

Ship-to-Ship Transfer Operations

Sharing Information towards ensuring safety



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Overview

- What is an STS Operation
- Tanker owners' responsibilities
- Risk Assessment
- OSIS
- Statistics on STS – Findings from OSIS

What is a Ship – to – Ship Transfer Operation



Liabilities in STS Operations

Who has a contract with whom ??



Liabilities in STS Operations

Who has a contract with whom ??



The receiving Ship

The Discharging Ship

Liabilities in STS Operations

Who has a contract with whom ??



The Service Provider

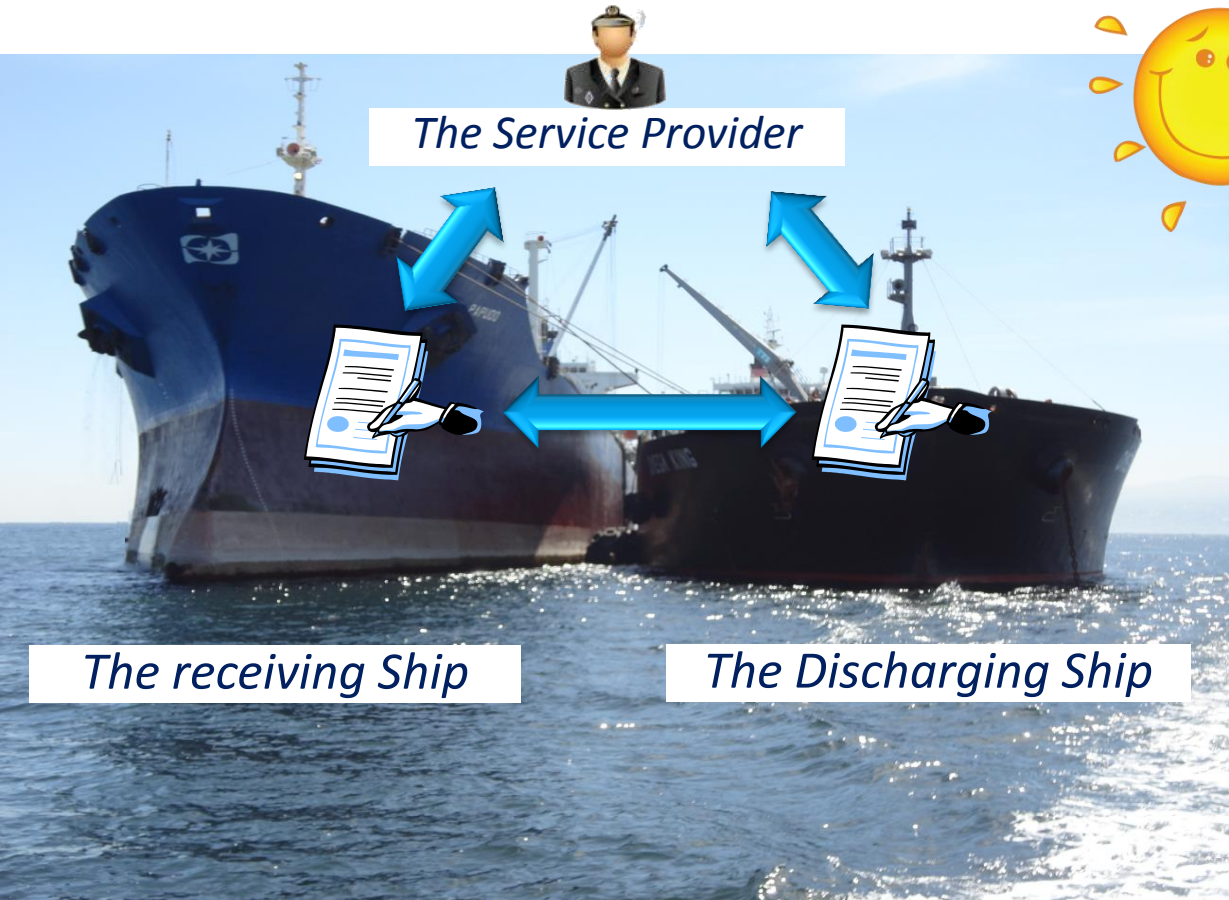


The receiving Ship

The Discharging Ship

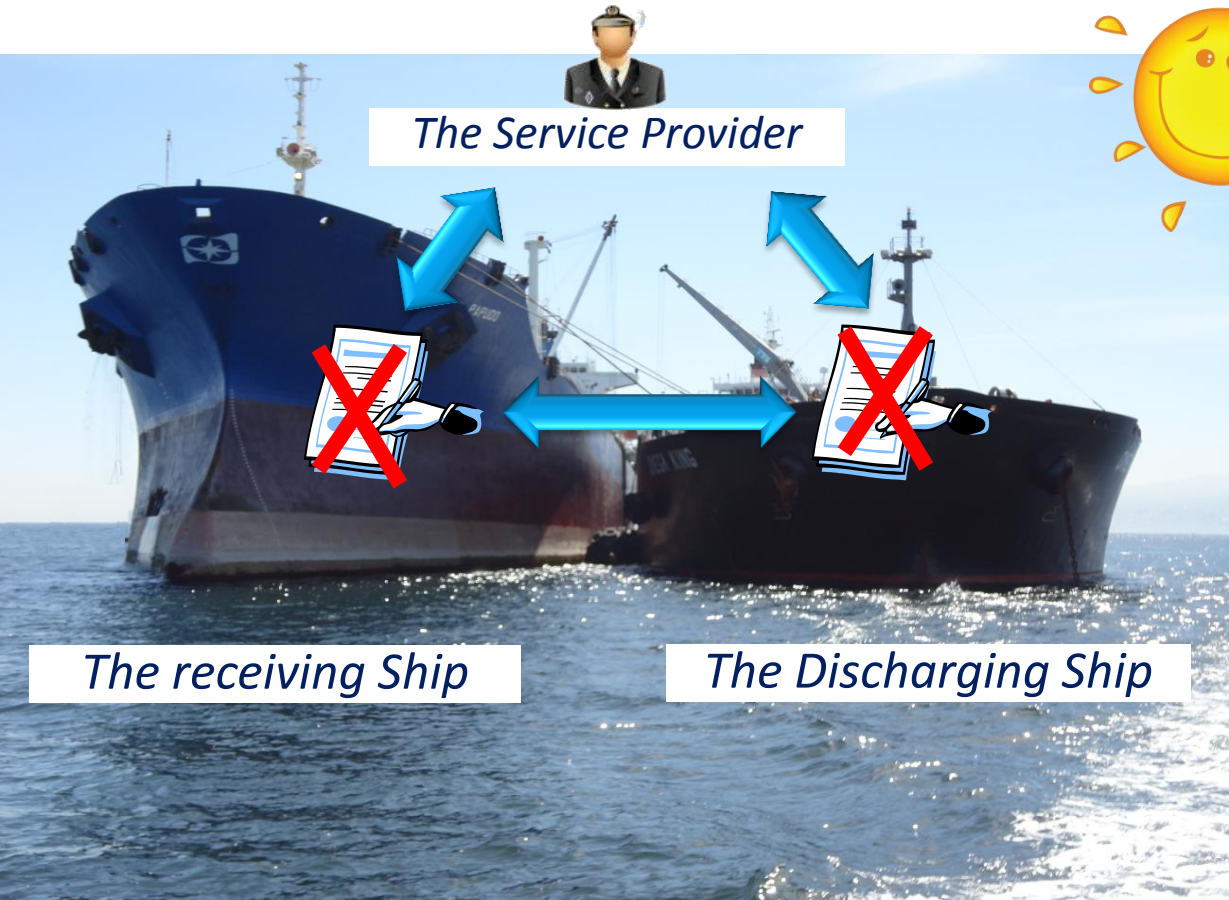
Liabilities in STS Operations

Who has a contract with whom ??



Liabilities in STS Operations

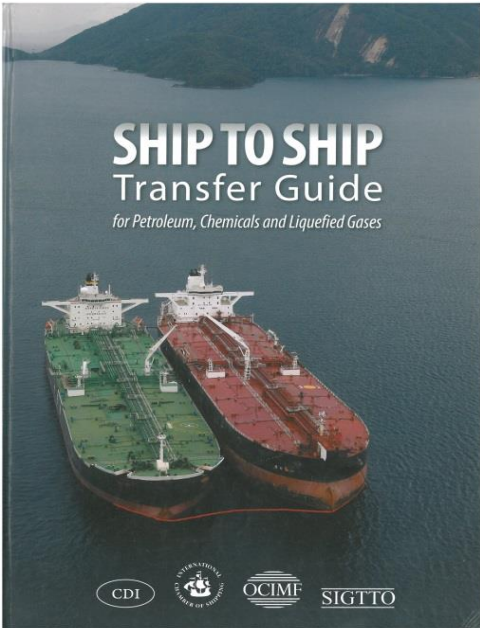
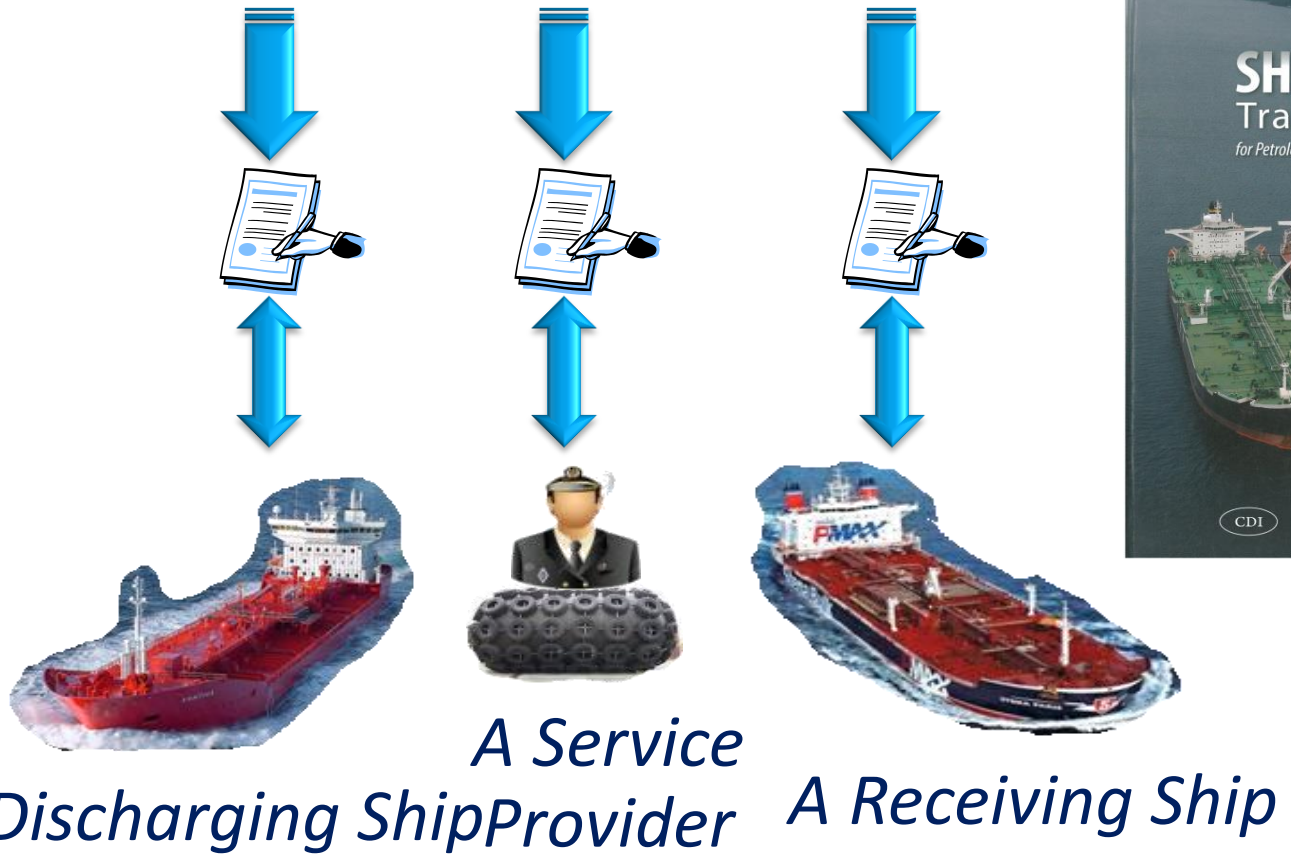
Who has a contract with whom ??



Liabilities in STS Operations

Where is the Contract ???

Charterer/ Cargo Owner



*A safe STS Operation **does not rely** on a contract,
but on **DUE DILIGENCE***

.....

