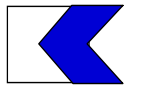
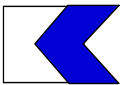


KGJS

Erfaringer og utfordringer med ISM

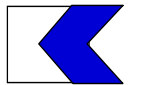
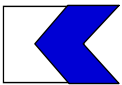


Harlans Seminar 2010
Hallvard Flesland, SEQ Manager KGJS

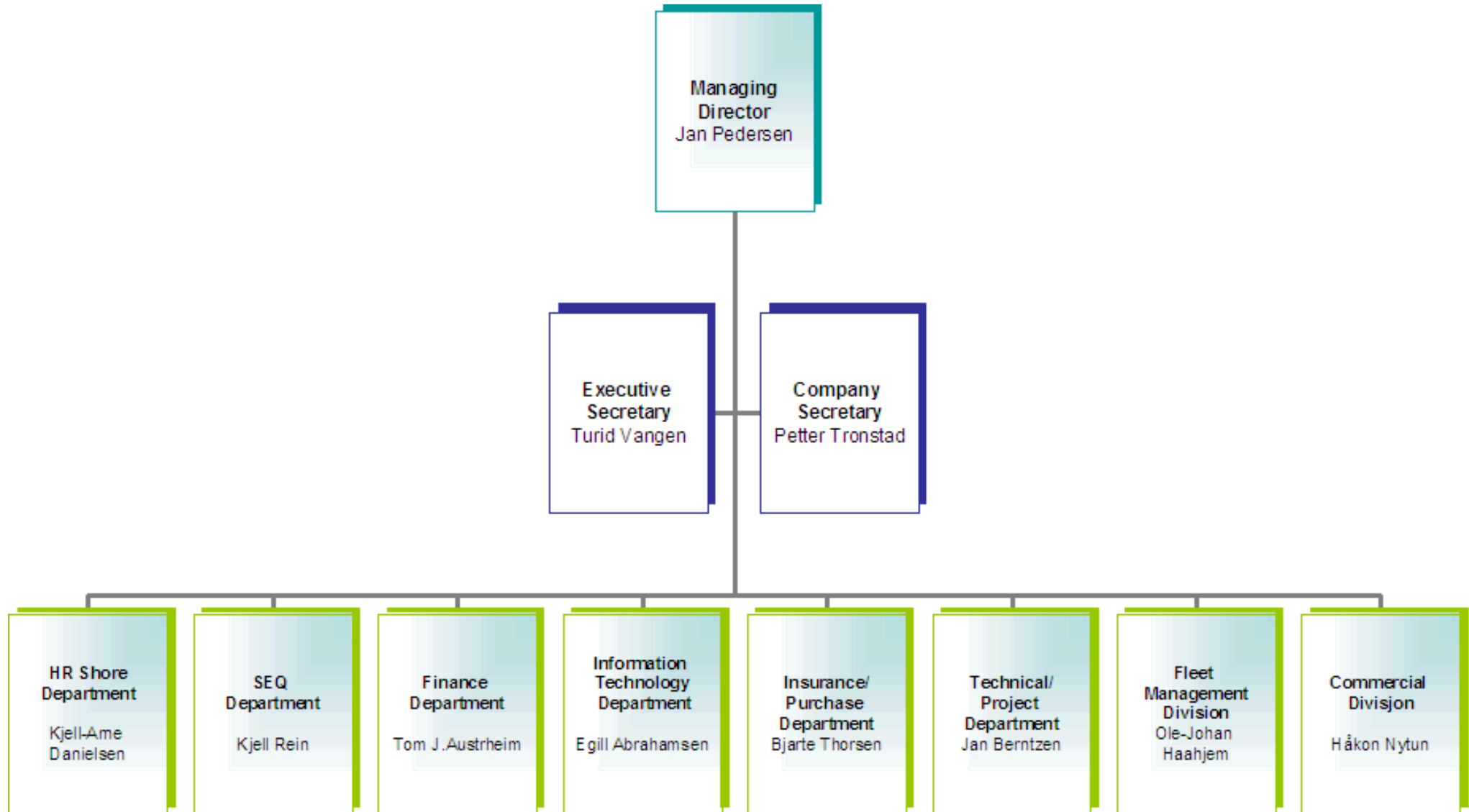


Innhold

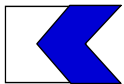
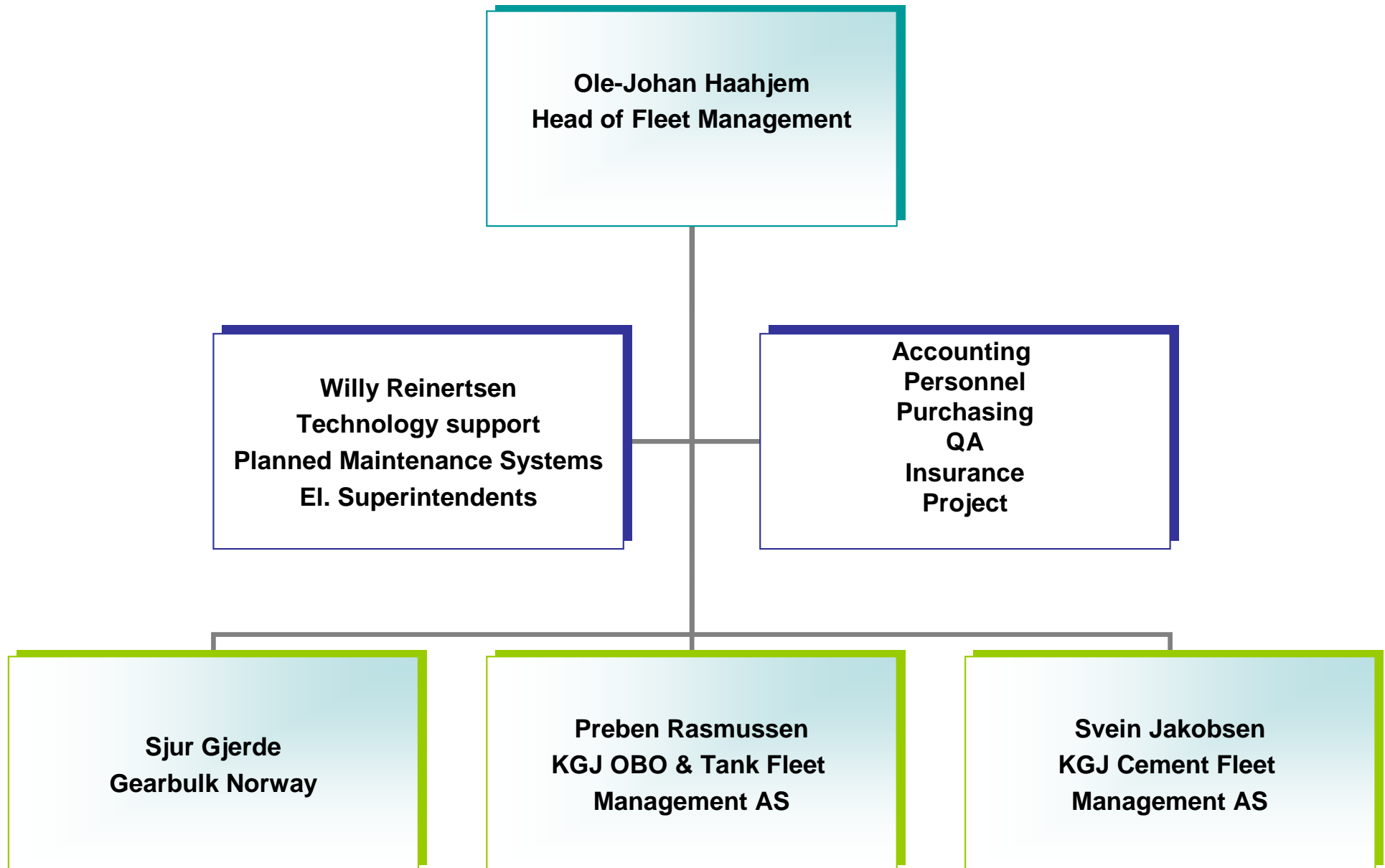
- Kort om KGJS
- ISM - Sikkerhet – for hva?
- Teknisk standard
- Operasjonell standard
- Erfaringer & Problemstillinger implementering av ISM
- Konklusjon/Oppsummering



