

# CMID & AVI Update

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

## Positive feedback as CMID developments continue

In this issue of CMID & AVI Update, IMCA Technical Adviser Chris Baldwin covers the main developments which have taken place in 2016 to date. He explains what's new in a comprehensive overview covering: CMID watermarking, cyber security and a new concept of operation; the accredited vessel inspector (AVI) scheme; what the user community is saying about IMCA's vessel inspection resources; and what is on the horizon next.

In the past 9 months or so, the marine inspection user community has seen:

- Major revision (version 9) of [IMCA M 149 – the Common Marine Inspection Document \(CMID\)](#), which was released at the end of 2015;
- A subsequent, recent minor revision (version 10), which featured finer detail changes;
- An update (version 3) of [IMCA M 189 – Marine Inspection for Small Workboats \(MISW\)](#), which now has 184 questions in the standard question set and 5 further sets in vessel type supplements.

Comments from users have been very positive and IMCA is satisfied that after these revisions, the latest version of eCMID – IMCA's online database for vessel safety management system inspections – has



Image: Flickr – Brendan Campbell

taken another good step forward. Feedback from the user community regarding the expanded question sets and re-introduction of supplements has been particularly positive. The only real area of concern has, once again, surrounded the fact that reports for vessel inspections which are not uploaded to the eCMID database, must be watermarked.

### Why the watermark?

The Joint Industry CMID Steering Committee recommended that all CMID reports which are not uploaded to the database, should be watermarked: this is an effort to improve both quality assurance and security integrity of the system.

In fact, a number of inspectors have subsequently reported that their clients were persuaded to register their vessels on the

eCMID database in order to get a 'clean' report; thereby meeting the aim of the policy set by the Committee.

However, it was recognised that the original positioning of the watermark and the wording of it could be refined. As a result, an update was made to the watermark earlier this year which meets the aim of clearly indicating that the CMID report is in an 'uncontrolled' state. The wording of the watermark now reads: "This CMID/MISW has not been uploaded to the IMCA eCMID database and unauthorised access to the information contained cannot be controlled."

This lack of control constituted a cyber security issue which IMCA was obliged to do something about, particularly in light of

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## CMID developments

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the new General Data Protection Regulations which are coming into force in May 2018, and require much greater control of data than has previously been required.

### Direction of developments influenced by users

The adoption of ISO 19011 – *Guidelines for Auditing Management Systems* as the foundation for the eCMID system, the alignment of the inspection tools (eCMID and eMISW) to the International Safety Management (ISM) Code and the recognition of the AVI scheme, run by the International Institute of Marine Surveyors, have all raised the professional standard for the eCMID system. It is now on a much more robust professional footing than it was 12 months ago; but like any evolving system, it needs to continue to develop and improve to keep pace with changes in the industry and the user community’s needs.

From my engagement with the user community, I’ve seen that people have been keen to get onboard with the project. I’d like to reiterate that IMCA is always grateful to users who contribute to this process by making recommendations and identifying issues they see in the system which need our attention. We do listen to all stakeholders and try to adapt, amend and develop the system to meet their needs.

On the latest CMID and MISW documents (IMCA M 149 and IMCA M 189) it is simple to send your comments using the feedback ‘button’ at the start of the downloadable PDF document. Alternatively, if you have comments regarding *any* of IMCA’s marine inspection tools or guidance documents, please send them to us at [feedback@imca-int.com](mailto:feedback@imca-int.com) or contact one of the team (details on [page 3](#)).

The recent change to watermarking on the blank templates is just one example of user feedback driving a development. There will be a few more small changes introduced in the near future to address more of the good ideas that the community have suggested.

## Busy first year for AVI scheme

With 192 AVIs already accredited (and 50 further applications pending approval), the scheme continues to go from strength to strength, after some initial challenges.

The accreditation scheme for vessel inspectors, run by the International Institute of Marine Surveying (IIMS) and recognised by IMCA, has now been running for over a year. The scheme was designed to assure competence of existing inspectors and have a world-wide applicability. Although this was not straightforward, IIMS has risen to the challenge, successfully delivering accreditation courses across the world and developing a train-the-trainer programme, to expand its capacity in the global hubs where eCMID inspectors are concentrated.

The user community continues to grow significantly and AVIs have even been used in the general cargo vessel domain.



### Objective process

As mentioned in previous updates, the accreditation process was difficult to make into an objective rather than subjective one. For this reason, individuals are reminded to provide as much evidence of their experience as is realistically possible when applying. Doing so greatly reduces the time required to process an application and gives the assessor panel a better body of verifiable evidence upon which to judge competence.

