Good Ship Shore Interface in Tanker Operations

“Key for Business Excellence”

Capt. R.K. Singh
Sr. Vice President (Shipping)
Reliance Industries Limited

Date: 5th February 2015
Tanker Market

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 Holder

“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