KGJS Organisation



FLEET MANAGEMENT DIVISION



Overview KGJS managed vessels:

59(17) GB vessels:

- 3 High heat tankers
- 2 Sugar vessels
- 1 Cement Carrier (Megah Cement)

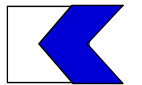
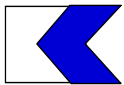
26(4) KGJ Cement vessels

- 17 KGJS Bergen
- 9 KGJS Singapore (Manila 01.11.2010)

26(4) SKS/KGJ OBO&Tank vessels:

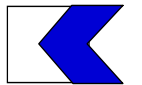
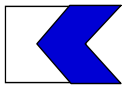
- 14 OBO's
- 2 Suezmax tankers
- 4 Suezmax tankers on sub management to Columbia
- 6 + D-class

111 Vessels in total, 107 directly managed by KGJS



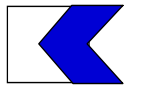
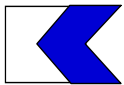
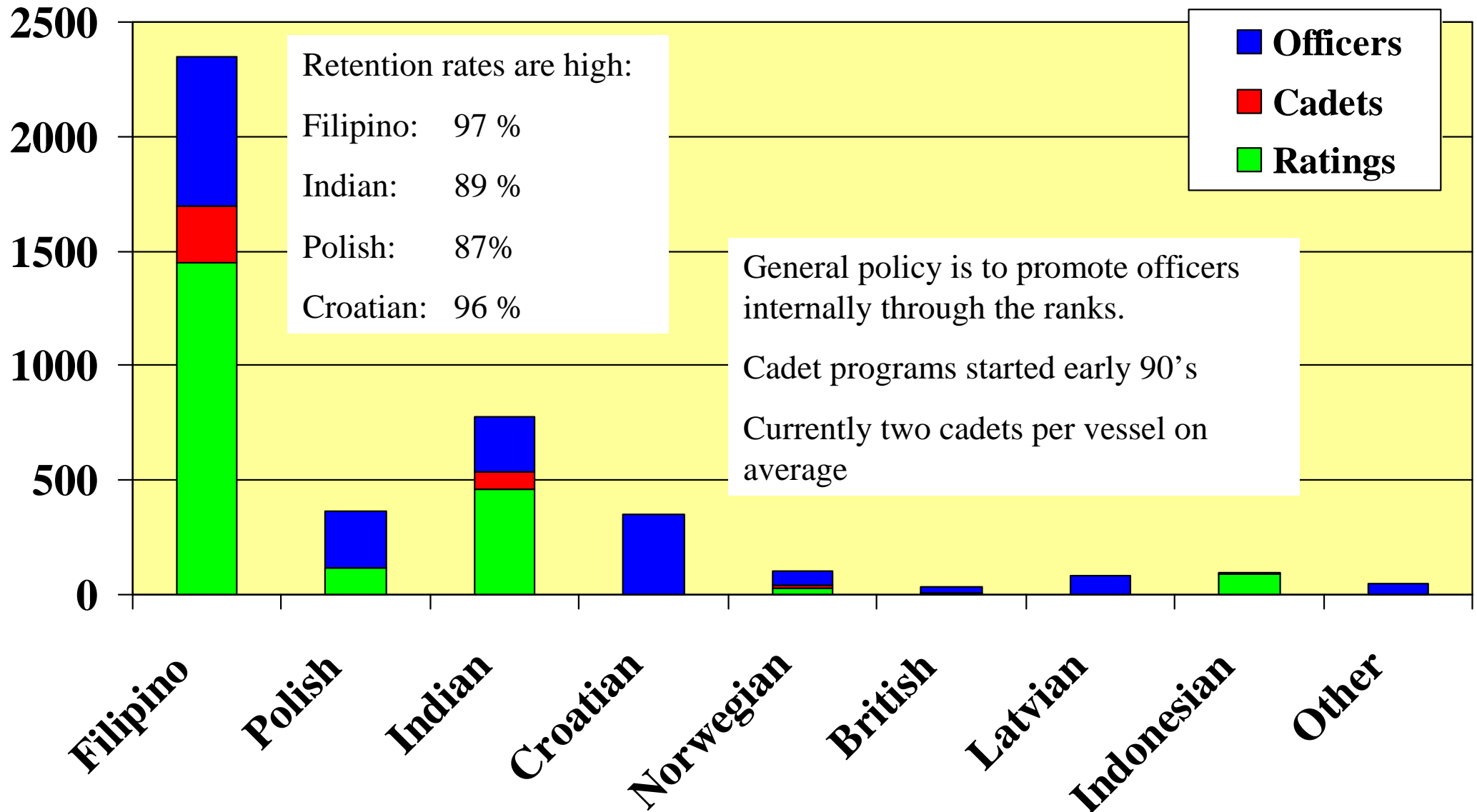
Flaggstater & Klasse

- Flaggstater
 - Bahamas
 - NIS
 - Panama
 - Singapore
 - Madeira
- Klasse:
 - DNV
 - Lloyds Register
 - Germanische Lloyds
 - Bureau Veritas
 - ABS
 - NK

