OCIMF MARINE TERMINAL INFORMATION SYSTEM
WORKING TOGETHER FOR SAFETY AND EFFICIENCY AT THE SHIP SHORE INTERFACE
October 8, 2014
The marine interface...
Why the need for standards?
Complex systems and relationships require standards for safe, efficient operations
THE CHALLENGE
MANAGING THE MARINE INTERFACE

Marine Vessels
- Ship/Barge
- HSSE
- Safe Navigation
- UKC
- Berthing/Unberthing
- Mooring
- Operations
- Transfer/Control Systems
- Flow Control and Containment
- Tankage

Marine Terminal
- Plant/Pipeline/Storage
- Jetty Structure
- Dredging
- Mooring
- Operations
- Transfer/Control Systems
- Flow Control and Containment
- Tankage
- Utilities
- HSSE
- Safe Navigation

Standards Crucial
- Compatibility & Communications
- Vessel/Shore Interface
- HSSE
- Operations & Operability
- Approaches, Berthing Pocket, Mooring
- Engineering & Maintenance
- Electrical & Instrumentation
- Facilities
- Access, Security
- Demurrage
- Vessel/Terminal Quality & Risk

Common application of standards (regulatory, industry guidelines, functional expertise)

Bridging the Marine Interface
OUR MARINE TERMINAL RISK MANAGEMENT AND IMPROVEMENT MECHANISMS

• 2006 Marine Terminal Network decisions
  – Own terminals adhere to OCIMF guidelines
  – Own terminals ongoing assessment under OCIMF Marine Terminal Baseline Criteria

• 2011 Own terminals initiate adherence to OCIMF MTIS including:
  – Marine Terminal Particular Questionnaire (MTPQ)
  – Marine Terminal Management & Self Assessment (MTMSA) in 2014

• Phillips 66 Global Marine Assurance Standard
  – Applies to Marine Terminal Assurance, Clearance and Vessel Vetting

• Marine Terminal Assurance Program (MTAP)
  – Contracted, joint venture and own marine terminals reviewed and evaluated for:
    • safety and environmental performance
    • regulatory compliance
    • awareness of and adherence to industry risk management tools and best practice guidance in managing the marine interface
      – OCIMF MTPQ, OCIMF MTMSA, OCIMF MTOCT
What is MTIS?

MTIS - Marine Terminal Information System

MTPQ  MTMSA  MTOCT

MTIS is a consolidated system consisting of:
- Marine Terminal Particulars Questionnaire
- Marine Terminal Management & Self Assessment
- Marine Terminal Operator Competency & Training

To promote continuous improvement of standards at marine terminals
OCIMF MTIS UPTAKE

Terminal signups per month
Benefits of MTIS

- Operational efficiency- Through better matching of terminals and ships.
- Better dissemination of terminal information.
- Promotes safety
- Continuous improvement of safety management.
- Better trained and motivated staff.
What is MTPQ?

- An accurate repository of marine particulars data.
- Data needed for assessing suitability of the ship/shore interface

Accurate and comprehensive terminal information is an essential element in ensuring the compatibility of ships and terminals, the safety of operations and the protection of the environment.
OCIMF MTIS PARTICULARS

MTPQ - Benefits

- Provide a standard format for the collection of information that can be shared with terminal users
- Improved operational efficiency through better matching of terminals and tankers
- Improved effectiveness and efficiency, with better dissemination of terminal information
- The MTPQ questionnaire is structured, specific, and standardised
- Information is available to the terminal in a format that will be suited for onward transmission
- The terminal will be able to use the MTPQ system to attach terminal information, for example, terminal information booklets
What is MTMSA?

A tool to assist terminal operators to assess, measure and improve the effectiveness of their management systems with regard to berth operations and the management of the ship/shore interface.
The MTMSA programme offers a standard framework for assessment of terminals management system.

- The framework is based on 15 elements of management practice
- Requires self-assessment of companies processes, procedures and practices
- Contains Industry Best Practice Guidance and Key Performance Indicators (KPI's)
- Tool for continuous improvement
What are the 15 Elements?