***DUE DILIGENCE** requires:*

- Expertise-Experience from shore and crew
- Access to Information resources that allow for proper evaluation of casual factors
- Past STS Record Assessments – **Sharing of information**
- Understanding of Liabilities, Exposures
- Knowledge in supporting Reputation and Risk Mitigating issues



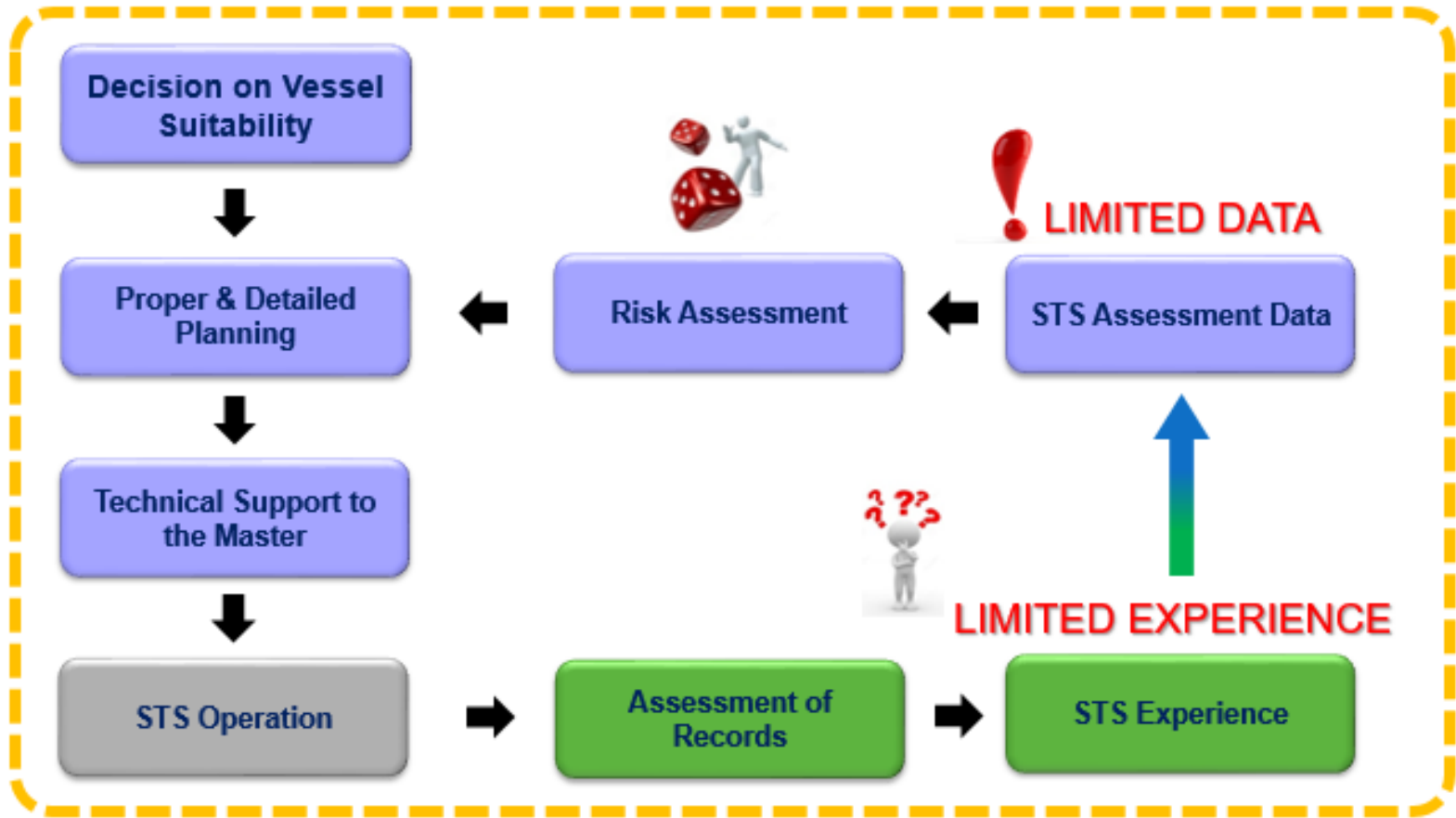
onlineSTS.net Members share information



- ◉ Create a community to share best practices
- ◉ Find the missing piece in the puzzle of “Safety”
- ◉ Minimize Risk
- ◉ Learn from others experience
- ◉ Proactive
- ◉ Safety Culture



Sharing of information



Sharing of information





The Assessment Procedure

- Based on Masters' opinion
- Transparency Governance is a major principle
- Confidentiality of data
- Providing feedback to involved STS stakeholders





OSIS STS LOCATIONS



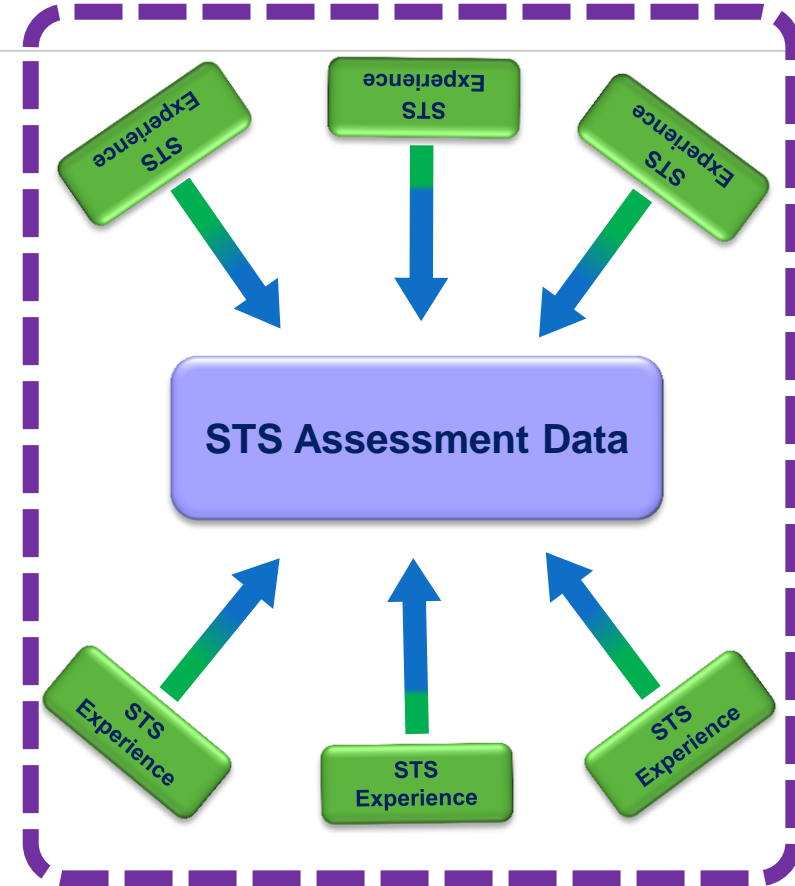
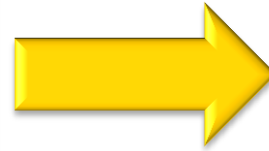


OSIS

This is OSIS (OnlineSTS Information System)

