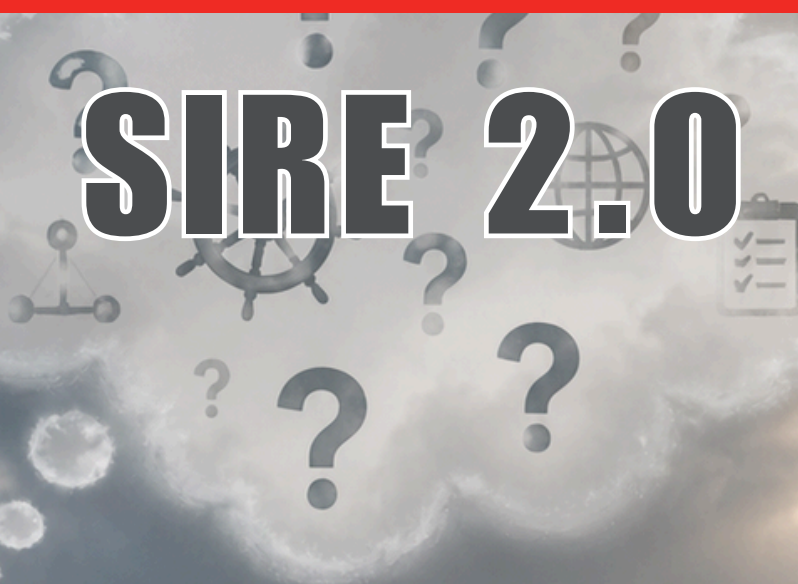


DOUBTS

SIRE 2.0



Q & A

GENERAL AND SIRE 2.0

Q1. Does the SIRE 2.0 programme affect how vessel operators and report recipients use Q88?

Answer: There is no connection between the SIRE 2.0 Programme and Q88

Q2. Is the SIRE 2.0 programme bow tie analysis and the inspection compiler able to recognise common issues across similar types of vessels in the industry or an operator's fleet and assign questions to an inspection to probe any concerns?

Answer: The OCIMF bowtie risk assessment process was used to risk rank and categorise all SIRE 2.0 Questions into either core or rotational. Each inspection will be compiled to include all core questions and a selection of rotational questions applicable to a vessel to be inspected.

OCIMF does not perform any datamining or analysis of inspection data to identify concerns within any individual company fleet. The inspection compiler algorithm does not consider past inspection performance of an individual vessel or a fleet of vessels when generating a Compiled Vessel Inspection Questionnaire (CVIQ). It considers information provided by the vessel operator through the Harmonised Vessel Particulars Questionnaire (HVPO) and Pre-Inspection Questionnaire (PIQ) when selecting the pool of questions that will be used by an inspector for any given inspection.

OCIMF will undertake analysis of anonymised inspection data for its internal use only to evaluate the effectiveness of the SIRE 2.0 inspection programme and identify inspection trends and emerging concerns, which could inform the development of industry best practices and SIRE 2.0 Campaign questions.

One of the benefits of SIRE 2.0 is the data provided through purchased SIRE 2.0 reports will enable report recipients to undertake considerable analysis of an operator's managed fleet, if they wish to do so.

Q3. Does SIRE 2.0 use risk ratings to rank its questions?

Answer: OCIMF has ranked each SIRE 2.0 question using risk assessment models (also known as 'bowties') developed in collaboration with the OCIMF membership. The ranking process determines how a question will be managed and allocated within the inspection programme. Questions which are identified as being Core, i.e., related to significant risks onboard a vessel as defined by OCIMF members, will be assigned to all inspections where the question is relevant to the vessel being inspected, whilst questions identified as being Rotational, i.e., not related to a significant risk as defined by OCIMF members will be allocated on an occasional basis.

Whilst OCIMF has used a bowtie risk assessment model to determine whether questions are Core or Rotational, the end user of a report must make their own determination of relative risk posed to their organisation by each question based on their own evaluation of a question and its supporting guidance.

Q4. What is the role of Quality Assessors and what experience, and training do you need to become one?

