CMID & AVI Update

News from the International Marine Contractors Association about its Common Marine Inspection Document and accredited vessel inspector scheme

A big year for CMID in 2015, more to come this year

CMID users saw a host of improvements in 2015 with the release of version 9 of the document and the launch of the accredited vessel inspectors (AVI) scheme. In this issue of *CMID & AVI Update* we review the developments and look at what users can expect this year.

The feedback from the user community on version 9, its expanded question sets and re-introduction of supplements has been very positive. The only area of concern surrounds the desire of some users for the option to produce reports which are not watermarked, for vessel inspections which, for whatever reason, cannot be uploaded to the eCMID database.

In an effort to improve both quality assurance and security integrity in the system, the Joint Industry CMID Steering Committee made the decision to watermark *all* versions of the CMID that were not uploaded to the eCMID database. In fact, a number of inspectors have reported that their clients have registered vessels on the eCMID database in order to get a 'clean' report – thereby meeting the aim of this policy set by the committee. However, the committee is willing to listen to the community and, at the meeting in December 2015, directed that options for changes are prepared for their consideration at the next meeting.

AVI scheme challenges

Another milestone, achieved in July 2015, was the establishment of the accredited vessel

IMCA Technical Adviser Chris Baldwin (left) is awarded for his contribution to the AVI scheme by Mike Schwarz (centre), Chief Executive of IIMS, and Bertrand Apperry (right), President of IIMS

inspector (AVI) scheme. For this project IMCA partnered with the International Institute of Marine Surveying (IIMS), a UK based marine surveying industry trade association and a UK certifying authority. IIMS has experience with accrediting professional marine industry competences and was deemed to be the most suitable fit for the needs of the CMID user community.

The challenge of putting a scheme in place that not only assures the competence of existing inspectors, but which could also be rolled out on a world-wide basis, was not straightforward. One particular challenge was in making the initial accreditation process an objective rather than subjective one. This is the reason applicants are asked to provide as much evidence as is realistically possible when they apply. This gives the assessor panel a better body of evidence upon which to judge

competence and can subsequently be verified by referral to referees.

What was not foreseen was the length of time that the assessment of each application would take. The initial expectation was that an assessment would take one man hour per application; it has actually averaged out to four man hours per application.

Approximately 50% of applications require additional information from the applicant. For example, a significant number of applications which have sought special vessel type endorsements have been submitted without any evidence that the applicant has ever conducted an inspection on these vessel types. As a result, Hilary Excell, IIMS' scheme manager, has to contact these applicants and ask for this evidence.

A big year for CMID

continued

All this being said, the AVI cadre already numbers 146, with a total of 166 applications received to date.

Effects being felt

The impact of the AVI scheme has already been felt in the inspector community. See the interview (on page 3) with Peter Solvang, the very first AVI, in which he describes how his status has already been of interest to clients.

At the recent Offshore Windfarm Vessels Conference in London there was considerable support for CMID and MISW and a recognition that inspectors need to have accreditation. It is seen as a requirement for a professional service which, essentially, deals with occupational health and safety onboard vessels. Not to have accreditation would raise serious questions over safety assurance.

Full details of the scheme can be found by following the link from the IMCA website, or going directly to the AVI website at: www.cmidvesselinspectors.com

2016 and beyond!

This year we will be releasing the next version of IMCA M 189 – *Marine Inspection for Small Workboats* (MISW), which will be produced in a similar format to the CMID. We also intend to organise an AVI conference around September, with the aim of bringing the inspector community together to identify issues and share common lessons and experiences. This conference will, of course, steer clear of competitive issues and adhere to IMCA's Competition Law Compliance Policy.

Regrettably, as a result of the downturn in the offshore industry, we were unable to introduce the tablet app last year. The IMCA Marine Division Management Committee has decided to save the implementation of this element of *Project TRADEWINDS* until the financial climate improves.

For the subsequent editions of the *CMID & AVI Update* we would very much welcome any feedback from the CMID user community for inclusion. We will aim to publish these newsletters once a quarter, and any contributions will be gratefully received. See our contact details at the bottom of page 4.

CMID v9 adopts ISO 19011

One of the most important recent changes to the CMID system was the adoption of an international standard upon which it is based: ISO 19011 – *Guidelines for auditing management systems.* We made this change for a number of reasons.