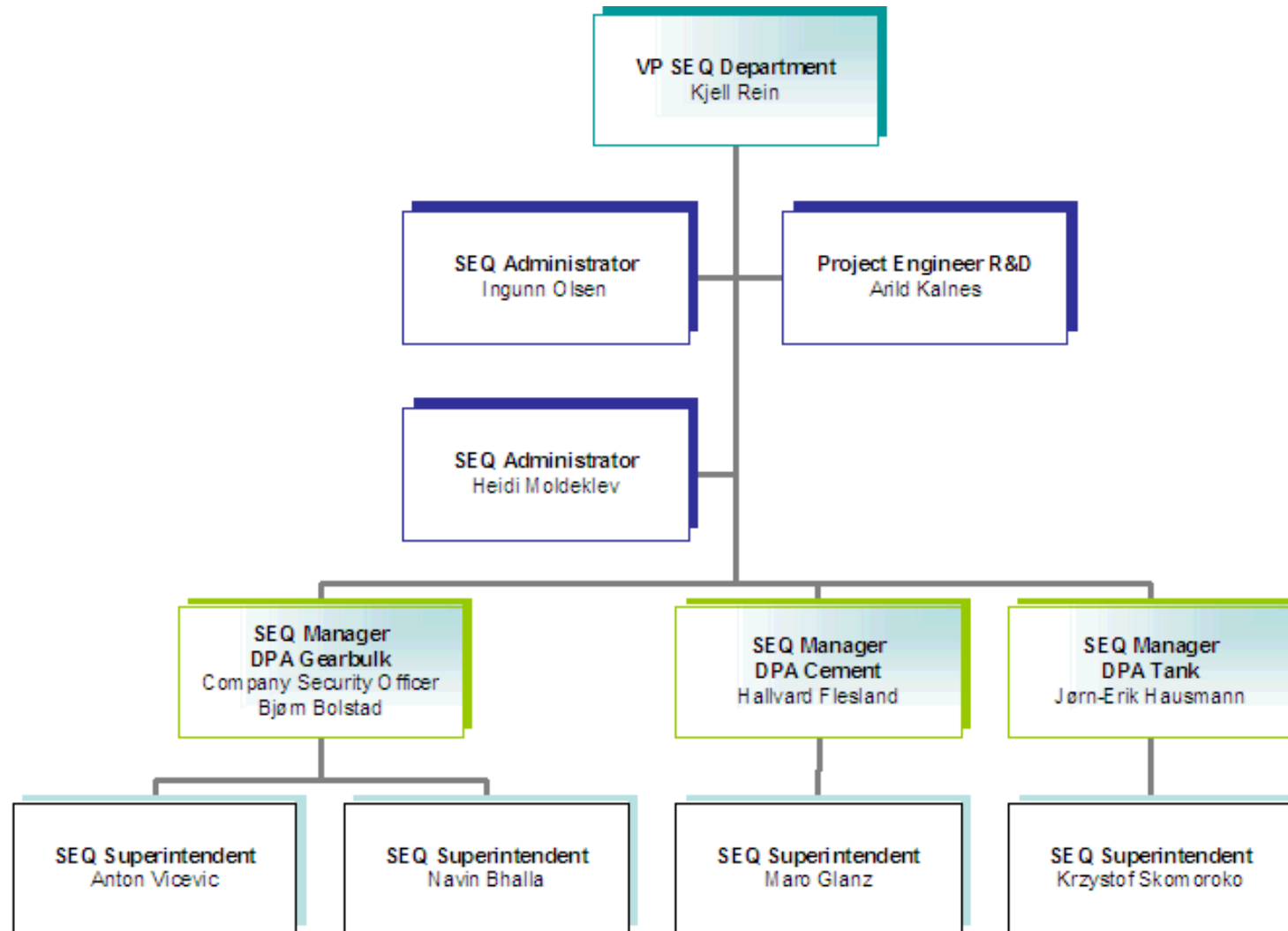


Nationality of personnel

abt 4200 persons in total



Safety, Security, Environmental and Quality Management



Procedures & Improvement Reporting

KISS

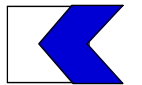
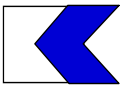
KGJS Improvement and Safety System

KISS Documents:

A system for preparation, distribution and maintenance of work instructions and procedures for vessels and offices

KISS IR:

A system for preparation, distribution and follow-up of incidents & inspection reports.



KISS Documents

TEMPLATE | WF CONFIG | SYSTEM | DELETED

KISS Documents

KGJS Improvement & Safety System

Comment Admin Office Only Cement Gearbulk Tank

Search in View 'vStatusPublished' Indexed ? X

Search for Search Search tips More

Title	Rev	ID ^	Published	Published by	Doc Owner ^
▶ 00 - Regulations					
▶ 01 - Policies					
▶ 01 - Policy					
▶ 02 - Organisation					
▶ 03 - Procedures					
▶ 04 - Circulars Records and information					
▶ 05 - Check lists and Templates					
▶ 06 - User Guides					
▶ 07 - Special Manuals					
▶ 09 - SEQ Records					
▶ 10 - Gearbulk - Operations Manual					
▶ 11 - Gearbulk - Equipment Manual					
▶ 12 - Gearbulk - Cargo Manual					
▶ 13 - Gearbulk - Port Information Manual					
▶ 15 - Gearbulk - Agency List					
▶ 16 - Gearbulk - KISS User Guide					
▶ 18 - Gearbulk - Operators Handbook					
▶ 19 - Gearbulk - Operations Manual for Long Term Time Chartered Vessels					
▶ 21 - Gearbulk Contingency Plan - Ship Emergency					
▶ 22 - Gearbulk Training					
▶ 99 - Test Chapter					

KISS Files

KISS IR

KISS IR – Incident Reporting

Accident-Loss Non-Conformity / Hazard
 Near Accident / Incident Improvement / Positive comment

Accident / Loss Report

This wizard will help guide you through the following stages:

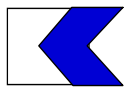
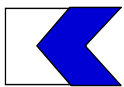
Accident-Loss	Near Accident/ Incident	Hazards	Root Causes	Improvement
Unintended harm or damage to: People Property Service Environment	Event	Substandard acts/practices Substandard conditions	Management Competence System Mental/Physical	Improvement Suggestion / Positive Feedback

Report title: (*)

Vessel/Site name: (*)

Report id: KGJS-BER-00005

010



KISS IR – Risk Assessment

Risk assessment

The wizard will help guide you through the following stages:



Report title:

Vessel/Site name:

Company Risk Assessment (Selected by SEQ Department)

Observer:

Report date:

Report id: BGO-X0229

010

<< Back

Start

Next >>

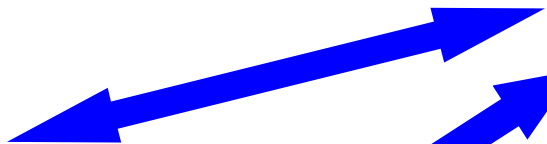
Cancel

KISS System Operation

Gearbulk 23 ww Branch Offices



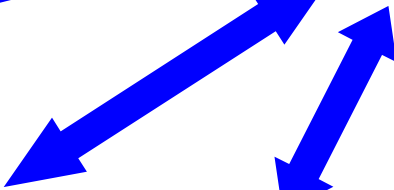
Gearbulk,
Weybridge



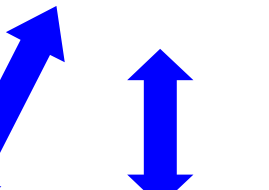
Pelican
Shipping,
London



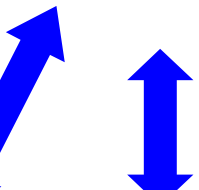
KGJS Manila



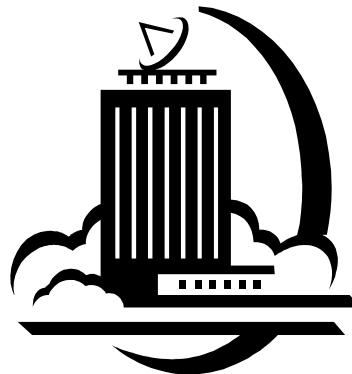
KGJS Singapore



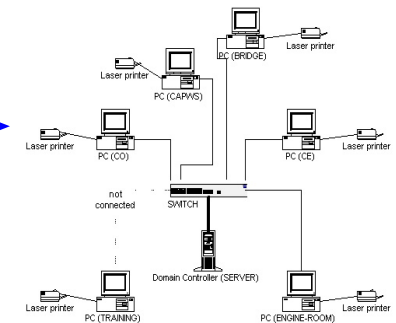
KGJS Bangalore



KGJS Bergen



100+ Vessels

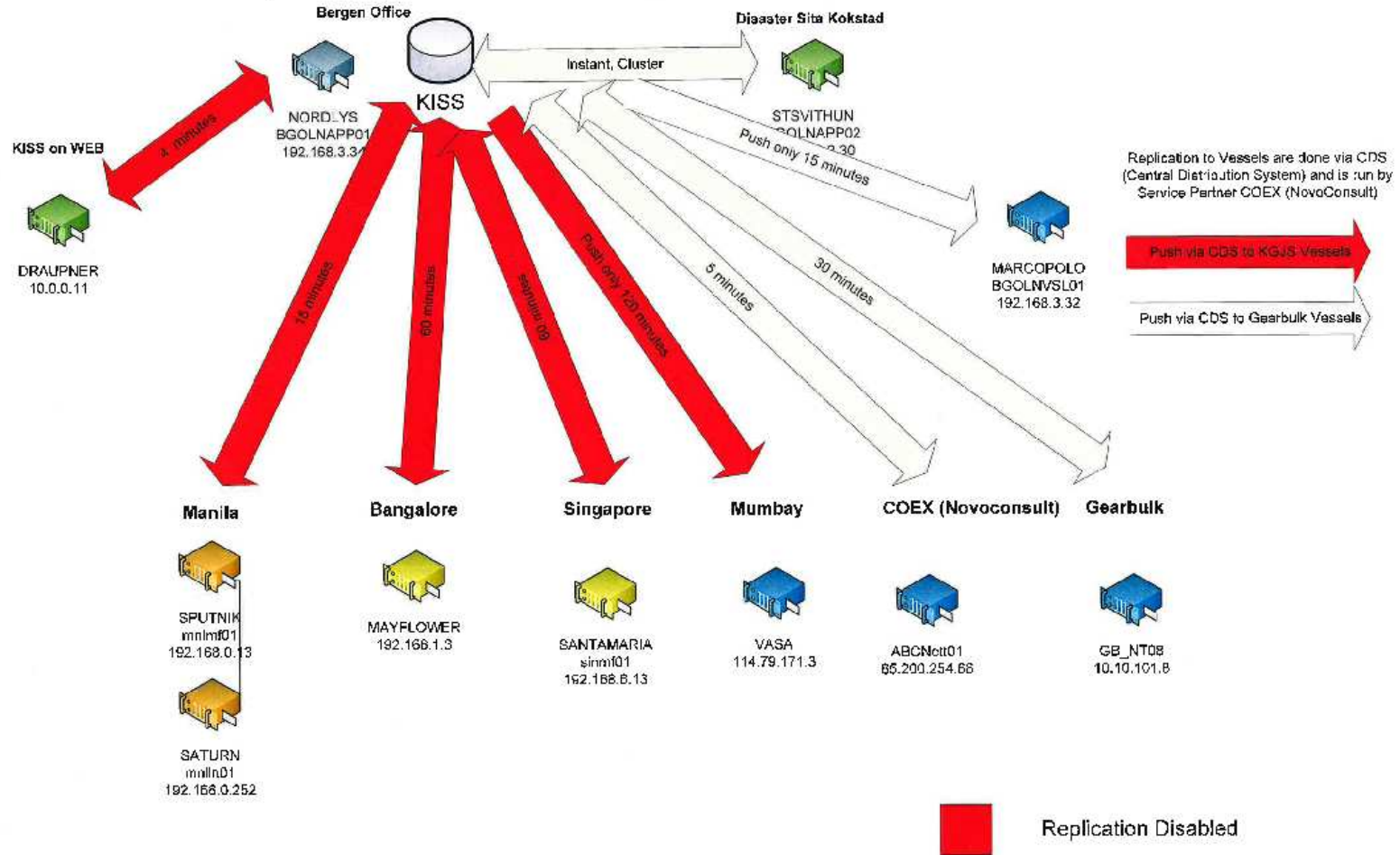


Single Person Offices /
Travelling personnel

When a procedure or report is distributed ALL users onboard and ashore will be notified within 30 minutes and receive the document within 12 hours



KISS Replication



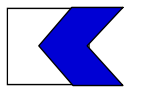
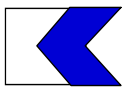
Key Performance Indicators (KPI)

Performed: KR Approved: OJH Rev: 01 Date: 6.10.08.200				SKS Tankers & OBO's 2009		VESSEL GROUP SKS-FLEET	VESSEL GROUP SKS-FLEET	VESSEL GROUP SKS-FLEET	VESSEL GROUP SKS-FLEET	
				YEAR	2009	YEAR	2009	YEAR	2009	
				PERIOD	Q1	PERIOD	Q2	PERIOD	Q3	
				METHOD	PERIODIC	METHOD	ACCUMULATED	METHOD	ACCUMULATED	
				01.jan.2009	31.mar.2009	01.jan.2009	30.jun.2009	01.jan.2009	30.sep.2009	
Type	No	Category	Measures (KPI)	Target	UPDATE QUERY 1		UPDATE QUERY 2		UPDATE QUERY 3	
					Qty	KPI	Qty	KPI	Qty	KPI
Admin		Number of vessels in Fleet group:			14		14		14	
		Number of Port Calls for Fleet group			90		180		270	
		Crew	Average number of Crew Pr Vsl		25		25		25	
		Exposure Hours	Total Crew X 24 X Number of Days		747600		1512000		2284800	
Safety	1	Sign Off Crew Injuries Frequency (Severity 3 and more) (Exposure hours is total crew x 24 x number of days)	No of injuries x 1,000,000 / Exposure Hours	<1	2	2.68	2	1.32	2	0.88
	2	Lost Time Injury Frequency (LTIF) A LTI is an injury which prevent the injured to meet for next watch or daywork.	LTI's x 1,000,000 / Exposure Hours	<2.5	2	2.68	2	1.32	5	2.19
	3	Total Recordable Case Frequency (TRCF) (All injuries reported including LTI)	TRC's x 1,000,000 / Exposure Hours	<5	9	12.04	15	9.92	22	9.63
	4	Grounding, powered and due to loss of power	Events x 1000 / Number of Port calls	Zero	0	0.00	0	0.00	0	0.00
	5	Collision, at sea/in port areas, both vessels underway	Events reported for Fleet group	Zero	0	0	0	0	0	0
	6	Contact damages (other vessels, berths etc.)	Events x 1000 / Number of Port calls	<5	1	11.11	3	16.67	3	11.11
	7	Fire incidents	Events reported for Fleet group	Zero	1	1	1	1	1	1
Pollution	8	Oil/ NLS pollution overboard	Events reported for Fleet group	Zero	0	0	0	0	0	0
	9	Oil/ NLS spill contained onboard	Events reported for Fleet group	<5	0	0	0	0	0	0
Inspection	10	Port state control (PSC) detention	Detentions reported for Fleet group	Zero	0	0	0	0	0	0
	11	PSC Inspections without deficiencies	In % of all inspections across the Fleet group	> 80 %	8	93%	14	74%	19	73%
	12	ISM External Audits without NIC's	In % of all audits across the Fleet group	> 80 %	2	nil	4	100%	4	100%
Perform	13	Cargo damages due to salt water ingress	No of damages reported across fleet group			0		Zero		MDI
	14	Cargo damages	No of damages above USD 50000 across Fleet group	Zero		0		Zero		MDI
	15	Un-scheduled off-hire.	No of hours / vessel (Per year)	<20 hrs		13		MDI		MDI
	16	Vessel running costs	Cost exceeding budget (This periode)	<2.0 %		4.0 %		MDI		MDI
Reports	17	Incident reports (Accidents+ near accidents) All incidents shall be reported.	Number of reports / vessel received in the periode		71	5.07	117	8.36	182	13.00
	18	Near-Accidents reports	Percentage of Incident reports	>30 %	28	39%	50	43%	82	45%
	19	SAFIR reports not closed by KGJS Office within due date	No of overdue reports for Fleet group	<10	7	7	17	17	22	22