Answer: The Quality Assessors are responsible for the day-to-day assessment and verification of the quality of all facets of the OCIMF programmes, including Programmes Participants and third-party contractors. They play a vital role in the development, implementation, and continuous improvement of OCIMF policies and procedures under SIRE/BIRE and OVID – monitoring and reporting on the effectiveness of the rules governing the programmes.

Quality Assessors are recruited based on their extensive seafaring experience. They provide a diverse and balanced mix of SIRE, BIRE and OVID inspectors, vetting experts, human factors and other relevant skills. They have also been given bespoke training by OCIMF to fully equip them for the role.

Q5. Can OCIMF expand on the human factor enhancements in SIRE 2.0?

Answer: Human factors within SIRE 2.0 inspections are explained from different stakeholder perspectives in SIRE 2.0 Training Videos – Human Factors available on the website.

Q6. Are there same questions always assigned to an inspection or is there a dynamic element to the inspection?

Answer: OCIMF has developed an inspection compiler which uses an algorithm to create a bespoke Compiled Vessel Inspection Questionnaire (CVIQ) for each vessel inspection.

Q7. Will EBIS inspectors be capable of rating a SIRE 2.0 inspections report without any training on SIRE 2.0?

Answer: The SIRE 2.0 Programme does not include barges. Report recipients will be responsible for ensuring that personnel assigned to review inspection reports on their behalf have sufficient skill and knowledge to evaluate the content.

Q8. How does OCIMF ensure that the same rotational questions are not assigned to a vessel at each successive inspection?

Answer: OCIMF has developed an algorithm for generating a Compiled Vessel Inspection Questionnaire (CVIQ) which changes the rotational questions assigned to a vessel for each inspection in a non-predictable manner.

The questions assigned to a vessel for each inspection are registered in the OCIMF database and the inspection compiler checks against this when creating a new inspection.

However, it is impossible to discount that the same rotational question will not be assigned to consecutive inspections on the same vessel. A vessel's crew should be ready and able to address any question that is applicable to a vessel.

TABLETS HARDWARE SOFTWARE

Q1. How do I connect using Wi-Fi direct?

Answer: To connect via Wi-Fi Direct, you will need to ensure the printer is not connected by cable to the network and enable Wi-Fi Direct mode in your printer. Please refer to the printer manufacturer's support page for details.

Q2. What happens if the inspector loses or damages the tablet?

Answer:

- In the short term the inspector can complete a booked inspection using the full paper-based contingency process, see SIRE 2.0 Technical Training Videos (Module 8), providing the submitting company commissioning the inspection approves.
- The process for repairing or replacing a damaged or lost tablet is detailed in the Inspector Tablet Purchase Agreement.

Q3. How will the tablets be protected against the risk of cyber-attacks?

Answer: OCIMF has engaged with a globally recognized MDM specialist provider. An Enterprise-class product has been selected by one of the world-leading platform providers, Microsoft Intune, together with a robust patch management strategy which will be governed by the OCIMF Secretariat.

Q4. What is the printer requirement for printing the observation declaration at the end of the inspection?

Answer: The Mopria Print Service has been installed as the standard printer service. Any Vessel Operator wishing to receive a printed version of the observation declaration will need to provide a Mopria certified printer with the Wi-Fi Direct functionality enabled.

In the event that the Mopria certified printer is part of a network, to allow the tablet to identify the printer the Operator must disconnect the printer from the network temporarily and enable the Wi-Fi Direct functionality. Doing this will allow the tablet to see the Wi-Fi Direct stand-alone printer automatically.

Vessel operators may visit Mopria website for list of certified printers: <https://mopria.org/certified-products..>

PRE INSPECTION

Q1. What is the timeframe for a CVIQ to be submitted before the vessel is attended to be inspected?

Answer: The CVIQ will be generated as soon as a vessel operator declares that the photoset, certificates and PIQ have been completed. Vessel operators and Submitting Companies should plan and book inspections whilst considering the needs of the SIRE 2.0 inspection programme. They should coordinate to ensure that the vessel operator declaration is made not less than 48 hours prior to the planned inspection.

Q2. How are inspectors allocated under SIRE 2.0?

