

# Ship-Shore Interface in Tanker Industry

“Issues and Challenges”



Tanker Operator 2016, Mumbai

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# Tanker Industry

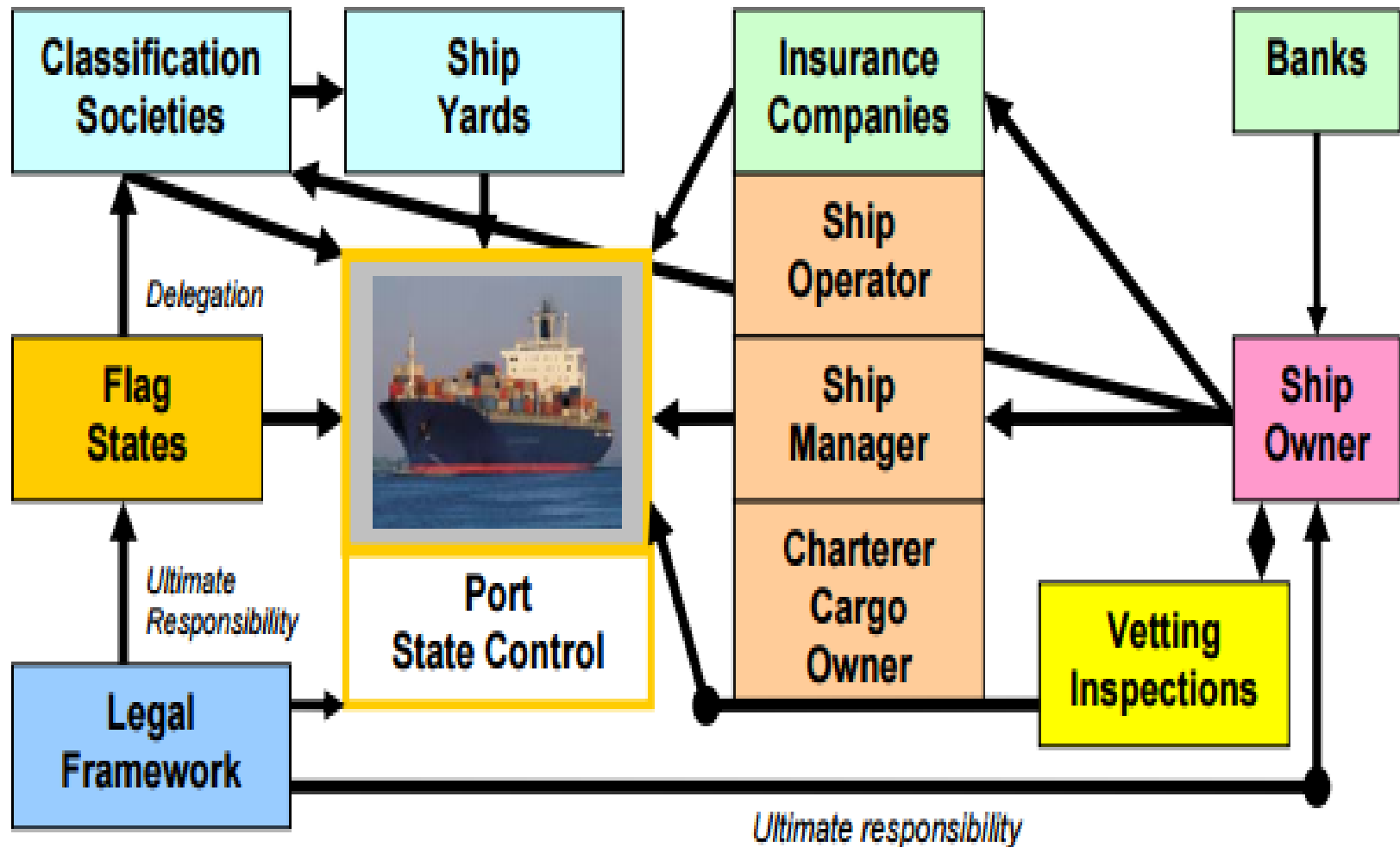


Tankers are for the carriage of Crude Oil, Clean Products, Chemicals, LNG, LPG and Petrochemical Gases

- Supports Energy and Manufacturing Sector
- Market Driven Industry
- Cyclic, Competitive and Result Oriented
- Operates under Stringent Regulatory and Operating Framework with Continual Changes

