Agenda

- **SIRE Organisation and statistics**

- **VIQ 2011**
  - Review process
  - Key changes from previous version

- **Online crew matrix**

- **SIRE-TMSA link**

- **TMSA3**

- **30 day rule**

- **VPQ revision**

- **OVID, Terminals**
OCIMF Committees

- **Executive Committee (EXCOM)**
  - **General Purposes Committee (GPC)**
  - **Legal Committee**
  - **Ports and Terminals Committee (PTC)**
  - **Offshore Marine Committee (OMC)**
    - **IMO Observer Delegation**
    - **European / Eastern Terminal Forum (EETF)**
      - **Task Forces**
      - **OVID focus Group**
  - **Marine Technical Sub Committee (MTSC)**
  - **Navigation and Routing Sub Committee (NARSUC)**
    - **SIRE Focus Group**
    - **Western Terminal Forum (WTF)**
      - **Task Forces**
    - **ICE Sub Committee**
      - **Asia Pacific Terminal Forum (APTF)**
      - **Task Forces**
SIRE Performance

- 61 report submitting companies
- 178 Recipient members
- >18,900 reports less than 12 months old on >7200 tankers
- ~1,600 new inspection reports per month
- ~2.64 inspections/vessel/year
- ~8000 reports requested per month
SIRE Statistics

SIRE Reports Received and Requested Per Month
December 2002 to December 2010

[Graph showing monthly reports and requests from December 2002 to December 2010]
## SIRE Inspector Accreditation

### SIRE New Inspector Courses

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
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<tbody>
<tr>
<td>6-10 September 2010</td>
<td>London</td>
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### SIRE Refresher Courses

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### OVID Familiarisation Courses

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<tr>
<td>21-22 Sept 2010</td>
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<td>TBA</td>
<td>UK</td>
</tr>
<tr>
<td>TBA</td>
<td>USA</td>
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</table>

539 Cat 1 Inspectors
26 Auditing Inspectors
VIQ 2011 - The Review Process

• 2009: Decision to conduct major review of VIQ
  - Thorough and comprehensive consultation

• Sept 2009: VIQ (4th edition) initial review of entire document by OCIMF Secretariat and experienced external consultant
  - Change focus from documentation review to areas of greatest risk to report users
  - Update questions/guidance
  - Remove obsolete questions
  - Enhance navigation, cargo
  - Develop closer link with TMSA

• Dec 2009: Draft VIQ distributed to SIRE Focus Group for comment
VIQ 2011 - The Review Process

- Feb 2010: 2 day workshop
  - Entire SIRE Focus Group and Secretariat
  - SFG - comprises 12 most active members within SIRE system
  - Full review / discussion of draft VIQ question by question

- Mar 2010: SIRE Auditing Inspectors review & comment on draft
  - 28 most experienced and senior inspectors
  - Representative sample of inspector population

- March 2010: OCIMF committees review & comment on draft
  - Navigation, cargo & technical chapters reviewed

- April 2010: Intertanko review & comment on draft
  - Members requested to comment back to Intertanko by 31 July
VIQ 2011 - The Review Process

- **July-September 2010**: Collating of final comments

- **August-December 2010**: Testing and scripting of member IT processes
  - Feedback incorporated into VIQ and report editor

- **10 January 2011**: VIQ launched
  - 2 ½ month window to allow members to switch

- **31 March 2011**: Switch off date for old VIQ
VIQ 2011 - Summary of key changes

• **Chapter 2 - Documentation**
  o Paperwork checking reduced - removal of some certificates
  o Key document and certificate checks remain
  o Emphasis shifts from paper checking to areas of inspection where real risks exist - navigation, cargo operations, engine room
  o Overall time for inspection remains unchanged

• **Chapter 4 - Navigation**
  o Enhanced questions - ECDIS

• **Chapter 8 - Cargo**
  o LNG and LPG separated
  o New questions to reflect modern LNG vessels
  o Enhanced shuttle tanker section
VIQ 2011 - Summary of key changes

• Chapter 13 - Ice
  o New chapter and question set

• Officers’ matrix removed from VIQ
  o Replaced with verification question
  o Latest matrix prior to inspection will be viewable with SIRE report

• Questions and guidance updated to reflect changes to SOLAS, MARPOL etc.

• Redundant questions removed
  o Steam winches, Ch.16 listening watch
The guidance for this chapter currently states:

This section is to be completed if the vessel operates in areas with below-freezing temperatures and has an Ice Class Notation or has a valid winterisation certificate.