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
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<tbody>
<tr>
<td>1</td>
<td>Management, Leadership and Accountability</td>
</tr>
<tr>
<td>2</td>
<td>Management of Personnel</td>
</tr>
<tr>
<td>3</td>
<td>Port and Harbour Operations</td>
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<tr>
<td>4</td>
<td>Terminal Layout</td>
</tr>
<tr>
<td>5</td>
<td>Ship/Shore Interface</td>
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<tr>
<td>6</td>
<td>Transfer Operations</td>
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<td>7</td>
<td>Maintenance Management</td>
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<td>8</td>
<td>Management of Change</td>
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<tr>
<td>9</td>
<td>Incident Investigation and Analysis</td>
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<tr>
<td>10</td>
<td>Management of Safety, Occupational Health and Security</td>
</tr>
<tr>
<td>11</td>
<td>Environmental Protection</td>
</tr>
<tr>
<td>12</td>
<td>Emergency Preparedness</td>
</tr>
<tr>
<td>13</td>
<td>Management System Review</td>
</tr>
<tr>
<td>14</td>
<td>Operations at Buoy Moorings</td>
</tr>
<tr>
<td>15</td>
<td>Terminals Impacted by Ice or Severe Sub-zero Air Temperatures</td>
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# OCIMF MTMSA ASSESSMENT

## What does it look like?

<table>
<thead>
<tr>
<th>Stage</th>
<th>KPI's</th>
<th>Best Practice Guidance</th>
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<tbody>
<tr>
<td>1</td>
<td>afferent to the terminal guidance is different to the terminal guidance.</td>
<td>The terminal should be aware of the different guidance and provide specific instructions to the terminal staff.</td>
</tr>
<tr>
<td>2</td>
<td>Are internal audits consistently reviewed?</td>
<td>The terminal should ensure that internal audits are consistently reviewed and that results are communicated to all relevant parties.</td>
</tr>
<tr>
<td>3</td>
<td>Are the terminal's emergency procedures up to date?</td>
<td>The terminal should ensure that emergency procedures are up to date and that all personnel are trained and prepared to respond to emergencies.</td>
</tr>
<tr>
<td>4</td>
<td>Are the terminal's emergency procedures tested regularly?</td>
<td>The terminal should test emergency procedures regularly to ensure that personnel are prepared to respond to emergencies.</td>
</tr>
</tbody>
</table>

### 12 - Emergency Preparedness

**Stage 1 KPI** - There are comprehensive and up-to-date emergency plans that are specific to the terminal.

**Corresponding BPG** – The emergency plans should include the following elements:

- [List of emergency plan elements]
Key Performance Indicators

- Measures that track a terminal’s effectiveness in meeting its aims and objectives.
- To indicate that management systems are fit for purpose.
- To assist terminal managers to monitor progress with their continuous improvement programmes.

The results from the assessment process should provide operators with an overview of their performance, which will assist in identifying gaps and provide a focus for planning future improvement.
The 4 stages of MTMSA

- The KPIs within each of the 15 element are grouped into 4 stages
- Stage 1 is the foundation - Initial Ranking
- Generally, the higher stages build on the lower stages and maximum benefit is achieved when the stages are completed in order.
- The emphasis is on achieving continuous improvements by aligning actions with targets.
- Stage 4 is the highest stage
OCIMF MTMSA ASSESSMENT

Benefits and Advantages

• MTMSA establishes a continuous improvement cycle, both, in content and practices in establishing higher standards
• Feedback and improved practices from operators is being incorporated into the system
• Directs the organization based on factual information, which is the result of measurement and analysis

• Self Assessment is a LEADING INDICATOR, as compared to external inspections and audits which are LAGGING INDICATORS
OCIMF MTOCT TRAINING

What is MTOCT?

To assist Marine Terminals develop their own training programmes to ensure that personnel working on the ship/shore interface have the required skills and competence by:

- Assessing the competence of staff
- Establishing training needs for each member of staff
- Developing appropriate training/self-help programmes to satisfy the training needs
- Maintaining training records