International Safety Management (ISM) Code

International Management Code for the Safe Operation of Ships and for Pollution Prevention.

- Assembly Resolution A.741(18) og A.788(19)
- ISM Code became mandatory, under the provisions of chapter IX of the International Convention for Safety for Life at Sea (SOLAS), 1974 For Companies operating certain ships, on 1 July in 1998; and for Companies operating other cargo ships and offshore drilling units propelled by mechanical means of 500 gross tonnage and upwards, on 1 July 2002.
- Maritime Safety Committee resolution, MSC.273(85), ammendments
- Maritime Environment Protection Committee resolution, MEPC.54(32) March 1992



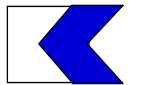
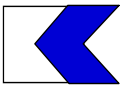
ISM Code Objectives

Para 1.2.1 The objectives of the Code are to ensure safety at sea, prevention of human injury or loss of life, and avoidance of damage to the environment, in particular, to the maritime environment, and to property.

Para 1.2.3 The Safety Management System should ensure:

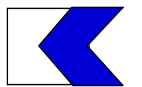
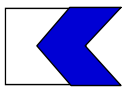
- .1 Compliance with mandatory rules and regulations; and
- .2 That applicable codes, guidelines and standards recommended by the Organizations are taken into account.

<http://regs4ships.com/bahamaregs>



Work and Rest regulations

- STCW 95 – Safety regulation – includes only watch keeping personel.
- ILO 180 – Sosial regulation – Includes all onboard
- Maritime Labour Convention, 2006 – includes all onboard



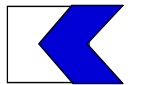
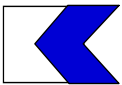
ISM i et totalt sikkerhetsperspektiv

ISM-Code
ISPS- Code
ISO 9001
ISO 14001

Para 1.2.3 The Safety Management System should ensure:

- .1 Compliance with mandatory rules and regulations; and
- .2 That applicable codes, guidelines and standards recommended by the Organizations are taken into account.
- Flaggstat (Administration) + Organization + Class society (recognized organization)
- A26/Res.1022, Appendix, "Standards on ISM Code Certification Arrangements".
- Flaggstat – Statsfartøy
 - Flag State Survey/Inspection – Compliance with Rules and Regulations
 - Port State Control – Compliance with Rules and Regulations
 - Class Survey/Audit – Compliance with Rules and Regulations
 - Internal Audit – Complinace with Company procedures based on Rules and Regulations

Konklusjon:



Konklusjoner – så langt

1. Erfaring tilsier at

Sikkerhetsperspektivet forsvinner lett i en jungel av lover, regler, standarder, formaliteter og "Guidelines"

2. Basert på forskjeller

Når det gjelder Organisasjon, Fartløyer, Klasse, Flaggstat, Nasjonalitet/Kulturbakgrunn, uniform Utdanning

- Forskjellige problemstillinger ang. Implementering av ISM

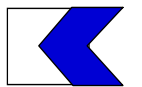
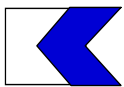
3. Basert på likheter

Når det gjelder prosedyrer og hendelsesrapporterings-system

- Felles problemstillinger ang. Implementering av ISM

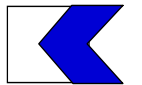
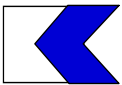
4. Fokus på overordnede prioriteringer

- Liv & Helse
- Miljø
- Eiendom & Last



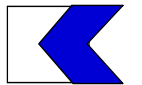
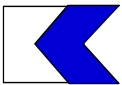
Teknisk – Operasjonell Standard

- Teknisk standard
 - Sertifisering – materiell/systemer
 - Policies, Vedlikehold, Reservedeler, etc.
 - Inspections, Surveys & Audits
 - Flaggstat, Klasse, Havnestat, Fleet – and Vessel Management
 - Systemer; SEQMS – AMOS
- Operasjonell standard
 - Sertifisering – personell/systemer
 - Inspections, Surveys & Audits
 - CBT/Online Training System – Seagull
- Konfigurasjonsstyring - Procedyre for "Management of Change"



Erfaringer & Problemstillinger - ISM

- Rapporter/analyser
Safety Excellence – DNV, 2007 & 2009



Cultural Dimensions

Ship Questionnaire Survey

Dimensions Measuring Onboard Safety Culture

DRAFT VERSION 2

■ Leadership Involvement

- Measures the degree to which crew are encouraged by senior officers and onshore management to report unsafe conditions and contribute actively in improving safety onboard.
- Assess the commitment of leaders, both onshore and on the vessels, in following up safety reports and contributions from the crew and in giving proper feedback of relevant information.

■ Procedure / Compliance

- Assesses the quality of the operation- and safety manuals as perceived by the crew.
- Measures violation behaviour among seafarers (both crew and officers), i.e. the degree to which checklists, reporting requirements, briefings and handovers are omitted/not used.

■ Stress / Workload

- Measures the crew's awareness to stress, and knowledge and understanding of stress reducing means.

■ Sleep / Fatigue

- Measures the degree of awareness to the effects that lack of sleep and fatigue have on human performance, and how well crewmembers are trained in addressing and coping with fatigue.

■ Teamwork

- Assesses the quality of the environment for teamwork onboard the vessels, focusing specifically on onboard cooperation, mutual trust and understanding between crew members, communication patterns, and cross-cultural working environment.

■ Culture

- Measures the crew's perception of company morale, management's prioritizations when safety is being put under pressure, and the quality of company standards.