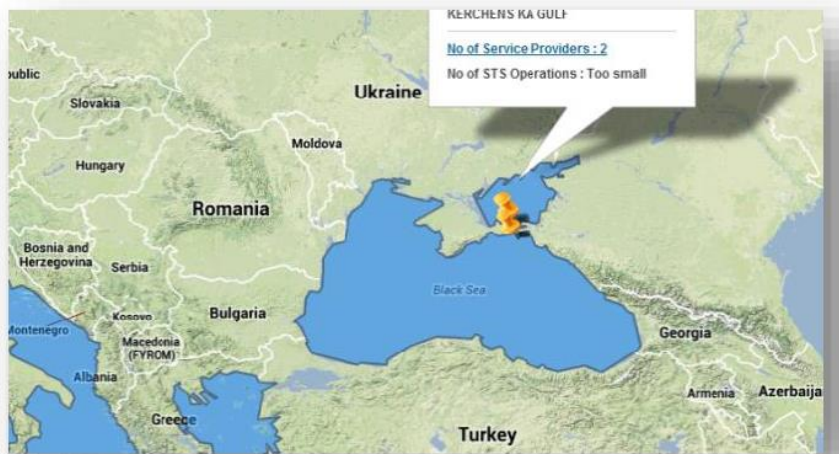
OSIS includes assessment for:

- Participating vessels
- Service Providers
- POAC (Mooring Masters)
- STS Locations





