



Guiding Spirit to Shipping Industry

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CMMI conducts monthly lecture meeting on Sire 2.0 ISM Nuances

The Company of Master Mariners of India (CMMI) conducted their monthly lecture meeting on 17th August 2023 and the topic chosen was "Sire 2.0 ISM Nuances".

Capt Sasikumar CEO and Capt Kaustubh Pradhan Dy Master of CMMI welcomed the gathering and Capt Sasi Kumar introduced the keynote speakers Capt Girish Lele & and Capt Sudhir Subhedar who made some useful topical presentations on the Nuances of ISM code and implications and the necessity for SIRE 2.0

The meeting was well attended physically and online with active participation and feedback.



Capt Sudhir Subhedar

Capt Sudhir Subhedar gave his presentation on Nuances of ISM code:

It was observed that ISM as mandated by IMO after it was realized in early 1990 that insurance losses were mounting due to human

error, that is about the same time, traditional ship owning was taking shape as third managers. Also, culture of QUALITY, TQM was gaining speed.

Efforts to embrace documents already available such as BS5750, and ISMA code did not find favour so a new code called ISM was developed by the industry and adopted as a mandatory instrument in 1993 as SOLAS Chapter IX.

However, it was observed that it has been only 40% successful in reversing the trend of lack of safety culture. Some comparisons with civil aviation were drawn and emphasis was placed on awareness, training, and risk assessment. Also, the distinction was made between pragmatism in inspection auditing and not to use one size fits all approach. For the successful implementation of any management system, there needs to be a robust top-down approach. At the time of adopting ISM Secretary General of IMO, Mr. O'Neil had observed, safety cannot be left to chance, it has to be managed. "Freedom from danger".

ISM manuals, if at all are broad guidelines not to be made into a tiger by focusing on objectivity, functional requirements, the Importance of COMPANY, COMMITMENT, COMMUNICATION were highlighted as key to successful ISM objectives, business-centric safety security pollution prevention, and the importance of Masters overriding authority.



Capt Girish Lele

Capt. Girish Lele is an accredited SIRE CAT 1 Oil & Gas inspector and has completed training towards SIRE 2.0. He made a disclaimer in the beginning that he was not speaking on behalf of OCIMF and his opinions were his own based on his experience and training.

OCIMF, the governing body behind SIRE realized in 2017 that the impact of SIRE inspections under the VIQ format while having

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CMMI conducts monthly lecture From page -2

achieved considerable success in reducing accidents on oil and gas vessels was beginning to lose its value as statistics showed the trend of accidents/incidents to have flatlined or in some cases rising again.

This demanded a complete revision of the programme and eventually resulted in SIRE 2.0 which had now completed phase 3 of the 4 phases of implementation before being rolled out to the industry.

The major changes have been:

1. The mode of the inspection wherein inspectors will now use a tablet to electronically record observations.
2. Inspectors have to be appointed

at least 48 hours in advance where their tablets are loaded with preliminary data about the vessel(CVIQ) including specific photos showing the present condition as well as any relevant data from previous inspections that OCIMF has deemed necessary. The information will be ship-specific thereby reducing or eliminating the number of NA or NS responses. Operators are also encouraged to record all defects and their mitigating measures so that these do not appear as observations once verified by the inspector.

3. The time for the inspection remains the same 8-10 hours though the time perusing

documentation will now be done before boarding.

4. There will be 4 types of questions CORE, ROTATIONAL 1 & 2, CONDITIONAL, and CAMPAIGN. The meaning of the words is self-explanatory though the ROTATIONAL questions have a time frame for repetition or change.
5. A major change in the thought process has been to include Human Factors or human elements into the program.
6. A major change in the recording of observations has been that there will be both binary(YES/NO) and Graduated observations(Better than expected, As expected, largely as expected, and not as expected). No comments are required when the answer is "As expected".

7. The above gives motivation to the ship's staff to encourage the inspector to provide "Better than expected" responses.

8. The program also provides vetting screeners in the oil companies to have a better picture of the vessel and its management to make more informed chartering/operating decisions.

9. To summarise, the program is meant to change the present sometimes confrontational approach to the SIRE inspector to a more inclusive and proactive approach towards safety and not based on the "number" of observations as a basis for rejecting or acceptance of a vessel.

The Seminar cum Webinar came to an end with a Vote of Thanks by Capt Sasi Kumar.

MARINE NEWS



Pic: Panama Canal Authority

New Delhi
Sagar Sandesh News Service

Global shipping bodies have been urged to come together to share transit plans at one of the world's key maritime chokepoints with officials at the Panama Canal Authority warning yesterday (24 Aug) that **water-conserving measures will be in place for at least the next 10 months.**

Faced with an unprecedented drought this year, combined with the onset of the El Niño weather phenomenon, administrators at the Panama Canal have cut the draft restrictions for ships transiting its larger neopanamax locks by 2 m as well as slashing the volume of daily transits by 20% to just 32 vessels a day. **These measures have seen ships backing up in significant numbers at either end of the canal. Today's official total count is 129 ships, down from the peak of 165 earlier this month, but still 43% higher**

Panama Canal Authority warns restrictions will stay in place for at least 10 months

than the average. "Maybe the bulk and container segments such as the World Shipping Council, INTERTANKO, INTERCARGO and BIMCO along with the Panama Canal Authority can come together to strategically plan how to best use the limited resources in the short and medium term. Such cross-industry coordination and collaboration, I think would be a first," suggested Andy Lane, a partner at shipping advisory CTI Consultancy.

The travails at the canal are not having a notable lifting effect on container spot rates in the past fortnight. Drewry's weekly World Container Index, published yesterday, showed rates from Shanghai to New York were down by \$120 per feu. Nevertheless, this could change soon, argued Niels Rasmussen, chief shipping analyst at BIMCO, in conversation with Splash today.

"The longer the situation persists the bigger the chances are of further freight rate increases and the likelihood that shippers will begin to divert cargo back to the US west coast ports and use rail to bring the cargo to its final destination," Rasmussen said, stressing that the predicament in Central America was unlikely to

impact global supply chains as the container trade is expected to continue to suffer from excess ship

capacity. "Carriers most act, and shippers too. But it's a fight for space with a fully utilised canal right now, and more volumes on the way in Q3 and into Q4," warned Peter Sand, chief analyst at Xeneta, a freight rate platform.



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