Answer: An inspection is assigned to an individual inspector by a submitting company based on a set of compliance rules.

Q3. What notice is required to change the inspector if he/she cannot attend?

Answer: The reassignment of an inspection is the responsibility of the submitting company. When reassigning an inspection, the submitting company is responsible for making sure that the newly assigned inspector has sufficient time to complete the pre-board work (an allowance of four hours free time) before going onboard for the physical inspection.

Q4. Will a Compiled Vessel Inspection Questionnaire (CVIQ) be available to operators prior to an inspection?

Answer: No. A vessel crew is expected to be prepared to address any SIRE 2.0 question that is relevant to their vessel and to demonstrate how well they manage the vessel on a day-to-day basis.

Q5. How long before a scheduled inspection will the inspector have access to the Compiled Vessel Inspection Questionnaire (CVIQ), and how soon should a vessel operator provide the certificates, photos and answers to the Pre-Inspection Questionnaire?

Answer: The inspector will receive an assigned inspection in their tablet as soon as the vessel operator has completed the operator declaration that all pre-inspection information has been provided and the submitting company has accepted the booking and assigned an appropriate inspector.

OCIMF expects vessel operators to upload all required information at least two days before a scheduled inspection so that the assigned inspector will have time to review the material provided before boarding the vessel to be inspected.

OCIMF expects each submitting company to develop its own internal processes for accepting inspection requests considering the time required for an inspector to familiarise themselves with the CVIQ and vessel before boarding.

INSPECTION

Q1. Does the vessel's senior management team have the opportunity to challenge any observation(s) before it is uploaded on the platform in SIRE 2.0? How does SIRE 2.0 allow for discussion of observations prior to the finalisation of the report?

Answer:

The inspector will complete the inspection report as they progress the inspection using the inspection editor software. All negative observations will need to be written up prior to the closing meeting. The inspection editor software will collate all negative observations into a PDF document called the "Observation Declaration", which can be printed onboard using a ship's wireless printer.

The Inspector will discuss the negative observations recorded during the inspection with the Master who will have the opportunity to provide additional evidence which may result in the inspector modifying an observation should the circumstances merit this.

A finalised Observation Declaration can then be printed and signed by both the Master and the Inspector. All changes to observations are recorded by the inspection editor software.

Q2. How do you measure the time taken to prepare and on board a SIRE 2.0 inspection, time for preparation and App time used on board for the actual inspection?

Answer: The inspection editor software will record the following:

- The date and times of all interactions with an active inspection both before and after a physical inspection.
- The date, time and GPS position of the start, suspension, resumption, and completion of a physical inspection.

- The date and times of all observations recorded (positive and negative) during a physical inspection.
- The step count of an inspector during a physical inspection.

Q3. Are inspectors required to answer all questions during an inspection on board with comments?

Answer: No – comments are required when certain responses are provided – the inspection editor software gives a clear indication where this is required. Inspectors are free to add comments where they consider doing so will add value to the report. All comments supporting negative observations and human observations that exceed expectations must be completed while onboard and presented in the closing meeting. Other comments can be added after the inspector has left the vessel.

Q4. Will inspections still be possible in the offshore environment, STS etc?

Answer: Yes

Q5. When will the inspection report be available to the submitting company, vessel operator and then published on the OCIMF SIRE database?

Answer: The submitting company will see the inspection report as soon as the inspector completes and submits the inspection report to them.

A vessel operator will see the inspection report once the submitting company has validated it and released the report to the vessel operator for their comments.

The vessel operator will have 14 days to add their comments to the inspection report before they either release the report for publication or the report is published automatically without operator comments.

Q6. Will an inspector request crew to perform specific tasks or will they only observe the tasks being undertaken as part of the normal work of the vessel during the inspection?

Answer: The SIRE 2.0 process requires that the inspector observes officers and crew performing their normal day-to-day activities.

There are SIRE 2.0 questions which require the inspector to interview officers and crew on aspects of their duties which may not be undertaken during the inspection, such as the use and demonstration of Life Saving Appliances (LSA) or Fire Fighting Appliances (FFA). Inspectors will consider the seniority of an officer or crew member when interviewing or requesting a demonstration from any individual.