OSIS Findings - Locations



120 - 150
 RECORDED STS OPERATIONS

2.3%
 REPORTED INCIDENTS

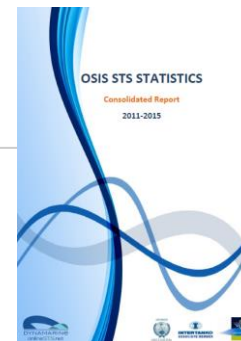


300 - 400
 RECORDED STS OPERATIONS

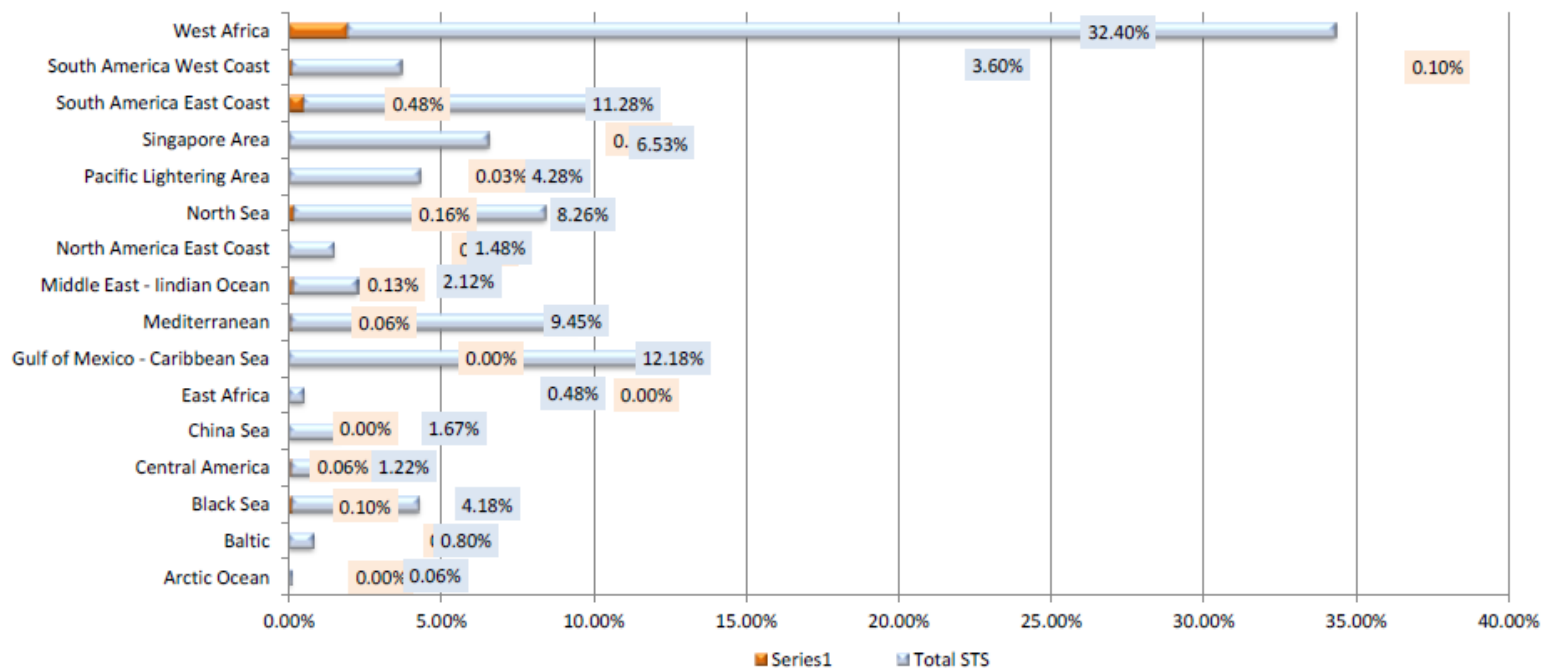
0.7%
 REPORTED INCIDENTS



Findings - Incidents

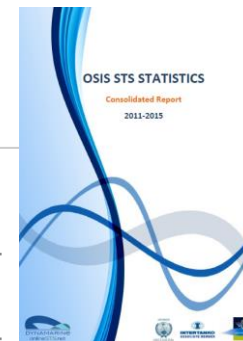
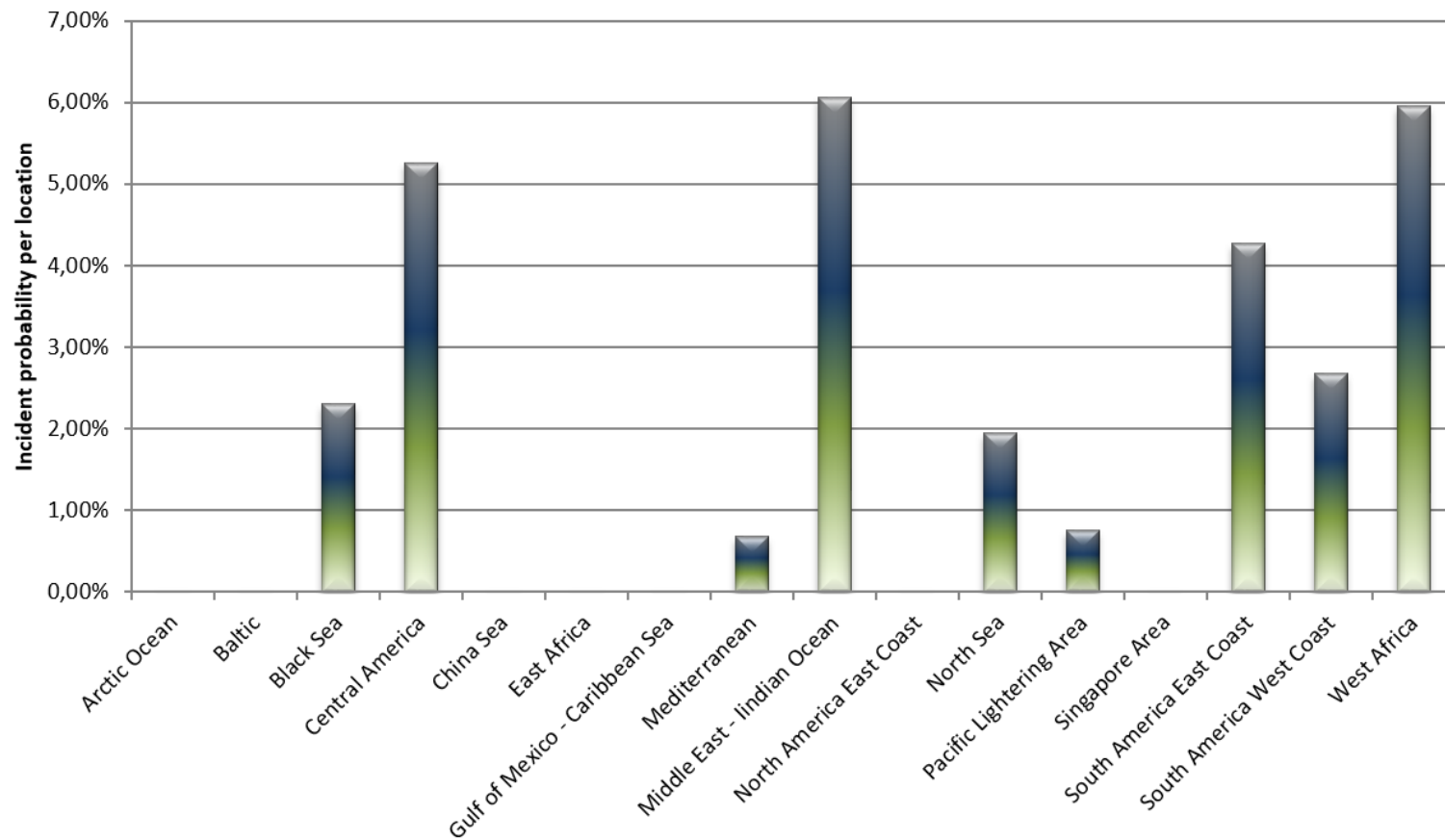


Incidents Statistics per Location



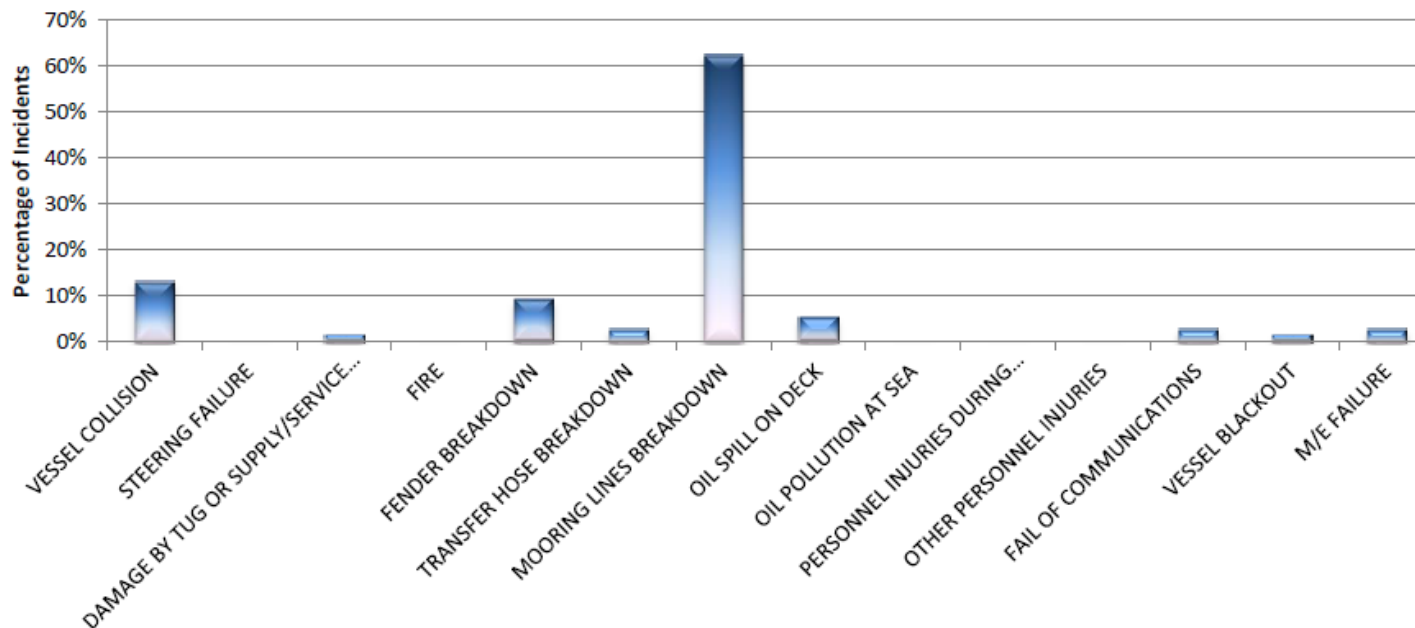
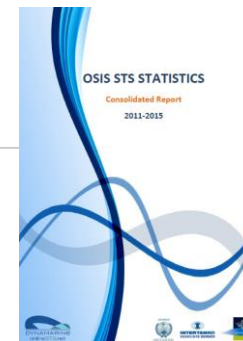


