



**Tanker Management and
Self Assessment (TMSA)**

2 Years On

Nautical Institute

HQS Wellington

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tanker management and self-assessment

A BEST PRACTICE GUIDE FOR SHIP OPERATORS



What is TMSA?

Purpose and Scope

- A tool for ship operators to measure the effectiveness of their management systems
- Programme encourages ship operators to assess their management systems against suggested KPI's
- A "Best Practices Guide" to Ship Operators
- Encourages ship operators to achieve higher standards of ship management through continuous improvement
- A common format for conducting Operator Reviews

TMSA History

- Originally produced by one OCIMF member company and provided to OCIMF for consideration
- OCIMF workgroup members re-wrote document to be a universal benefit to the Industry
- Launched initially to complement the SIRE system and help look at the complete office/ship management interaction

TMSA - Why?

- ISM may show that a management system is in place and being followed, but there is no indication of the quality and content of that system
- OCIMF members want to help encourage improvements in operational standards, but have no wish to add excessive inspection burdens
- Charterers need to be able to show due diligence has been employed in the choice of their shipping service providers

Not another Management System!!

- TMSA is designed to complement the ISM system by encouraging and promoting continuous self improvement
- It is designed to help ship operators demonstrate their strong commitment to safety and environmental excellence.
- Many of the processes and KPIs are already used by the better ship operators
- TMSA is only a TOOL, not an additional safety management system

"Abuses" of TMSA

There is no benefit in claiming a higher stage rating:

- Showing continuous improvement will be more difficult
- SIRE data may show a serious mismatch, making the company more suspect to vetting groups
- Direct comparison with other operators is of little value
- Leaving the programme to third parties (such as consultants) may distance senior management from looking closely at their own company, limiting the effectiveness of the continuous improvement processes.

TMSA – The Next Step

- An OCIMF workgroup has been working this year to revise the current edition. Concerns and comments from other industry bodies, such as Intertanko were considered during the revision
- The text is almost completed and there will also be substantial changes to the software to make uploading and monitoring the data much more user-friendly. Expected roll-out will be July 2008

The Main Changes

- Order of questions has been re-addressed to follow a more logical “improvement” sequence.
- The programme has been made more appropriate for use by those such as small companies and inland barge operators, where some legislation (such as ISM) or practices may not be relevant. For these companies, there are now some questions which can be marked as Not Applicable.
- Certain inconsistencies such as obtaining ISO 14001 certification have been changed to more appropriate wording such as: “The company has an environmental action plan. This could be audited by third parties to a recognised standard, e.g. ISO 14001”

Changes (contd)

- The guidance notes have been improved to help clarity and to remove the instruction that any part of a stage not completed should inhibit further continuous improvement in higher stages until the lower stage is fully addressed.

The flow diagram, found confusing to many has also been deleted

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THANK YOU