■ Operational Atmosphere

- Measures organisational commitment to safety, the degree of crew involvement in safety issues, the quality of safety and emergency training, and the premises for a safe working culture.

■ Communication

- Measures the onboard culture for reporting and open communication regarding safety issues.

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KGJS - Safety Excellence

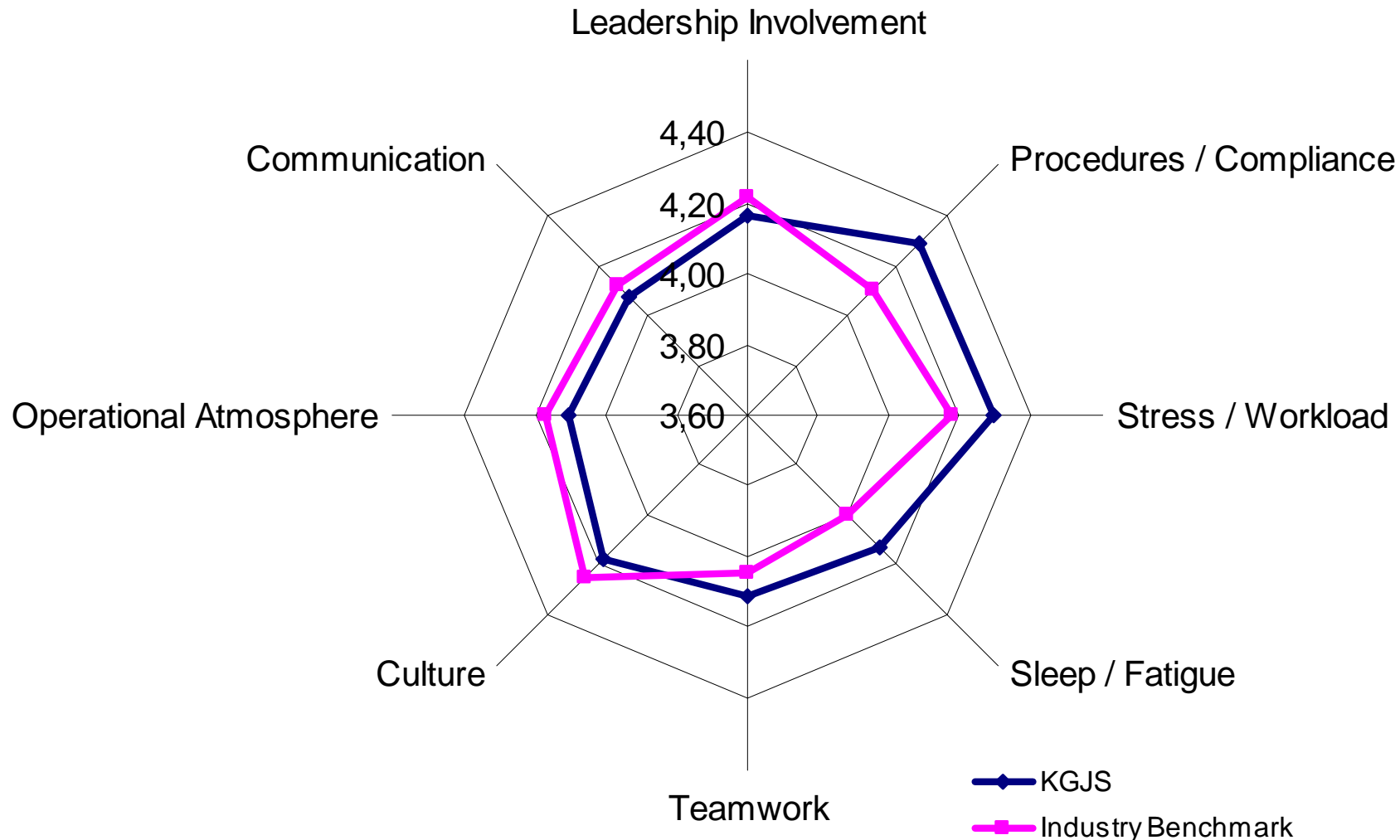
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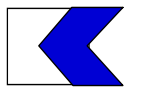
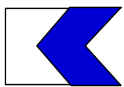
MANAGING RISK 

Ship Management Questionnaire Survey, 2007

KGJS / Gearbulk vs. Industry Benchmark



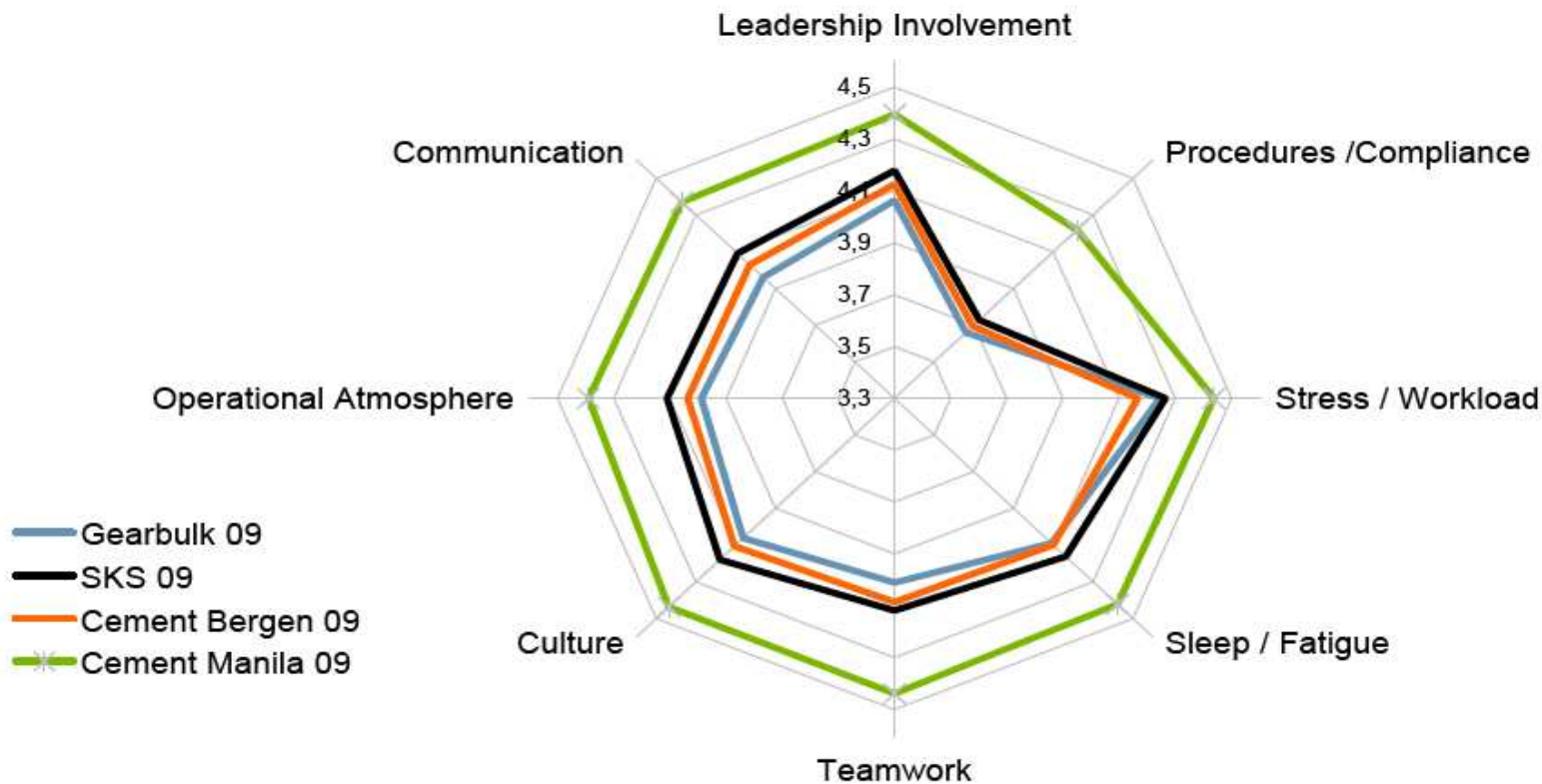
On average over all the 8 safety climate dimension
KGJS is slightly better than the industry benchmark!



