

Good Ship Shore Interface in Tanker Operations

“Key for Business Excellence”



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

- Supporting Energy Sector
- Crude Oil Prices
- Growth in manufacturing Sector
- Alternate energies

“Tanker Market is Cyclic”

Challenges for Shipping Industry



- To sustain during tough market
- Making money in tough market is surely a challenge.
- Competitive
- Result oriented
- Provide quality service
- Expectations of good rewards in return.

“To be Prepared to Tide over downside”

Challenges for Tanker Market



- Competitive
- Stringent Regulatory Requirements
 - ✓ Ships
 - ✓ Trading Areas
 - ✓ Ports
 - ✓ Terminals
 - ✓ Increased regulatory requirements and the market

“Survival of the Fittest”

Ship-shore Interface in Fleet Management



- Important element of fleet management
- Driver for operational excellence
- Master's Role
- When ship-shore interface is managed well:
 - ✓ Open dialogue/ Better Understanding of each other/
Good Safety & Working Culture
 - ✓ Efficient and Safe Operations with good returns and
satisfied Stake Holders

“As Standard – Can be Managed Well”

Ship Shore Interface with Port/ Terminal



- Area of concern due to variable in Interface
 - ✓ Overlaps - different work culture/ practices
 - ✓ Actions on one side affects the other.
 - ✓ Risk in Tanker Cargo Handling Operations.
 - ✓ Understanding - each Other Operations (Ship/Shore)
 - ✓ Training of Port/ Terminal Personnel in line with Ship
 - ✓ Ship/ Shore – Complement each other

“Relationship – Ship/ Shore Critical”

Issues related to Ship Shore Interface



- Improved communication technology?
- Master - Regulatory and Operating Pressure?
- Involvement of Ship Personnel in Projects?
- Shore Manager – non-shipping/ other Industry?
- Ship/ Shore – understanding each other Roles?

“Increased Interaction - Ship & Shore”

Effects - If Issues are Not Addressed



- Excessive Bureaucracy and Communication?
- Ship Operating on Dependent Mode?
- Erosion of Ship Master's Authority?
- Risk due to Policy decisions by Shore?
- Ship Master – under valued/ frustrated?
- Low Moral of Ships Staff?
- Lack of trust between Ship & Shore Personnel?

“Managed Well with Good Work Culture”

Forward Path- Improving Ship-Shore Interface



- Periodic Interactions/ Meetings.
- Rotation of Ship Staff to Shore Duties.
- Increase ship visits by Shore Management.
- Ship Staff Training on Port/ Terminal aspects.
- Training of Port/ Terminal Personnel.

“Cordial and Professional Relationship Between Ship and Shore Side Professional”

Positives : Ship-to-Ship Transfer



- During Ship-to-Ship Transfer Operations:
 - ✓ Common working language.
 - ✓ Similar competency requirement as per STCW.
 - ✓ Tanker and Offshore Supply Vessel engaged with similar background.
 - ✓ Compliance to ISM and ISPS Codes.
 - ✓ Standard OCIMF Guidelines.

“Ship-to-Ship Interface is Efficient v/s Ship to Port/ Terminal Interface”

Conclusion



- Unlike Ship Operations, there is no standard statutory Port/ Terminal Code in place.
- Need to formulate statutory 'Port/ Terminal Operation Code', applicable to all Ports/ Terminals, and is made mandatory for compliance and certification and periodical surveillance audits.

“IMO can take a lead for ‘Port/ Terminal Operation Code”

***** THANKS