Following user feedback, the phrase operating in areas with below freezing temperatures is being removed and the guidance is being revised to the following:

This section is to be completed if the vessel has an Ice Class Notation or has a valid winterisation certificate.
VIQ 2011: Chapter 3 - Crew Matrix

Old VIQ

3.10 Are the officers and crew suitably qualified and is their training and experience adequate?

<table>
<thead>
<tr>
<th>Qualifications of Officers</th>
<th>Master</th>
<th>Chief officer</th>
<th>2nd officer</th>
<th>3rd officer</th>
<th>Radio officer</th>
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<tr>
<td>Nationality</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Certificate of Competency</td>
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<td>Y N A</td>
<td>Y N A</td>
<td>Y N A</td>
<td>Y N A</td>
</tr>
<tr>
<td>Tanker certification</td>
<td>O C G</td>
<td>O C G</td>
<td>O C G</td>
<td>O C G</td>
<td>O C G</td>
</tr>
<tr>
<td>SICW V para 1 or 2 for current cargo</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>1</td>
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</tbody>
</table>

Radio qualification

Years with operator

Years in rank

Years on this type of tanker

Years on all types of tanker

Months on vessel this tour of duty

English proficiency Good / Fair / Poor

New VIQ

3.10 Does the officers’ matrix posted for the vessel on the SIRE website accurately reflect the information relating to the officers on board at the time of the inspection?

Last crew matrix submitted prior to inspection date will appear within SIRE report

OCIMF
Crew details on 28 Feb 2011

**Officer Crew**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
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<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
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<td>Oil</td>
<td>Para 2</td>
<td>Yes</td>
<td>1</td>
<td>5</td>
<td>8</td>
<td>14</td>
<td>4</td>
<td>4</td>
<td>Good</td>
</tr>
<tr>
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<td>Chinese</td>
<td>Class 1</td>
<td>China</td>
<td>Yes</td>
<td>Oil</td>
<td>Para 2</td>
<td>Yes</td>
<td>4</td>
<td>2</td>
<td>8</td>
<td>8</td>
<td>12</td>
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</tr>
<tr>
<td>2nd Officer</td>
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<td>Para 1</td>
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<td>1</td>
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<td>OOW</td>
<td>China</td>
<td>Yes</td>
<td>Oil</td>
<td>Para 1</td>
<td>Yes</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>22</td>
<td>2 Fair</td>
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</tr>
<tr>
<td>4th Officer</td>
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<td>OOW</td>
<td>China</td>
<td>Yes</td>
<td>Oil</td>
<td>Para 1</td>
<td>Yes</td>
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<td>1</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>3 Good</td>
<td>Good</td>
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</tbody>
</table>

**Engineer Crew**

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<td>Class 1</td>
<td>China</td>
<td>Yes</td>
<td>Oil</td>
<td>Para 2</td>
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<td>7</td>
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<td>14</td>
<td>8</td>
<td>8</td>
<td>Good</td>
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<tr>
<td>2nd Engineer</td>
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<td>China</td>
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<td>Oil</td>
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<td>3 Fair</td>
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<tr>
<td>3rd Engineer</td>
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<td>3</td>
<td>3 Fair</td>
<td>Fair</td>
</tr>
<tr>
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<td>EOOW</td>
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<td>4</td>
<td>4</td>
<td>8</td>
<td>8</td>
<td>Fair</td>
</tr>
</tbody>
</table>
Interactive Officers Matrix.

- Completed by the ship operator and operators responsibility to keep updated
- Verification question in VIQ
- Time on board is auto calculated, other times will not
- Completion is now mandatory for all ships before inspection (Same as for VPQ) – i.e. no matrix, no SIRE inspection
- OCIMF submitting members will enforce this policy when arranging inspections
Interactive Officers Matrix

• **Benefits to operators:**
  o Operator has control - latest version is published
  o No need for vetting teams to request latest matrix from operator
  o Comments box will allow for explanatory comments
  o Fewer requests for additional information

• **Consequences of not submitting matrix:**
  o As this is now mandatory, SIRE inspection requests may not be accepted (as per VPQ)
  o Possible rejection of vessel for use by vetting teams
  o If not kept updated, negative observation in SIRE report and again potential rejection for business
  o Persistent requests for additional information
SIRE - Crew Matrix - Web Services

• Allows your internal Crew Matrix programme to communicate directly with SIRE to automatically update your matrix.