Ship Questionnaire Survey 2009, scores for all 4 fleets,

Ship Questionnaire Survey Scores for all four fleets

DRAFT VERSION 2
Scale range: 3,3 - 4,6



There are consistent differences between the three fleets. This may be partly due to the differences in nationalities of the crew on the different fleets

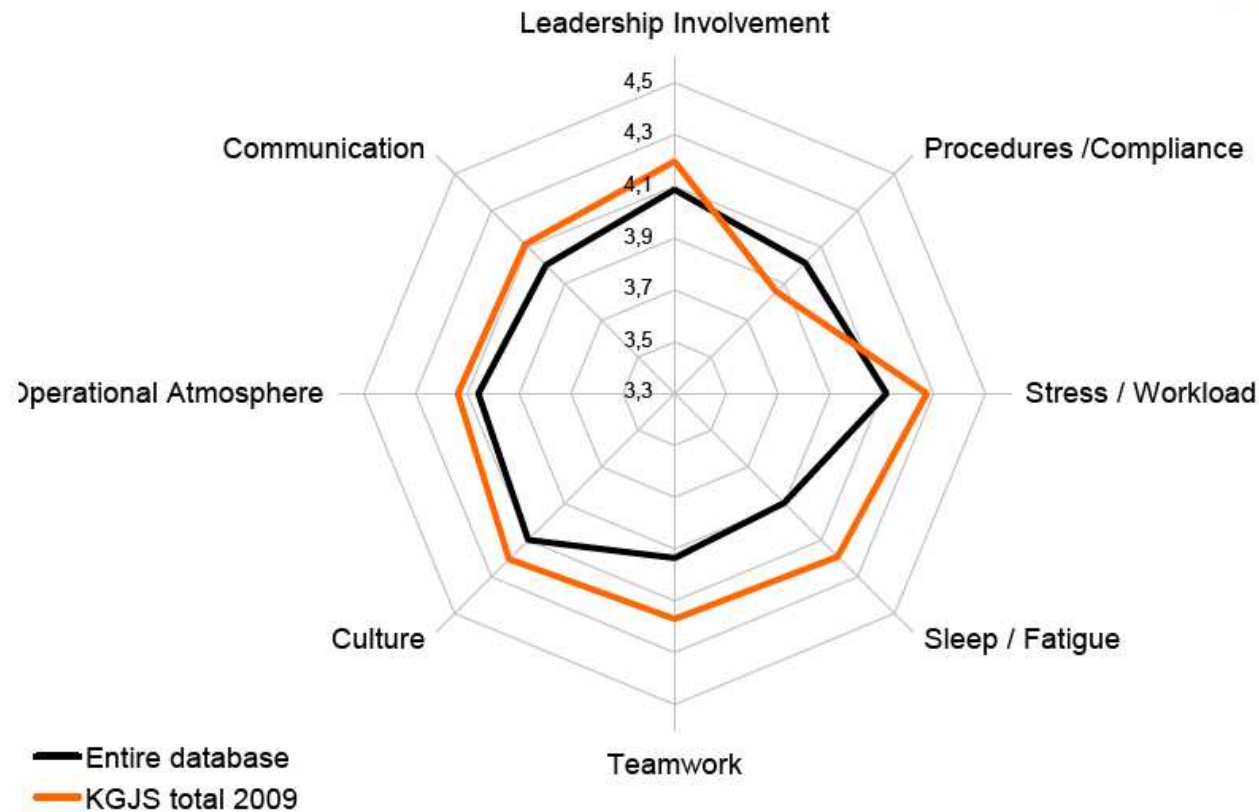
CONFIDENTIAL

Ship Management Questionnaire Survey, 2009

KGJS all Fleets vs. Industry Benchmark

Ship Questionnaire Survey KGJS (all fleets) vs. Database (all fleets)

DRAFT VERSION 2
Scale range: 3,3 - 4,6



KGJS scores consistently above industry average apart from on Procedures / Compliance

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KGJS - Safety Excellence



DNV Safety Excellence 2009

The six mayor reasons for non-compliance

DRAFT VERSION 2

- For all segments:
 - Because we need to get the job done in time
 - Because there is not enough time to follow all procedures
 - Because the tools / resources are not available to follow the procedures
 - Because it is normally OK - so there is no need
- Specially for SKS and cement fleets
 - Because we know the job well enough to know what to do
 - Because compliance may cause conflicts with other priorities
- Specially for Gearbulk :
 - Because it is tiresome to follow procedures
 - Because of unfamiliarity with procedures

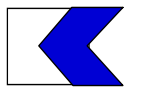
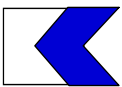
CONFIDENTIAL