Incident Probability per location



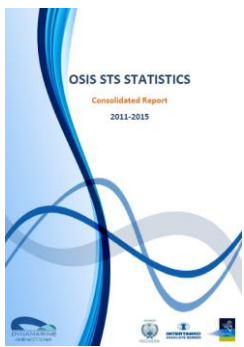
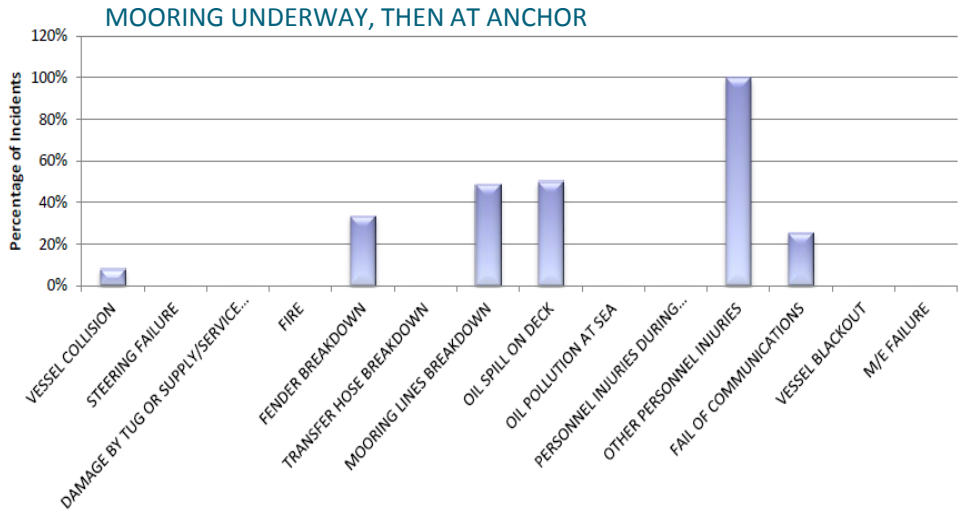
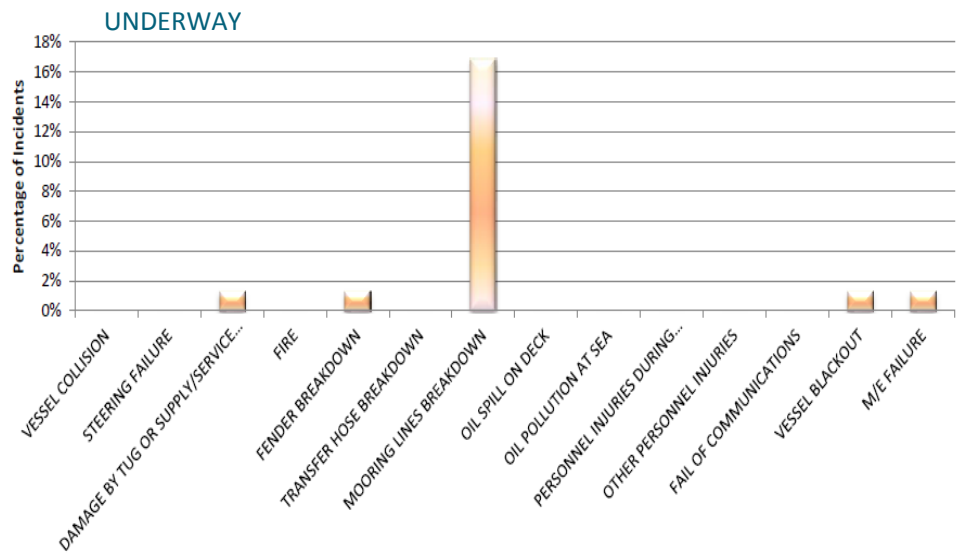
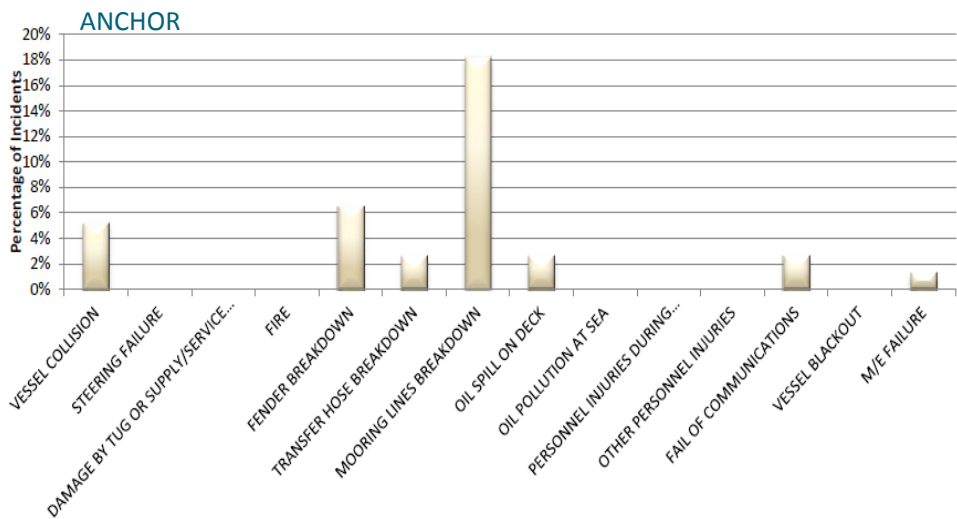