• Some IT development work required in your company

• Please contact sire@ocimf.com for further information.
  – Crew Matrix help documentation available
VIQ 2011: SIRE-TMSA link for report recipient members

- Remit to create closer link between VIQ and TMSA
- Questions answered ‘No’ to have relevant TMSA rating(s) displayed in SIRE report
- Available only to OCIMF Members permitted to view that operator’s TMSA
- Summary of TMSA ratings will be displayed at end of SIRE report
30 day rule

**Background**
- Concern over multiple inspections of same vessel
- Burden on vessel crews and operators
- Attempts to bury bad inspections
- Multiple inspections contrary to ‘spirit of SIRE’
30 day rule

• **Concept**
  o Vessels will not be able to have two inspections less than 30 days apart
  o Exceptions for new builds and change of management
  o Software will control the functionality

• **Some OCIMF members have already implemented the concept on a voluntary basis**

• **Software under development**

• **Implementation - during 2011**
Vessel Particulars Questionnaire (VPQ)

• Last revised in early 2008

• To be revised in 2011 – publication in Q4

• Remain harmonised with CDI

• Variant concept to be developed – similar to VIQ

• LNG and LPG to be separated

• Software to be redeveloped similar to new VIQ.
SIRE Users Group

• **Concept agreed at GPC 69**
  • First Meeting held on the 14th October 2010 at Maersk
  • Chairman – Les Morton IMT
  • Invitees
    – SIRE Recipient Members/OCIMF members (26 attendees)

• Updates to SIRE and OCIMF programmes

• Very useful feedback from users which will be incorporated into SIRE systems – examples in minutes.
OCIMF Technical Group

• Introduction of the VIQ5, new platform Adobe air allowing programme to work on Apple Macs, tablets, phones.

• Large increase in the web services provision for crew matrix, OVID and terminals

• Future developments – OVMSA ,TPQ

• Replacement of all servers worldwide in 2011

• New VPQ, one offline programme with CDI, impact on software connections.
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 of these
TMSA 3

• Review Committee to be convened

• Likely first meeting Q3/4 2011

• Committee will review and enhance current TMSA
  o Proposed Changes
    - Energy efficiency module

• Software development including modified web site Q1 2012

• Anticipated launch Q2/Q3 2012
OVID Updates

The Offshore Vessel Inspection Database (OVID) provides a database of offshore inspections

1. Two Separate Report Editors: OVIQ and OVPQ

2. OVIQ Editor: more consistent with SIRE - easy retrieval and submission of the reports

3. Introduction of “Inspection Booking Code” Unique code provided by the commissioning member to the inspector

4. OVPQ editor (creation, submission and publication of OVPQs all managed from the report editor)

All changes made live by Q2 2011 - Minor changes to the templates of the OVIQ Report Editor - Easy integration of the software within your work environment
Objectives - Promulgation - The Marine Terminal, Critical Component

Consolidated OCIMF Marine Terminal System

Terminal Policy Steering Group (TPSG)

Launch project 2009

Goal

• Raise standards at marine terminals for safer berths and ship/shore interfacing.

• Develop in 3-5 years a consolidated system incorporating:
  - terminal particulars
  - terminal assessment
  - terminal operator training
  - terminal assessor training and accreditation
TPQ WG Update

Terminal Particulars Questionnaire (TPQ) WG:

• TPQ WG was convened to develop the TPQ subcomponent of the Marine Terminal Database and Marine Terminal Assessment System.
  → The expected outcome is an accurate repository of Marine particulars data needed for assessing suitability of the ship/shore interface.

  → Developed Beta Version Editor of TPQ, WG members have done the testing of editor, editor has been updated with feedback.

  → Further testing continues with the involvement of terminal.

  → TPQ editor tested by a member terminal, number of observations/comments came out from this testing for improvement and check user friendliness of the system.

  → Development of the entire TPQ Beta Version system is in progress including user guidance, user application agreement, access control system etc. Soft launching with few known terminals to undertake testing prior to main launch
Terminals :: Terminals Index

Here you can manage Terminals within your organisation.

Terminal Listings

<table>
<thead>
<tr>
<th>Terminal Name</th>
<th>Port</th>
<th>Country</th>
<th>Owner</th>
<th># Berths</th>
<th>Date TPQ Last Updated</th>
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<tbody>
<tr>
<td>Odjfell Terminal (Rotterdam) B.V.</td>
<td>Botlek</td>
<td>Netherlands</td>
<td>OCIMF Beta Test Terminal Operator</td>
<td>7</td>
<td>05 Oct 2010 10:47</td>
</tr>
<tr>
<td>Banchina Petoli Buccarelli - ENI DECO Vibo Marina</td>
<td>Vibo Marina</td>
<td>Italy</td>
<td>OCIMF Beta Test Terminal Operator</td>
<td>1</td>
<td>05 Oct 2010 10:53</td>
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<tr>
<td>Primorsk Oil Terminal</td>
<td>Primorsk</td>
<td>Russian Federation</td>
<td>OCIMF Beta Test Terminal Operator</td>
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<td>12 Oct 2010 11:23</td>
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<tr>
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<td>United Kingdom</td>
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<td>Rotterdam</td>
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<td>Raffineria di Taranto</td>
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<td>Italy</td>
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<tr>
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### Terminal Details

