

TMSA – a new industry standard

The Oil Companies International Marine Forum (OCIMF) is a voluntary association of oil companies having an interest in the shipment and terminalling of crude oil and oil products. They are representing the cargo owners and their aim is to promote a safe and environmentally responsible operation of oil tankers and terminals.



The quality of tankers and their safe operation have improved and accidents involving tankers have over the years decreased dramatically, but there is still work to be done before reaching a zero result. The root cause to many of the accidents and incidents on tankers today can be found in the management of the ships. To improve the quality of the ship man-

agers, OCIMF published the Tanker Management Self Assessment (TMSA) program in 2004, which is a tool to measure the quality of ship managers.

Eddie Janson has a background as a captain onboard chemical and oil tankers. He founded his company MariTrain in 2003 and is now specializing in maritime training and consultancy. He has also been working with Swedish shipping companies to develop their risk assessment programs in order to fulfill the TMSA requirements.

“Quality is difficult to measure exactly and even harder if we wish to compare different companies with different management structures”, he says.

OCIMF has defined 12 different elements (or chapters) within the TMSA:

1. Management, leadership and accountability
2. Recruitment and management of shore-based personnel
3. Recruitment and management of ship’s personnel
4. Reliability and maintenance standards
5. Navigational Safety

6. Cargo, ballast and mooring operations
7. Management of change
8. Accident investigation and analysis
9. Safety management
10. Environmental management
11. Emergency preparedness and contingency planning
12. Measurement analysis and improvement

Each element is divided in four stages and each stage has defined Key Performance Indicators, KPIs, where stage one is the easiest to meet. A KPI is a requirement that the company must live up to and be able to show objective evidence of. Every KPI is accompanied by a Best Practice Guidance, which is an advise on how to meet the requirements of the KPI. In total there are 249 different KPIs in the TMSA.

Goals and aspirations

One example of a KPI and best-practice guidance:

Element 1A Management, leadership and accountability. Stage 1.

- KPI: Management commitment is clear-



Eddie Janson.

GUNILLA KJELLGREN

MARITRAIN

MariTrain was founded in 2003 by Captain Eddie Janson and is specializing in maritime training and consultancy. MariTrain is working closely with some Swedish tanker companies to develop their Risk Assessment Program in order to fulfill the TMSA requirements. MariTrain also conducts training courses in:

- Norwegian Maritime Rules and Regulations for Masters serving on NIS flagged vessels
- Internal ISM Auditor Courses
- Internal ISPS Auditor Courses
- CSO and SSO courses

Eddie Janson has also developed Seagull Computer Based Training in the following areas:

- Risk Assessment
- ISM Code
- ISPS Code
- Ballast Water Management
- Ship Security Officer
- ISO 14000
- ODME
- Shiphandling

In 2005 he started Apollo Associated Services Scandinavia AB, which is conducting Root Cause Analysis training and consultancy according to the Apollo method.

ly defined in documentation that includes mission statements, policies and procedures.

- Best-Practice guidance: Mission statements contain the high-level and long-term goals and aspirations of the company, such as zero incidents and zero spills to sea. The company aims to reach these goals to continuous improvements.

Quality is difficult to measure exactly.

In Eddie Janson's opinion all tanker companies with a good working safety management system according to the ISM Code should at least be able to meet all stage one KPI's without any changes in their systems today. However, with a good safety management system, which ensures continuous improvement, the other stages are not out of reach. Stage two, three and four are mostly based on OCIMF publications, the ISMA Code of Practice, various ICS publications, ISO 9000 and ISO 14000.

There is no certification process in the TMSA. It is based on a self assessment where the ship managers assess their own organization. The management companies themselves will enter the result of the self-assessment in a database, which can be viewed by all the OCIMF members.

Must continue to improve

Some oil companies already require the ship they charter to have started to enter data into the database and some are even required to fulfill all KPI's on stage two in order to be able to get a time charter.

Even if a company achieves stage four on all elements it must continue to improve, similar to the continuous improvement requirements in the ISM Code as well as in almost all quality systems. The key components to the TMSA continuous improvement cycle are:

- Plan: Ensure effective strategies and provide clarity in company policies, purpose, possesses, roles and responsibilities.
- Act: Work to achieve the organization's objectives by consistent implementation of plans.

- Measure: Check, evaluate and feed back information on results achieved.
- Improve: Define targets and focus efforts on areas where maximum benefits and improvement can be obtained.

The TMSA wants the managers to focus on being pro-active in order to avoid accidents. To be able to do this, the concept of risk assessment must be integrated in the daily work, both onboard and ashore. Eddie Janson's recommendation to all tanker companies is to really implement the TMSA within the whole organization.

It is of utmost importance to have dedication from the top in order to have the rest of the organization to take an active part. And an active participation is required for the success of all quality systems.

"I am sure that seafarers, ship managers and cargo owners have the same goal, that is to avoid accidents and incidents and to transport the cargo as safely as possible", Eddie Janson says.

Risk assessment and the twelve elements of the TMSA will be further explained in future issues of the SES Onboard.

MONICA ANDERSSON

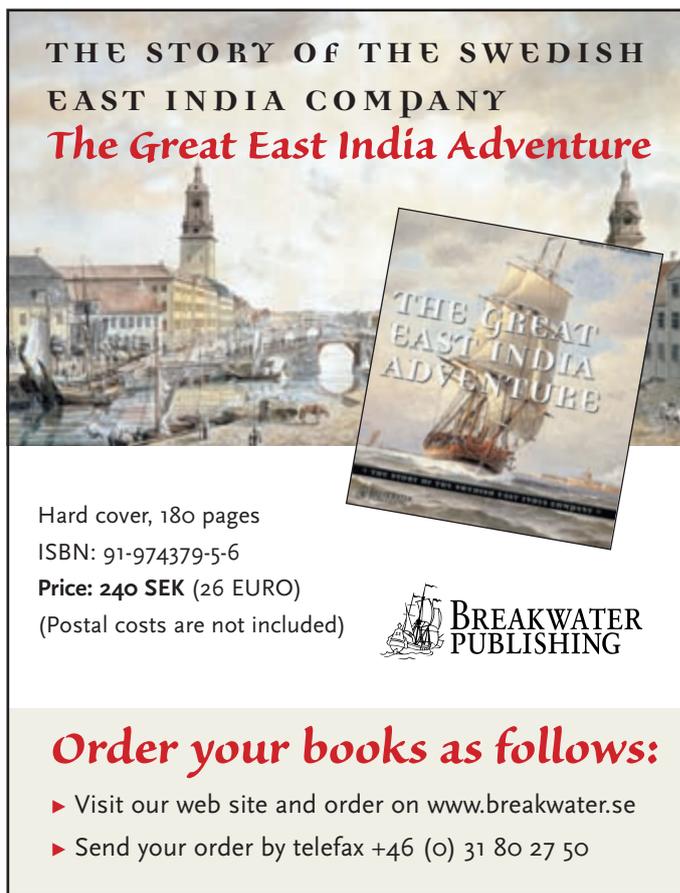


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