

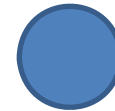
Reducing Administrative Burden on Master and Crew – Ship Master's perspective

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The status of present days Master



But this is how it is seen from shore
office....



The burden of paper-work is mainly from

- QMS documentation



- Correspondence from shore

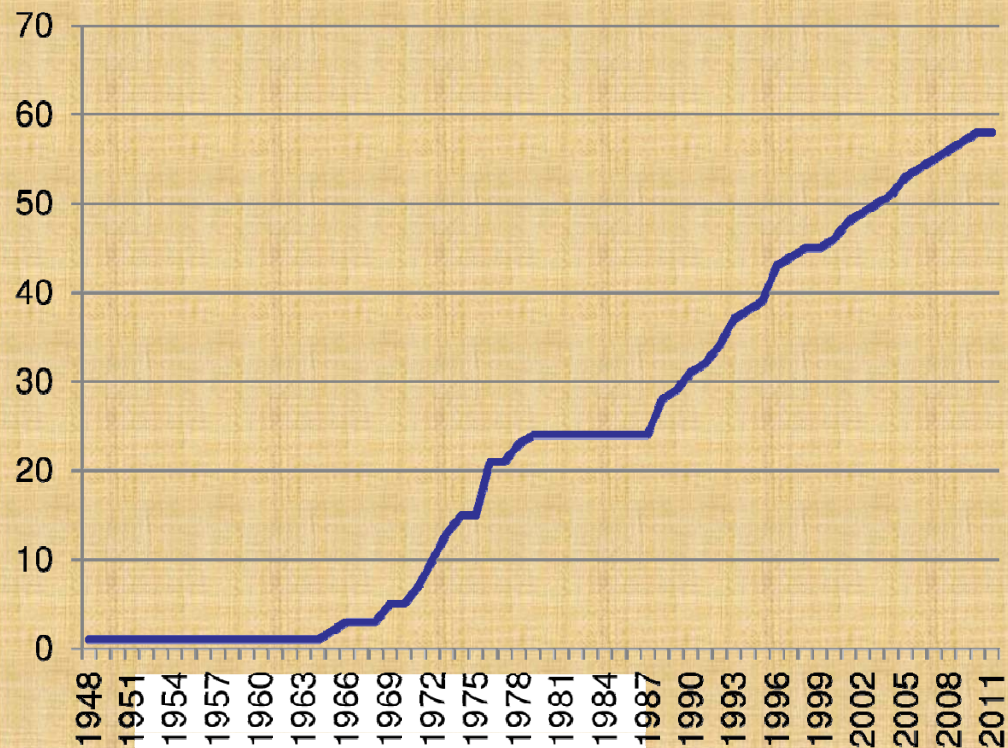


Paper overload



- There are over 60 IMO conventions today, which ships needs to be comply...
- There are over 50 books in the ship's library....
- There are over 1000 pages of QMS system....and endless list of forms...and growing with each observation...

No. of IMO-conventions



QMS procedures are becoming more and more burdensome

- Historically the rules/regulations/procedures in the shipping industry are introduced only after a disaster had taken place.
- Detailed QMS...means no room for seafarers for using their experience.....Paperwork has become – paper exercise
- Number of crew remain same but the paperwork has grown is tremendously...an average.....**THERE ARE OVER 300 CHECKLISTS TODAY FOR SAFE SHIP OPERATION**
- **It had already made situation that at sea we all take the motto AGWWP (ALL GOING WELL, WEATHER PERMITTING) too much for granted**
- If we see airline industry, Pilots and Co-Pilots going through their checklist prior to taxing down the runway. How many of us at sea really do that – I mean “religiously”
- Crew sizes have been cut with no room left for practical maintenance, training and drills

TMSA (for tanker operators)

- And on top there is something called TMSA....with an extra documentation required, which are just fulfilled to please the auditor during office audits
- TMSA guidelines ***“A uniform approach to gathering information will eliminate duplication of effort by operators”*** – however presently it doesn't seem to be working
- The burden is on shore staff, who in turn pass them to shipboard seafarers

Correspondence from shore

- Office Management staff like Technical Managers, Technical Superintendents, Auditors etc. are inadequately trained
- Shore staff needs information instantly....because they have access to email on the go.....an email to the Master in order to do that job and provide an answer seemed easier.....COMMUNICATION HAS BECOME CHEAPER
- **Is it worth a Master / Officer with his 'high' salary to do a job that even a secretary can do?**

The ship is NOT a 7-Eleven SHOP!!



Master's view

- ISM is just a paper work exercise
- The senior officers have become clerks and dedicate all time to paperwork to avoid detentions
- Actual supervision and control by Chief Engineer and Master is suffering as they are busy in paperwork
- There is no support and guidance from senior officers as they sit on computers all day making reports and replying to messages – ***when the industry is talking about Mentoring!!!!***

Change in Shipping – Master perspective

In last 10 years have seen a tremendous increase in the paper-work

Paperwork does not help me to run a safe and efficient ship

Much of the paperwork is meaningless and time consuming

More paperwork might result in less safety



Need to DO

- “User-friendly” systems that allow seafarers to “work smart”, entering and updating data digitally
- In online systems well-performing senior officers such as Masters and Chief Engineers could be given authority to “co-develop and co-maintain” the QMS
- Place onboard “*Administrative Officer*” to help Master – when we can have assistances ashore to help Superintendents

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Thank you