Firstly, we intend to audit the CMID system in around 12 months' time to ensure that it is meeting the aim and objectives which we have set for it. As a consequence we felt that, in order to benchmark the system effectively, we needed to set it in a context of an international standard. ISO 19011 is a very comprehensive and easily understood framework. It is not too onerous and will enable us to measure the performance of the system and its elements. We are considering options as to which organisation will be best placed to conduct the audit.

The second reason for using ISO 19011 was to ensure that the AVIs had a definitive guidance document from which they could derive the most suitable approach to delivering good quality inspections, consistently and with a degree of uniformity. This will make the adoption of the CMID system a matter of preference for users.

Our aspiration is to reduce the number of inspections that mariners have to undergo while, at the same time, improving safety assurance in the industry. Our first step toward achieving this aim will be by consulting with Flag and Port State authorities to see where synergies can be identified between the various inspection regimes.

CMID and cyber security

Cyber security is a growing concern for the commercial marine sector. It has been a Naval concern for many years but now in the age of globally interconnected IT systems, electronic banking, online purchasing and billing there have been a raft of incidents in the marine sector already.

IMCA is keen to assure the user community that the eCMID database is a very secure system. It is protected by a professionally hardened server and the database structure is robust. Vessel operators concerned about uploading vessel details onto the database should understand that no previous reports or vessel details can be released to other parties without their

approval. Only a very small number of IMCA personnel and our CMID software contractor can manipulate the data in it. This is unlike those reports produced and stored by inspectors as stand-alone documents in their own potentially unprotected databases. Reports and vessel details are not stored in the eCMID database as stand-alone documents, so accessing report details is virtually impossible.

An interview with... the *first* AVI

Peter Solvang, of DP & Marine Assurance, was the first individual to gain accredited vessel inspector (AVI) status on the International Institute of Marine Surveying (IIMS) scheme. When they met, at the IMCA Annual Seminar in October 2015, IMCA's Chris Baldwin asked Peter about his background in the marine industry and his views on the whole process of being an AVI.

CB Peter, I wonder if you could tell us a little about your background and career to date?

PS My marine career started in the Royal Fleet Auxiliary (RFA), where I received my initial further career training up to 2nd Mate. The RFA is the government owned supply and support arm of the British Royal Navy, manned entirely by Merchant Marine officers and crew. From there, I went to one of the first dynamic positioning (DP) fitted, four-point mooring diving support vessels (DSV), the *Kommandor Therese*. I became Master of this DSV at a young age – in actual fact, I was probably too young. So I was quite happy when I went back to sea as a 2nd Mate again on a 'proper' DP vessel. I remained in DP throughout my career at sea, going on to reach the position of Master again.

I came ashore and became involved in the marine vessel inspection world when my last ship was sold. Since 2006 I have completed well over 100 CMID reports.

CB You were already well established as an inspector with your own company and client portfolio; why did you decide to enrol in the AVI scheme in the first place?

PS I had been doing CMIDs for years and we had developed our own reporting template to provide some quality assurance, but when I heard about the scheme on the IMCA website, I was curious to know how it was going to work. As I was on the website, it was an easy step to follow up with an application.

CB What do you feel are the advantages of being in the scheme?

PS I'm afraid to say that, like in every industry, there are some cowboys out there – and there is no policing. The reputation of everyone who does a good job as a CMID inspector can be absolutely wrecked by those few who don't have the ability or knowledge to produce good reports. I've heard from some vessel operators of cases where guys will tell them just to take a few photos of the ship and send them to the supposed inspector, who will provide them with a report based on the photos alone.

I take a lot of pride in what I do, and the big advantage of this scheme is that it adds credibility to myself as the inspector, and to the company too.

CB What do you see as the main value of the CMID report process?

PS Without doubt it is one of safety. I can't tell you how many times I have been onboard a ship and pointed out something that was just being completely missed by the crew. I guess it is the value of that fresh set of eyes, spotting things that people have just become immune to through familiarity.

CB What would you wish to see changed in how the CMID process works?

PS Oh, it's got to be the speed of report delivery. I would really wish to see this being made much quicker.

CB Do you know that the new CMID Version 9 has an automatic report production function built into it now, so that reports are automatically live after 30 days of being uploaded? The Vessel Operator can still add comments after this time and they receive email alerts at 21 days about it.

PS Actually, no I didn't know that, but it sounds like exactly what I was hoping for.

CB What do you think should be the next stage for CMID?

PS I would love to see it being integrated with the OVID (offshore vessel inspection database). It would be a logical step forward and would help everyone in my view.

CB Can I ask you how you found the accreditation process for the scheme?