Findings - Incidents



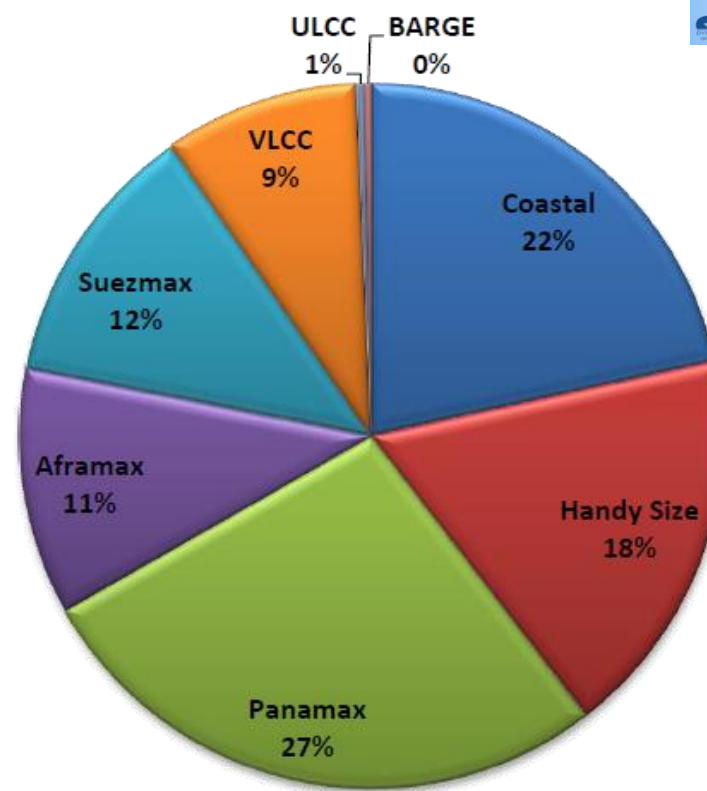
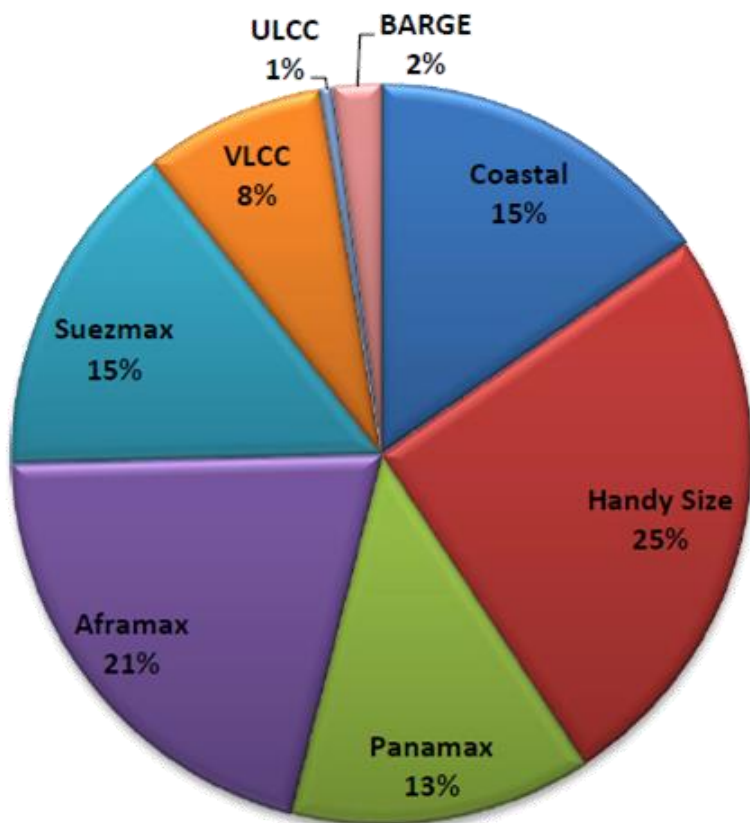
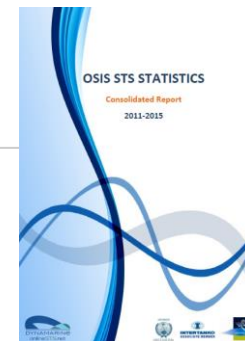


Findings - Incidents





Findings – Incidents – Near Misses





STS OPERATIONS – Vessel Combination

	BARGE	COASTAL	HANDYSIZE	PANAMAX	AFRAMAX	SUEZ MAX	VLCC	ULCC
BARGE	0.0%							
COASTAL	0.0%	0.7%						
HANDYSIZE	0.0%	6.1%	2.9%					
PANAMAX	0.3%	11.3%	8.5%	1.0%				
AFRAMAX	0.2%	9.1%	8.8%	2.9%	2.0%			
SUEZ MAX	0.0%	1.7%	7.5%	4.6%	9.2%	2.6%		
VLCC	0.0%	0.3%	1.3%	1.8%	8.8%	4.1%	0.6%	
ULCC	0.0%	0.0%	0.2%	0.1%	1.8%	0.5%	0.9%	0.0%

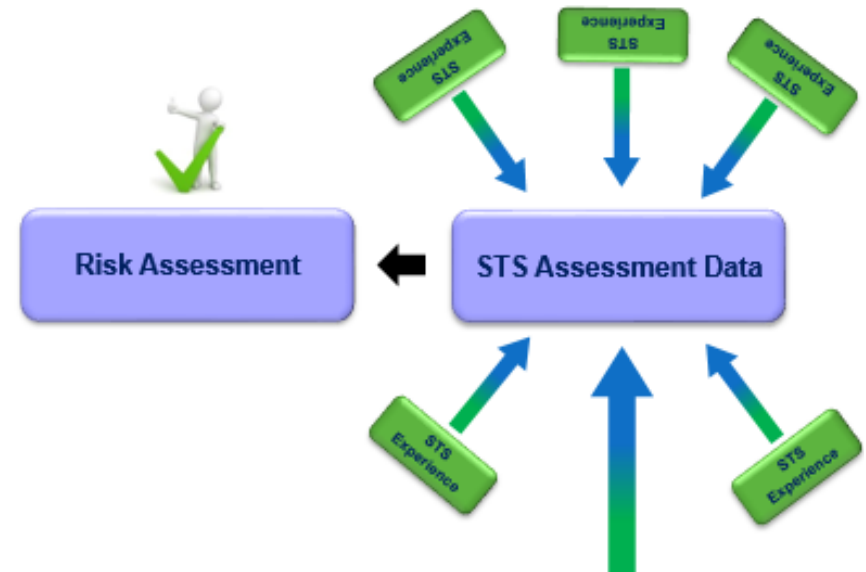


Other Findings

- Total STS Incidents reflect the 3% of the operations
- West Africa – South America East Coast – North Sea reveal the highest incident %
- STS operations started at night reveal about 0,6 % incident probability
- Incidents between same size vessel reveal about 0,5 % incident probability