Officers and crew should expect to be interviewed by the inspector on any of their duties which are covered by the SIRE 2.0 Question Library.

Q7. Are night-time and non-discharging inspections acceptable under SIRE 2.0?

Answer: The Submitting Company decides whether to accept a night-time or non-discharge operation inspection request from a vessel operator.

The individual report recipient, in accordance with their internal vetting policies and processes, decides whether to accept a non-discharge operation inspection report.

Q8. Is the inspection report completed as the inspection is carried out onboard, and uploaded automatically?

Answer: Most of the inspection report will be completed during the physical inspection. However, the inspector will still be required to do a quality check to make sure that their spelling and grammar is correct and to enter additional detail that they feel is necessary for accuracy and completeness. The validation and submission of the report will take place after an inspector has left a vessel.

Q9. Master and Chief Engineers are tasked with doing performance (Human factor) reviews after contract completion of 2 to 6 months. Is OCIMF asking SIRE inspectors to do this after an 8-hour inspection?

Answer: No. OCIMF is not asking inspectors to carry out performance reviews that would normally be done by a Master. SIRE 2.0 questions tend to have a hardware element, Process element, or human element. On the SIRE 2.0 training course, inspectors will learn about human factors that help people to be successful, and the things that can get in the way of effective execution of critical tasks. They will also learn non-technical skills, including approaches to encourage open and constructive engagement with crews, methods for gathering and organising evidence, and managing critical conversations.

Q10. Will an inspector verify random actual certificates when aboard?

Answer: The inspector will be expected to verify that a vessel is managing its statutory certificates effectively and this will include a limited sampling and verification of certificates.

Q11. Will the inspector be able to add questions to the Compiled Vessel Inspection Questionnaire (CVIQ) if they see a concern that is not covered by a core or rotational question assigned to the inspection?

Answer: The CVIQ generated for an inspection is a fixed set of questions that includes all questions necessary to permit an inspector to accurately report on the condition and management of a vessel.

The document SIRE 2.0 Programme: Introduction and Guidance, available on our website provides an explanation of how an inspector will report on a concern not specifically covered by a question included in the CVIQ.

Q12. Can the vessel and inspector record the verbal questions asked by an inspector and the responses by the crew respectively?

Answer: OCIMF has developed comprehensive rules for the conduct of SIRE 2.0 inspections which prohibits inspectors from:

- Taking a video or audio recording of the inspection with either the SIRE 2.0 Inspection tablet or a personal device.
- Taking photographs with a personal device other than the designated SIRE 2.0 tablet device.

Inspectors are permitted to:

- Take photographs using the OCIMF supplied tablet device in accordance with the OCIMF rules for the use of the camera.
- Make their own voice memos using the OCIMF supplied tablet device in accordance with the OCIMF rules for the use of the voice recorder.

Whilst vessel staff are free to make written notes to record the conduct of the inspection, they are not to make audio or video recording of the inspection without the express permission of the inspector and the Submitting Company. Recording of photographic images that includes the inspector must only be taken with the express permission of the inspector.

OCIMF recognises that certain areas on a vessel may have CCTV or other recording devices in operation, but as a courtesy, the inspector should be made aware of where these devices are in operation. An inspector may decline to conduct an opening or closing meeting in a space that is being used solely for the purpose of recording the meeting.

Q13. Are vessel operators able to give feedback on the inspector who has conducted an inspection onboard their vessel?

Answer: There are no immediate plans to introduce a feedback process for vessel operators or crew to provide feedback on inspectors directly to OCIMF. This matter is under consideration and may be introduced in the future.

TERMINALS

Q1. What if a terminal does not allow electronic equipment?

Answer: Where a terminal prohibits the use of the tablet camera, but there is no restriction on the use of the tablet itself, the camera function can be demonstrably disabled.

PHOTOGRAPHS

Q1. Is there an expectation that photographs are uploaded before every SIRE 2.0 inspection?