PS It was all pretty straightforward but my only criticism, or comment rather, would be the number of reports that you have to send in to get the endorsements for the vessel types. This does seem a bit excessive, but I can understand that IIMS needs to get proper evidence of competence and experience in the particular vessel types. My ID card took a bit of time to arrive as well, but I do have everything now. In fact, I have already made use of it and it is something that my customers have been very interested in.

CB How do you feel about the way the scheme is being run?

PS I have made a point of mentioning in our company PR material that I am on the scheme: I am really pleased to be one of the first AVIs. It would be good to get enough AVIs in body to make it an industry standard, so that clients would only use accredited inspectors. If it could force the cowboys out, then great! It is really good that IMCA is recognising the scheme and I am looking forward to the CMID workshops when they start running again.

CB Well, we are intending to start our CMID workshop programme early in 2016 and IIMS will be running continuous personal development (CPD) activities as well. The events will be co-ordinated to maximise opportunities and make best use of time and resources (see page 4 for details).

Peter thanks very much for giving us your time and views as the very first AVI.

eCMID database statistics

It's a little over a year since we published the previous edition of *CMID & AVI Update* and in that time, the eCMID database has seen another steady rise in the number of users, vessels and CMIDs added to the system. Here are the figures as of 26 January 2016.

CMIDs/MISWs uploaded	**478**
Vessel operators	**535**
Clients	**342**
Operator & client organisations	**271**
Inspector companies	**814**
Industry organisations	**44**
Users (operators/clients/inspectors)	**3332**
Vessels	**1265**

The graph below shows the comparative growth of CMIDs/MISWs uploaded, vessel operators, inspector companies, users and vessels on the database. Figures from above are compared to those from June 2011, August 2012, October 2013 and December 2014 (roughly 14 month intervals).

Growth of eCMID database June 2011-January 2016
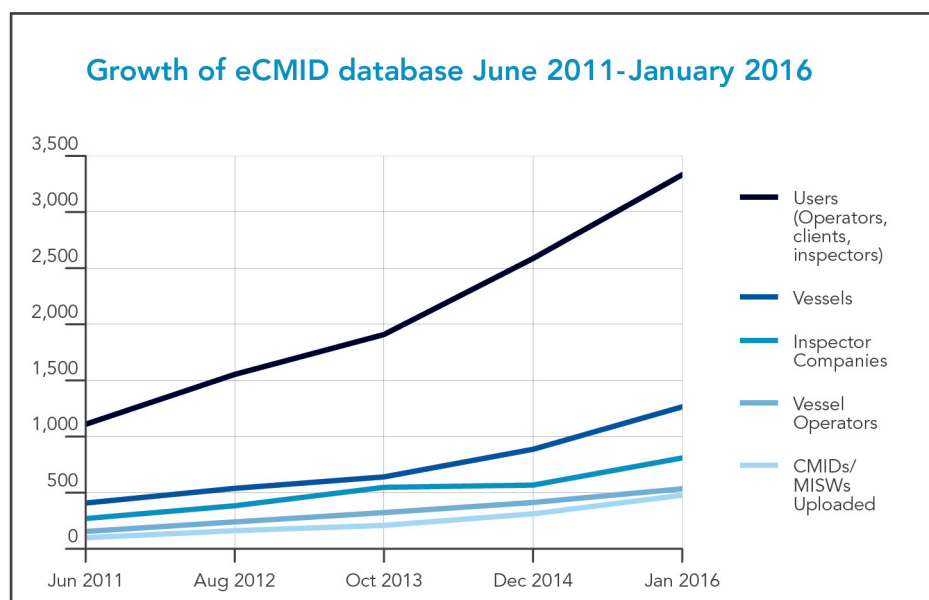
2016 course programme

IIMS, through its subsidiary the Marine Surveying Academy, will very shortly announce a revised accreditation course programme. The series of courses will be conducted at venues around the world on a frequency of about one per month. The running order for these courses is still to be confirmed, however the provisional plan is as follows:

16 February	Amsterdam, the Netherlands
15 March	Bergen, Norway
27 April	Palma, Majorca
25 May	Singapore
13 June	Southampton, UK

These courses are part of a CMID inspectors' continuous professional development (CPD) programme and may be accompanied by CMID workshops at the same locations.

Contact us

If you have a general CMID or database query please contact us at: **cmid@imca-int.com** or call on **+44 (0) 20 7824 5520** to talk to one of the IMCA team.

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