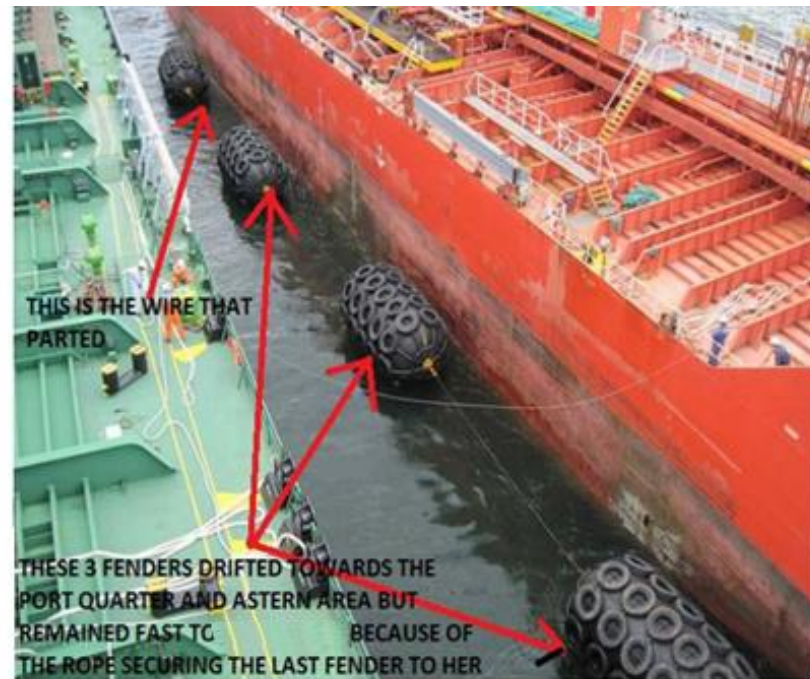


Sharing of information



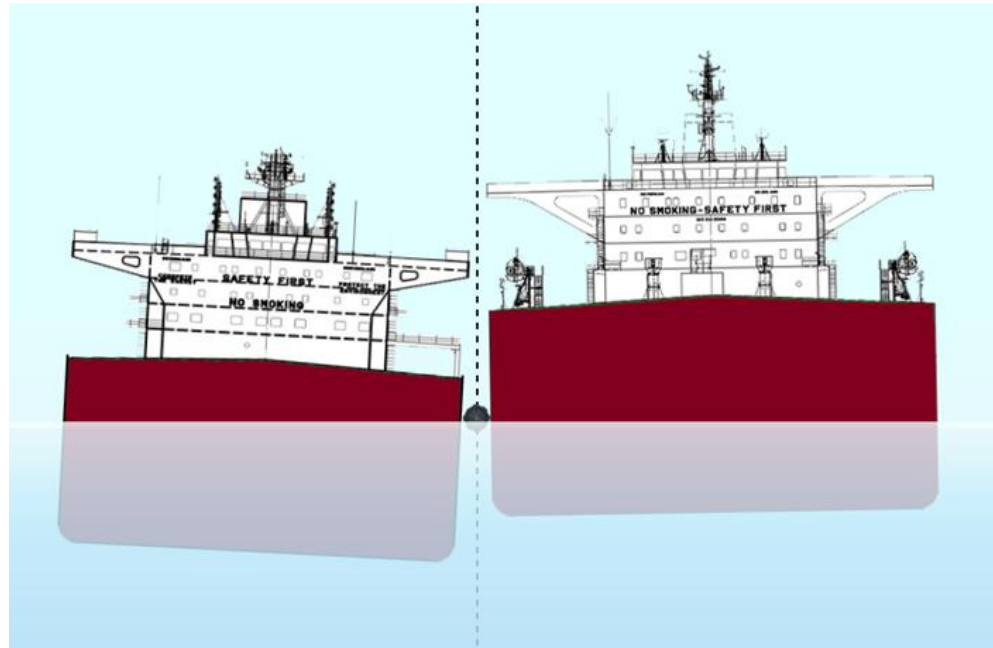


Share your Experience – Proper fendering



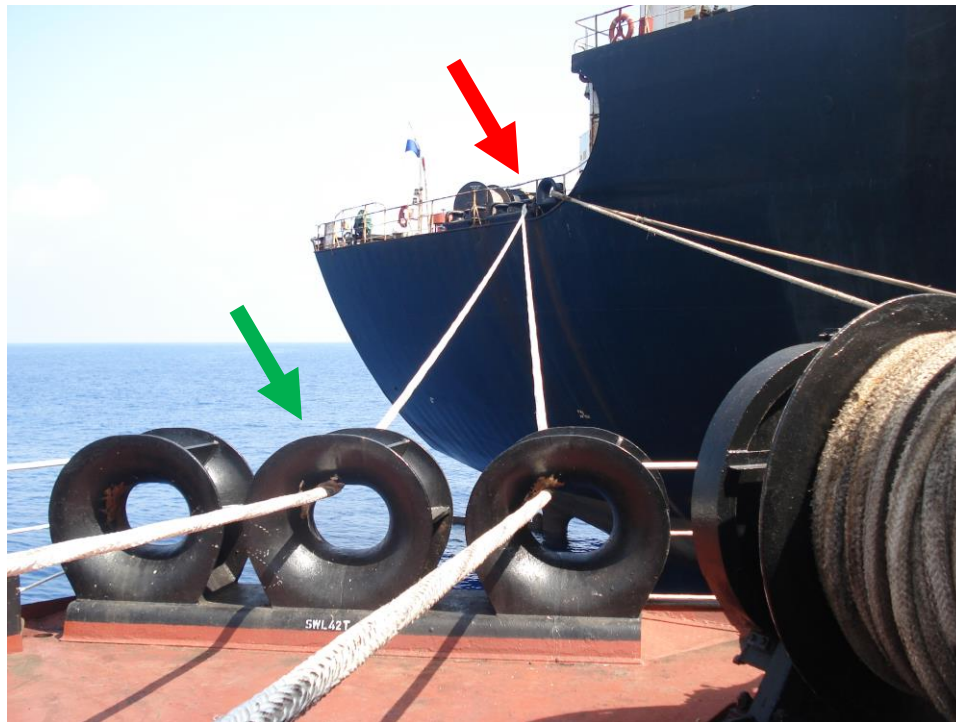


Share your Experience – Proper fendering



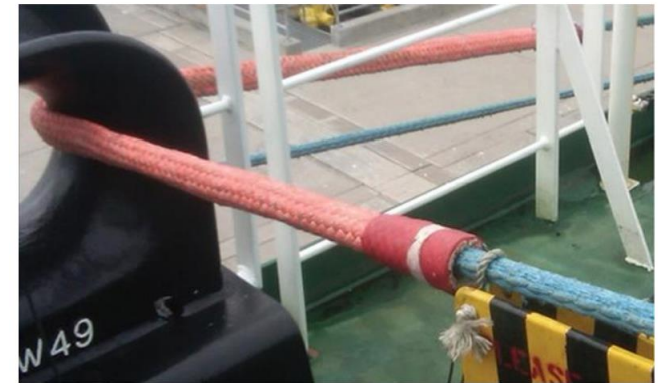


Share your Experience – Improper Mooring

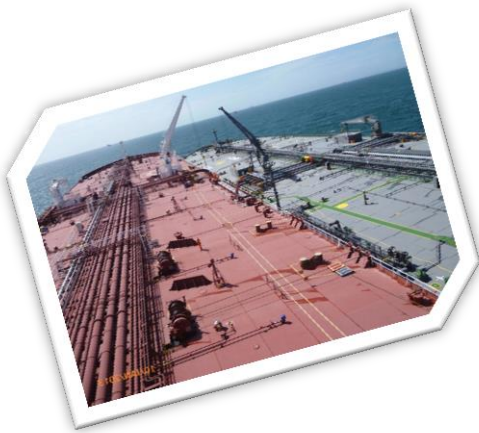




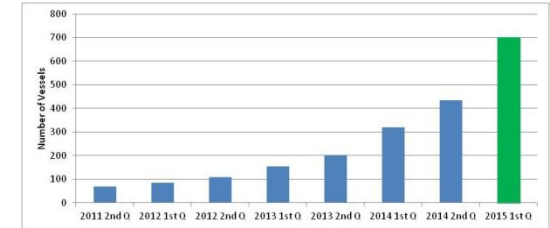
Share your Experience – Improper Mooring



Use of Protective Sleeves



Thank you



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