Answer: It is recommended that photographs are refreshed by the vessel operator at approximately six-month intervals. However, they must be refreshed whenever the condition of the vessel materially changes. Photographs can remain in the SIRE database for up to a year without being refreshed if the vessel operator is confident that they remain representative. It is the responsibility of the vessel operator to ensure that the photographs uploaded to the SIRE 2.0 vessel photo repository remain representative of the vessel's true condition as near enough to the time of the inspection.

Q2. What happens if the latest photographs are not available at the time of booking an inspection?

Answer: It is the vessel operator's responsibility to ensure that up to date photographs are uploaded to the OCIMF SIRE 2.0 vessel photo repository before an inspection is booked. A negative observation will be recorded if a photograph is not uploaded by the vessel operator. The absence of photographs will be visible to the report recipient who will form their own opinion on whether to accept the vessel.

Q3. Has OCIMF developed any guidance for inspectors to ensure that photographs taken during inspections do not violate privacy and security concerns?

Answer: Inspectors should be guided by OCIMF document SIRE 2.0 Rules for the use of the Tablet Camera and Voice Recorder available on the website.

Q4. Are photographs required for each negative observation?

Answer: An inspector is expected to provide a photograph to support a negative observation wherever this will add value to the report.

Q5. Can an inspector use the inspection tablet to take photographs and record video clips?

Answer: The SIRE 2.0 tablet-based camera can only be used by an inspector to take still photographs under strict compliance with OCIMF rules and local regulations.

Photographs taken during an inspection can only be appended to an inspection report. The inspector cannot export the photographs from the tablet and, photographs not appended to the submitted report will be deleted automatically once an inspection report has been published.

Q6. Can a vessel operator see all the photographs an inspector takes during an inspection?

Answer: The final inspection report includes all the photographs the inspector has uploaded with the inspection report package.

Any photographs taken during an inspection but not uploaded with the inspection report package are automatically deleted from the inspection tablet once the final inspection report is published.

The inspector cannot export the photographs or use them for something else.

Q7. Why does a vessel operator have to upload photographs when an inspector could take them during an inspection?

Answer: The standard set of photographs provided by the vessel operator will provide the report recipient with an objective view of a vessel's fabric and cosmetic condition.

There are ports and terminals where photography is not allowed, therefore relying on the inspector to take a full set of photographs is not a reliable means of providing a pictorial record of a vessel's condition.

The vessel crew will be able to provide photographs which can be taken at their convenience in the weeks leading up to an inspection.

The standard photograph set will provide a common understanding of a vessel's condition shared by both a vessel's operator and a potential charterer.

Q8. Who will have access to the photographs used in the SIRE 2.0 programme?

Answer: The standard photographs provided by the vessel operator will be embedded in the final report along with photographs submitted by the inspector during the inspection.

Report recipients who have purchased a report will be able to use a secure web viewer to access all photographs made available in the final report. No photographs used in the SIRE 2.0 programme will be available to the general membership or published by any other means.

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TRAINING

SIRE 2.0



SIRE 2.0 TRAINING FOR SHIP STAFF & OFFICE STAFF

We are conducting SIRE 2.0 Online course desinged to elevate Safety, Compliance and efficiency in safe tanker operations

Our Course Contents are:

1. Why SIRE 2.0
2. Risk Based approach bow tie risk analysis
3. Pre Inspection procedures
4. Questionnaires & CVIQ formation
5. Response tools & type in SIRE 2.0
6. Negative Observations
7. Defect management
8. Human factor and PIF
9. Standard classification / TMSA coding
10. Office staff responsibilities
11. Ship staff participation
12. Past SIRE 2.0 observations

Why Choose Us:

- a) Free SIRE 2.0 tool to minimise the error (in questionnaire & photo condition reports)
- b) Collection data of past SIRE 2.0 observations handout
- c) SIRE 2.0 checklist for all 12 chapters
- d) Practical insights into inspection methodology
- e) Flexible training options (online LIVE training for ship staff)
- f) Expert trainers with the real time experience in SIRE 2.0 Inspections

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Mariners Update

(Compliance with Simplicity)

mu@marinersupdate.com

+91 7200 163 695



SIRE 2.0 NEWSLETTER

