The safety management system health check for offshore vessels

The International Marine Contractors Association's (IMCA) eCMID system provides the offshore energy industry with standardised vessel inspections.

The electronic Common Marine Inspection Document (eCMID) has reduced the frequency, while improving the quality and consistency, of inspections.

Undertaken by IMCA recognised and IIMS Accredited Vessel Inspectors (AVIs), the digital inspection reports are uploaded to a searchable online database via an IMCA developed App.

Vessel operators can also share comments and provide additional supporting information to demonstrate how any inspection findings have been addressed.

eCMID
> 500 gross tonnage & 24m or more in length

eMISW
< 500 gross tonnage &/or less than 24m in length

Developed "by the industry and for the industry", the system is overseen by the IMCA Marine eCMID Committee which includes stakeholders representing vessel operators, clients and inspection companies. IMCA provides this service to the industry with a small charge for the uploading of the inspection reports to cover the running of the service.

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www.ecmid.com

Why use the service?

Covers both large and small vessels thanks to our two standardised approaches. eMISW inspects small workboats less than 24m in length, with eCMID for larger offshore vessels.

Industry requirements are addressed thanks to the system being developed under the oversight of IMCA's cross-industry Marine eCMID Committee. It always follows best-practice.

Only AVIs can upload inspection reports ensuring that every report is completed by a suitably qualified inspector with knowledge and experience for the vessel type.

Avoid costly repeat or duplicate inspections thanks to our free-of-charge online database. Our inspection is valid for 12 months, avoiding the need for recommissioned inspections.

Questions are regularly reviewed to reflect the latest regulatory and technological developments, address issues identified in data analysis, and incorporate feedback.

Follow-up information is encouraged and the vessel operator can add comments and supporting information that shows how any findings have been addressed.

Vessel operators stay in complete control over who has access to the information, with requests for access granted by them.

Vessel operators can perform a findings analysis on their fleet and benchmark themselves against other vessels of the same type.

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