KGJS - Safety Excellence

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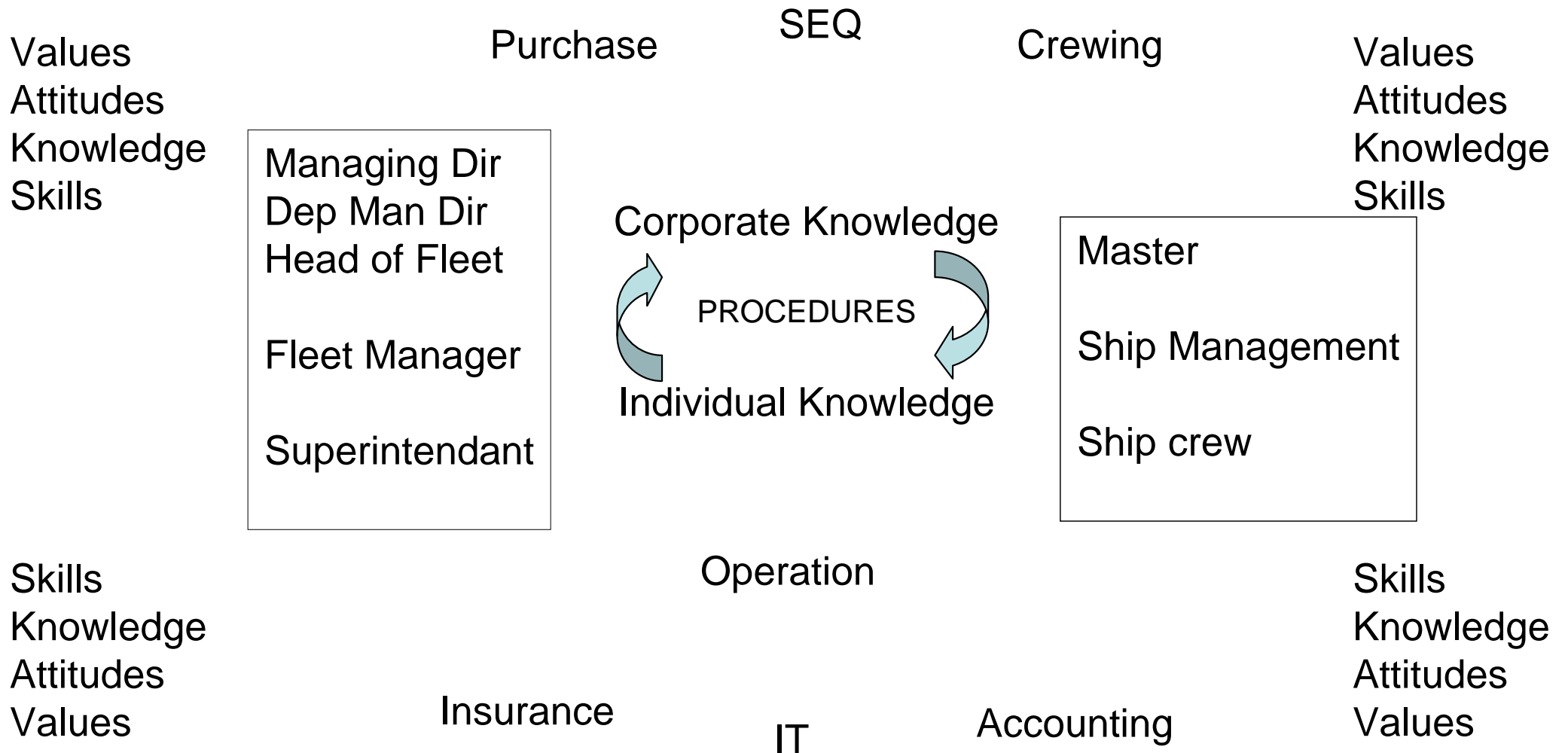
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MANAGING RISK 

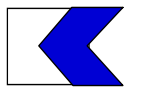
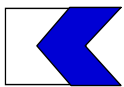
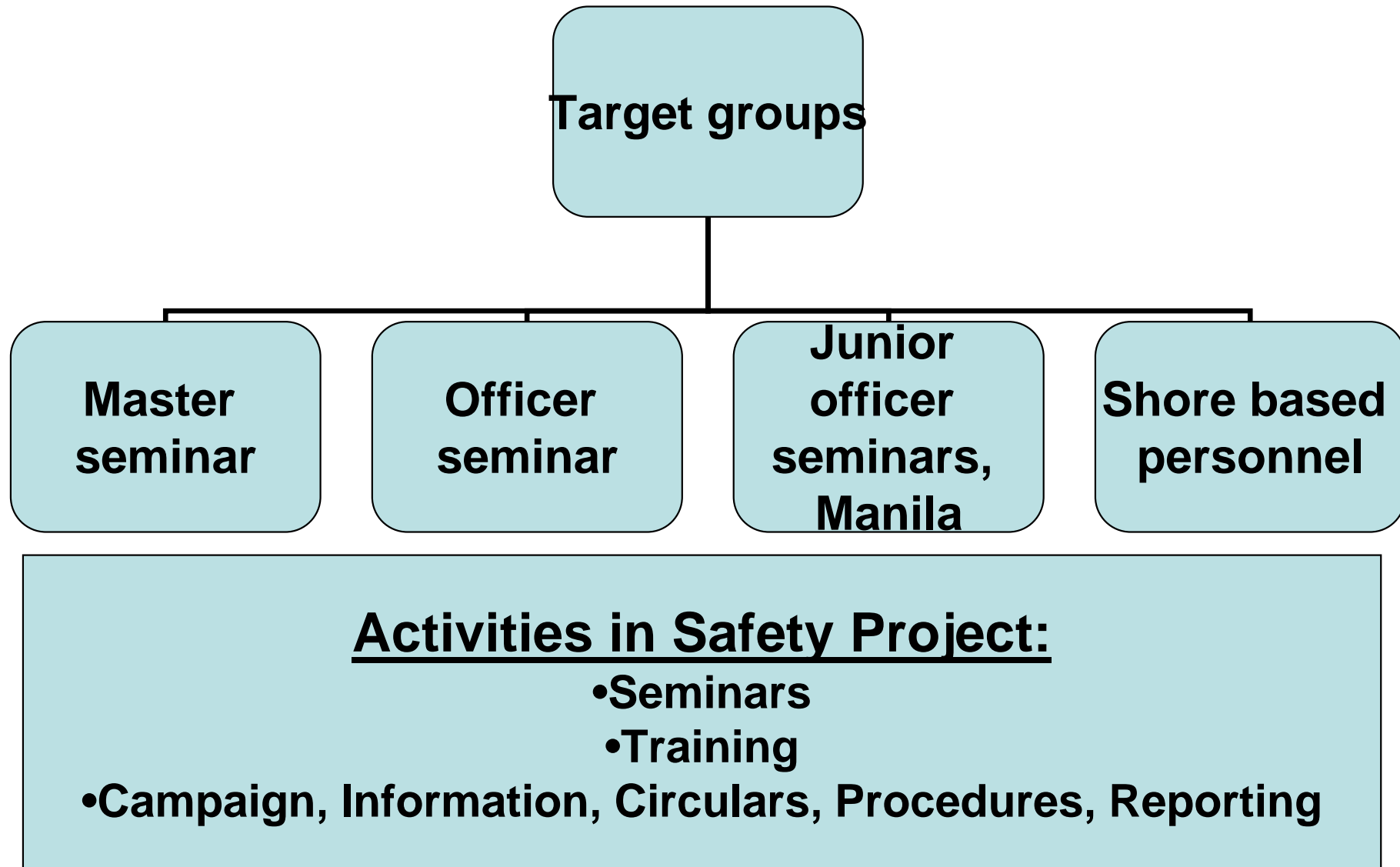


Continuous Improvement Safety, Environment, Security

ISM-Code
ISPS- Code
ISO 9001
ISO 14001



Safety Project Overview



Konklusjoner/Oppsummering

- Manualer/prosedurer – OK
 - Implementering ombord og på land er mangelfull
 - "Cutting Corner Culture"
 - "Commercial Pressure"
- Continuous Improvement
 - Safety er alles ansvar
 - Prosedyrer
 - Aktivitet?
 - Prosess?
- Like og ulike problemstillinger Sjøforsvaret – Shipping
- Sjøforsvaret har alle forutsetninger for å lykkes med innføring av et godt sikkerhetsstyrings system.
- "Vi i Kystvakten har som mål å være best på grunnleggende sikkerhet", (OK Malkenes oktober 2008).