1. **General**
2. **Port Details**
3. **Terminal Details**
   3.1 Terminal name
   3.2 Number of berths included in this TPQ
   3.3 Terminal owner
   3.4 Name of first point of contact for terminal operator
   3.5 Terminal owner full style contact address
   3.6 Terminal operator, if different from owner
   3.7 Name of first point of contact for terminal operator
   3.8 Terminal operator full style contact address

4. **TPQ Accountability**
5. **PESO Details (Refer ISPS Code)**

### Berth Details

#### 3.8 Terminal operator full style contact address

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<th>Value</th>
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</thead>
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<tr>
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<td></td>
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<tr>
<td>City</td>
<td></td>
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<tr>
<td>County</td>
<td></td>
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<tr>
<td>Postcode</td>
<td></td>
</tr>
<tr>
<td>Phone</td>
<td></td>
</tr>
<tr>
<td>Fax</td>
<td></td>
</tr>
<tr>
<td>Email</td>
<td></td>
</tr>
<tr>
<td>Website</td>
<td></td>
</tr>
</tbody>
</table>
3.2 Number of berths included in this TPQ

0
Marine Terminal Baseline Criteria (MTBLC)

- Review, revise and further develop the OCIMF Marine terminal Baseline Criteria into a marine terminal self-assessment questionnaire (TAQ) to serve as the base document of the OCIMF Marine terminal Assessment system.

- MTBLC WG has adopted the model established in the OCIMF Tanker Management and Self Assessment (TMSA).

- Recognising that the MTMSA (Marine Terminal Management and Self Assessment) component will be an electronic database, MTBLC WG is working with the OCIMF information technology (IT) team through concept, development and launch phases.
MARINE TERMINAL MANAGEMENT AND SELF ASSESSMENT
A BEST-PRACTICE GUIDE FOR TERMINAL OPERATORS
FIRST EDITION 2011

The OCIMF mission is to be the foremost authority on the safe and environmentally responsible operation of oil tankers and terminals, promoting continuous improvement in standards of design and operation.
PART ONE  the quality system (MTMSA) and guidelines

Marine Terminal Management and Self Assessment

Introduction

The Marine Terminal Management and Self Assessment (MTMSA) programme offers a standard framework for assessment of a terminal operator’s management systems.

The programme provides operators with guidelines that contain the elements of a formal management system, essential for the management and operation of their facilities.

To be effective, a management system needs to be much more than just procedures. The Company Leadership/Management should define the company’s values and aspirations and detail how the company intends to achieve the objectives of their stated policies. Management must also provide adequate resources to ensure that the terminals are properly managed, manned, operated and maintained by well-trained, competent personnel.

In an effective system, incidents and near misses are investigated to determine root causes and corrective actions are implemented to prevent recurrence. Hazards and risks are systematically identified and assessed to ensure that risk exposure is effectively managed and considered at appropriate levels of management. There is a system to manage change and quantifiable indicators are used to measure the system’s effectiveness and facilitate continuous improvement.

MTMSA contains these elements and provides a structure to help operators assess and modify their management systems to improve overall performance. MTMSA also provides the industry with useful information presented in a uniform format.

CONTINUOUS IMPROVEMENT

Leadership at all levels is an essential part of any improvement process. The building blocks of effective leadership are clarity in describing desired targets and strategic vision, direction, communication, trust, commitment and reinforcement. Leadership provides alignment to strategies, strong direction for staff and continuous improvement in individual and collective results. The continuous-improvement cycle aims to deliver improvements through a company’s management system.

The KPIs (Key Performance Indicators) within the elements help operators drive their continuous-improvement programmes. Terminal operators can use the performance information from their own assessment as a stand-alone lever for improvement, or combine it with the tools they currently use for developing and improving their management systems. In either case, feedback should provide operators with a clear, objective picture of their performance. This will help them to identify gaps and provide a focus for planning closure and future improvements.

The key components of the continuous-improvement cycle

The following summarises the key stages of the continuous-improvement cycle, namely, plan, act, measure and improve.

Plan

Develop plans that include effective strategies and provide clarity in company policies, purpose, processes, roles and responsibilities.
Thank you