For more info about the AVI scheme visit: [www.cmidsurveyors.com](http://www.cmidsurveyors.com)

## CPD opportunity at eCMID events

The eCMID workshop held recently at Seawork International 2016, in Southampton was attended by 23 eCMID stakeholders. This included a number of AVIs who were able to get their IMCA Auditor Logbooks endorsed with three CPD points.

Gaining CPD points is the method IIMS has used to provide assurance of continuing currency for the AVI cadre. There is of course also a requirement to conduct inspections throughout the year, but given the state of the offshore oil and gas industry, it was important to provide other opportunities for AVIs to demonstrate continuing professional development.



Image: Seawork International

Seawork International 2016 was the venue for the most recent eCMID Workshop.

The next workshop, where attendees can learn more about eCMID and gain CPD points, is planned to take place in Hamburg, Germany during Wind Europe 2016 in September.

For more info about the next eCMID event visit: [www.imca-int.com/events/imca-cmid-workshop](http://www.imca-int.com/events/imca-cmid-workshop)

## eCMID or eMISW?

There was a question raised at the recent eCMID Workshop, the answer to which would be useful to share here, for others who may have the same query.

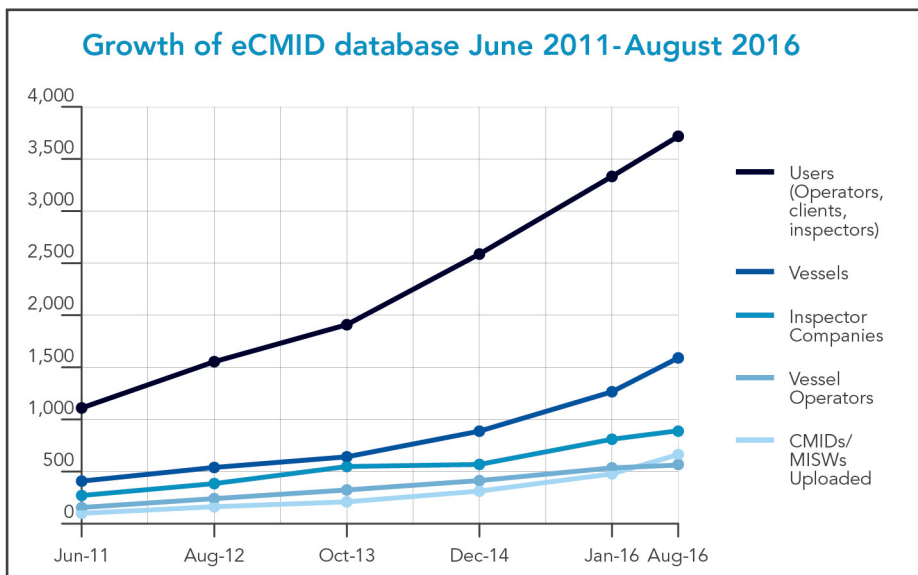
The question was whether a particular vessel should have an eCMID or eMISW inspection. The answer is that this really depends on the needs of the vessel operator and client. All vessels in the eCMID database can

be registered for either inspection, and while the CMID is geared towards vessels over 24m and greater than 500 GRT, and the MISW to those less than 24m and less than 500 GRT, this is not a mandatory rule. The two reports are safety management system audit tools, to be used as required by the vessel operator or client. So, whichever one best suits the purpose for both parties is the one to use.

## eCMID database statistics

CMIDs/MISWs uploaded	663
Vessel operators	562
Clients	376
Operator & client organisations	338
Inspector companies	896
Industry organisations	50
Users (operators/clients/inspectors)	3717
Vessels	1590

The graph below shows the comparative growth of CMIDs/MISWs uploaded, vessel operators, inspector companies, users and vessels on the database.



## Plans for the future

In a change to the eCMID system's concept of operation, IMCA will only be recognising electronic inspection reports as authorised CMIDs and only accredited vessel inspectors will be allowed access to the inspector function on the eCMID database. This will be effective from January 2018. Later in 2018, a third party audit of the system will take place to ensure that the whole system is meeting its mission objective.

### Other developments

IMCA is continuing to work with the Oil Companies International Marine Forum (OCIMF) with the aspiration that, in the not too distant future, aspects of eCMID and OVID (its 'client sponsored' contemporary) may be compatible. The aim of this collaboration is to enable sharing of data to reduce the burden of auditing on the vessels concerned.

Finally, in 2017 the CMID Joint Industry Steering Committee will be considering developing an inspection tool that better addresses the size of vessels now being seen in the renewable energy sector.

## Contact us

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

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