyond it's sell by date, at least for tankers as we all know that any tanker detained by PSC would be just about “unfixable”
- ISM is no longer fit for purpose.
- P&I condition inspections are superfluous for tankers as all information could be gained from the SIRE inspections

Too many inspections

- I have reviewed the presentations from our colleagues in Mumbai and I agree with them that:-
- Tankers are inspected too many times
- We have reached the ceiling in what can be achieved with present systems – including SIRE
- The Human Element is overlooked in both the structure and conduct of the inspections or audits – they have and are re-creating the fear factor.
- A new system of “scoring” is required.

An example



The way forward

- I believe tanker operators could genuinely request a reduction in the inspection burden based on their good safety record
- 1.) Flag State to take the responsible lead for compliance related inspections – **Change since 70s**

The inspections to reduce - remove

- Flag State: They have a responsibility to ensure their ships are kept and operated in a good condition. Their annual inspections should be maintained. They should stand up for their own standards.
- They could monitor a ship's SIRE (or CDI – m) reports.

The inspections to reduce - remove

- Port State Control – I once saw this quoted Port State (Out of) Control and I believe for tankers this is the case.
- E.g China & body cameras. – punch above weight
- We have moved on since the early 80s
- PSC in my view is beyond its sell by date. (original objective) (they did not prevent any of the recent disasters)(have you noticed how they do not publish this!!)
- PSC inspections only for tankers when there are reasonable and justifiable grounds and then only when accompanied by a Flag State inspector

The way forward (2)

- 4.) Vetting inspections to be reduced to a maximum of 3 per year or roughly once every tour of duty per master
- 5.) This will allow other inspections to fall in to line (tech supt, marine inspection/internal audit)
- 6.) A Code of conduct to be drawn up for all inspectors or auditors which would allow any officer or crewmember the right to complain about the inspector's behaviour.

Part 2: The impact of requirements on core safety activities

- I have personally observed how much time masters are spending on mundane reporting and administration which is taking them away from their core role onboard which is to command the vessel. The advent of ECDIS has even seen them with ECDIS and Radar monitors in their office.
- This is a recipe for disaster – and a disaster will happen due to this trend.

Paperwork versus safety

- How is it possible that the same entities insistent on a high safety standard require 4 separate reports at noon each day?
- How is it possible that the ships are inundated with “where are you now messages”?
- What are the shore based offices going to do with autonomous ships? Who will send the messages?

Certificates

- Every inspection involves reviewing the ship's certificates.
- The amount of time reviewing ship's certificates is directly proportional to the extremes of the weather outside during the inspection.
- Why is it taking so long to post these on the internet when we – companies – have been doing this for years.
- Does anyone know a piece of paper that can stop a ship sinking?

PART 3: Information exchange

- Whilst the tanker industry has a good and continually improving safety record, it must guard against hubris.
- One positive element I have noticed in tanker operations is that rushing to start cargo operations, or sail upon completion does not happen. Compare this with the 30 minutes available to vacate the berth on a containership – this is an idea the tanker sector can export

Can we learn from others

- Other ship types are experts in certain fields of operations:-
- Passenger ships:
 - in lifeboat and rescue boat operations – they practice frequently.
 - Food safety and health & hygiene – with on some ships 7000 people it is a must
- Bulk carriers
 - watertight integrity

Can we learn from others

- Containerships:
 - in planning for the port stay
 - attention to torque
 - maintaining the ship upright and near to even keel throughout cargo operations
 - reefer containers and handling multiple gases injected into containers
 - automated operations

