

Attachment 2

Introduction to the new Green Award requirements for Critical and Stand-by equipment

for Annex 3: Oil tanker (3a), Bulk carrier (3b), LNG carrier (3c) and Chemical tanker (3d)



Why new requirements for Critical and Stand-by equipment?

The recent developments in the industry on critical equipment and establishing a standard risk assessment methodology by various organizations and classification societies made this topic a top priority in our agenda. Green Award surveyors have encountered that the shipping companies have been creating a critical/stand-by equipment list instinctively or incorporating a standard list across the fleet without any risk assessment/methodology being applied. To avoid this we encourage the shipping companies to have an appropriate risk assessment methodology for identifying the critical and stand-by equipment. After analysis, Green Award came to a conclusion that focusing on the methodology that is being used for drafting the critical/stand-by equipment list would be much more influential than providing a list. As the critical equipment list varies from ship to ship and takes into account various factors such as size of the ship, type of cargo that is being carried, maintenance standards, crew knowledge and safety culture awareness. These questions have been drafted encouraging the shipping companies to develop or follow an appropriate risk assessment methodology and other added value services that would help them to make the risk assessment process more structured.

Why stand-by equipment:

Stand-by equipment is nothing but secondary system identical to the main system, to be used if the main system breaks down. In principle, these would and should include all such equipment or machinery that would qualify to be called in action during emergencies which includes LSA, FFA & emergency machinery. However, since ISM does not give a clear definition of the term, it is left to wide interpretation by all individuals. For this reason, Green Award decided to focus on this particular subject and incorporate along with critical equipment and point out their importance to the seafarers and the shipping companies during emergency situations and treat them as important as critical equipment.

In this element we have focussed on the following:

- Is there a company policy to incorporate a appropriate or a third party risk assessment methodology or internally developed one;
- Is the stand-by equipment included in the list of critical equipment?
- Are all the reports regarding failures, break downs and near misses and the feedback from the crew taken into account while drafting the list of critical equipment?

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- Is a computer based system being installed in the office to generate reports on near misses, reports and failures;
- Is a computer based system installed for spare parts management and safety stock maintenance for critical and stand-by equipment.

All the above mentioned requirements were formulated after complete and detailed research based on all the new and existing regulations/guidelines from various organisations.

- ISM Code Edition 10;
- IACS recommendation 64 – a guide to maintenance;
- GL – ISM Risk Management;
- Overview of TMSA (OCIMF);

These above mentioned regulations and guidance notes have been analyzed for the new element taking into consideration the economic and practical feasibility.