***“Challenge to Sustain during Tough Market”***

# Ship Operation Complexity - Stakeholders

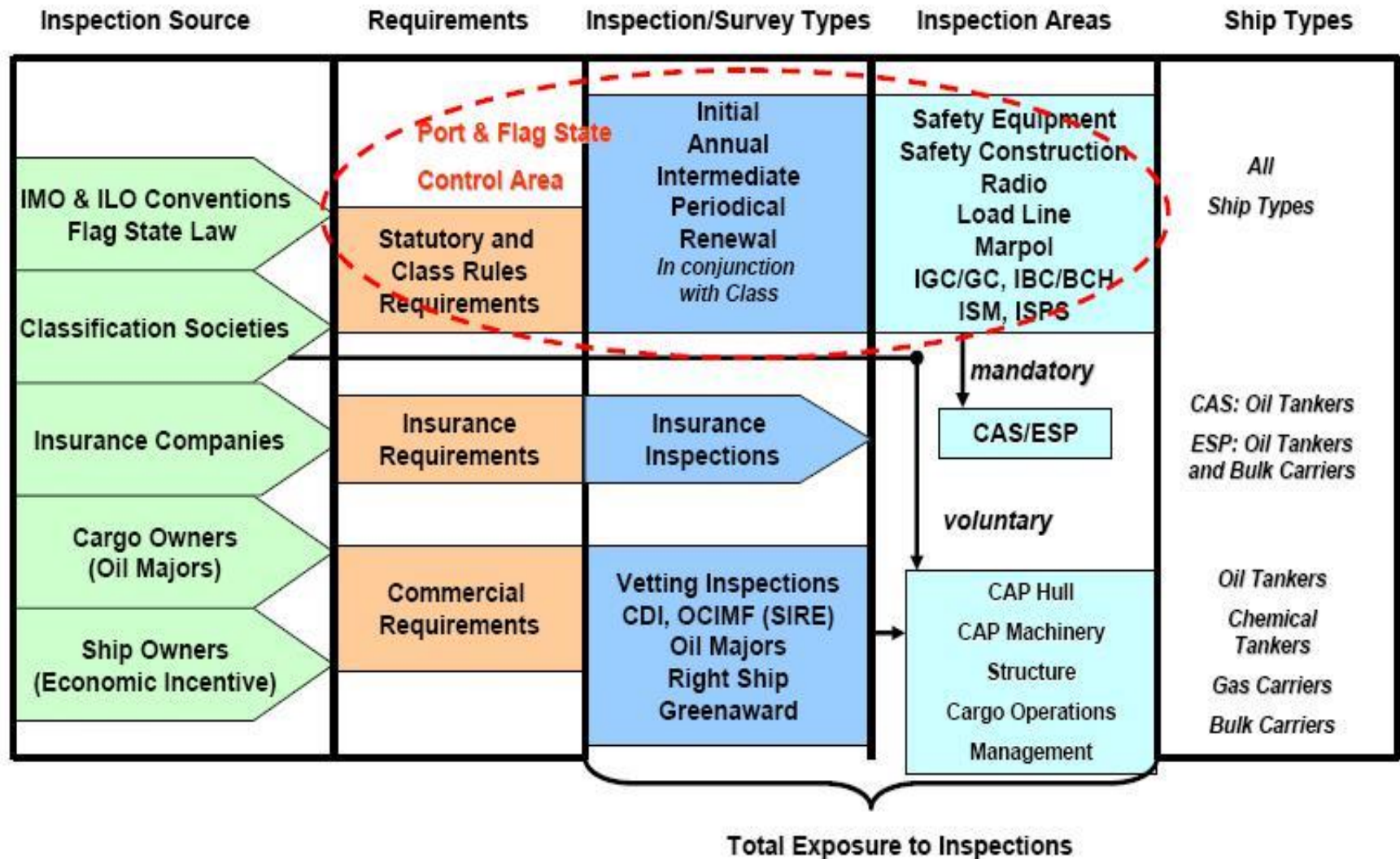


# Ship Master – Challenging Job



***Ship-Shore Interface – Master's Challenge!!***

# Ship – Inspection, Survey & Audit Exposure



# Ship – Inspections, Surveys and Audits



Inspection/ Survey/ Audit	Numbers (5 Years)
Class Surveys	5
Flag State Inspection	5
ISM Audits	2
ISPS Audits	2
PSC Inspection	10
Oil Industry/ SIRE Inspection	10
Insurance/ P&I Inspection	2
Terminal/ Charterer Inspection	2
Others/ Misc.	2
<b>Total External</b>	<b>40</b>
Owner Inspection	10
Owner ISM Audit	10
Owner ISPS Audit	5
<b>Total Owner</b>	<b>25</b>

**Total – 65 in 5 Years or 13 per Year**



# Common Standards – Stakeholders



Tanker Inspections/ Surveys/ Audits: 65 in 5 years → 13 per year → avg. >1 in a month??

- Oil Major, Charterer, Insurance & Terminal – Need for Common Standards and Mutual Acceptance
- PSC – acceptance among different MOU's
- Flag and Class - Clubbing Inspections/ Audits.
- Owner – Clubbing Inspections/ Audits.

***“Need for Synergy with Ease of Work”***

# Ship Shore Interface – Stakeholders Synergy



- Improved Communication - Technology?
- Master - Regulatory and Operating Pressure?
- Shore Manager – Non-Shipping/ other Industry?
- Ship/ Shore – understanding each other Roles through Cross Functional Training?
- Ship Inspections/ Surveys/ Audits?
- Code for Port & Terminal Operations?

***“Excellence Through Stakeholders Synergy”***

.....Thanks