



SIRE 2.0: Frequently Asked Questions

The Oil Companies International Marine Forum (OCIMF)

Vision: A global marine industry that causes no harm to people or the environment.

Mission: To lead the global marine industry in the promotion of safe and environmentally responsible transportation of crude oil, oil products, petrochemicals and gas and to drive the same values in the management of related offshore marine operations. We do this by developing best practices in the design, construction and safe operation of tankers, barges and offshore vessels and their interfaces with terminals and considering human factors in everything we do.

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Glossary

Certificate Repository An on-line OCIMF database holding electronic copies of vessel trading certificates and documents, provided by the vessel operator.

Compiled Vessel Inspection Questionnaire (CVIQ) A unique, vessel-specific set of questions compiled for each vessel inspection.

Harmonised Vessel Particulars Questionnaire (HVPQ) Questionnaire for documenting and communicating permanent and infrequently changing information relating to a vessel, its construction, outfitting and certification.

Inspection Compiler OCIMF software that uses algorithms to select questions from the SIRE Question Library to create a unique vessel-specific VIQ for each inspection.

Inspection Declaration A declaration, made by the vessel operator that all data, photographs, and certificates provided in connection with a SIRE inspection are accurate, complete and in accordance with the instructions provided.

Inspection Editor An OCIMF proprietary software application loaded onto the Inspection Tablet that allows an inspector to gather and record information during an inspection, including photographs, and create a SIRE report.

Inspection Tablet A dedicated, intrinsically safe tablet computer used by the inspector solely to complete a SIRE inspection.

Performance Influencing Factors Performance Influencing Factors is a collective term for those factors that are known to influence or shape human performance. They can enhance and assist human performance, or they can degrade and obstruct it.

Photograph Repository An on-line OCIMF database holding photographs of vessels, provided by the vessel operator.

Pre-inspection Questionnaire (PIQ) An on-line questionnaire, completed by the vessel operator, providing information about the vessel, and supplementing the Harmonised Vessel Particulars Questionnaire (HVPQ).

Question types:

- **Core** – Minimum questions required to meet the fundamental risk assessment criteria, as defined by OCIMF.
- **Rotational** – A non-core question assigned to a vessel on an occasional basis.
- **Campaign** - A new (or existing rotational) question assigned to every inspection for a fixed period in response to an incident or industry trend.
- **Conditional** – A question assigned to verify an aspect of a vessel’s operational history or operator’s oversight activities of the vessel.

SIRE 2.0 Question Library An OCIMF database containing all current inspection questions.

SIRE Report Database An OCIMF database containing all applicable data collected by the inspector during an inspection.

General and SIRE 2.0

Does SIRE 2.0 include barges and offshore vessels?

The SIRE 2.0 inspection regime that will be launched in 2022 is for tankers only (SIRE category 1). However, there is an ongoing project to align all OCIMF inspection programmes to the extent possible. This means several elements of SIRE 2.0 will be implemented for barges and offshore vessels in the future. The current target completion date for the Programmes Alignment project is 2024, but this may change.

How is it perceived that doing the inspection on a tablet will make the actual inspection any better or more effective?

SIRE 2.0 is a completely new concept on vessel inspection, based on risk ranking of questions into Core and Rotational questions, and focused on hardware, processes, and human factors. The tablet will provide an inspector with more information to enable a more objective assessment of the vessel. The responses from the tablet will also allow greater data mining to be completed, improved risk assessment for the report recipient, and allow new questions to be added by OCIMF when necessary.

The use of the tablet also allows OCIMF to enhance the quality and integrity of the inspection regime by using technology to increase transparency and improve oversight.

What is OCIMF's plan to explain SIRE 2.0 to ship's operator and crew?

OCIMF is implementing a robust SIRE 2.0 communication plan to ensure that vessel operators and other users of the SIRE programme are aware of the key changes due to take place. The plan includes engagement with all relevant tanker industry associations and a series of webinars to help prepare vessel operators for SIRE 2.0.

If the average number of inspections are hoped to be reduced, how many inspections per vessel per year is envisaged under the new regime?

The current average number of inspections per vessel is about 2.4 per year. One of the objectives of SIRE 2.0 is to reduce this number even further by strengthening confidence in the reports submitted into the database. With an increase in confidence in the reports submitted, the need for repeat inspections on the same vessel within a relatively short period should reduce.

What will the interval of the inspections be now with SIRE 2.0?

The inspection frequency is a decision for each Submitting Company when considering a vessel for charter.

Can inspectors continue to inspect vessels in the same way as they have done for years and then complete the questionnaire later?

No. The SIRE 2.0 Inspection Programme is a tablet-based inspection process, and an inspector will be expected to populate the inspection editor as the inspection progresses.

What is required to ensure flawless data integration from SIRE 2.0 to a member company's system?

OCIMF has developed a new Application Programme Interface (API) for SIRE 2.0 integration. This was published on 31 January 2021 to those companies that integrate with the existing API to download inspection reports and vessel particulars documents. These companies are now expected to engage with their in-house marine assurance experts to assess and ascertain how to integrate with the SIRE 2.0 platform in a way that works for them. OCIMF meets regularly

with these companies, as a group, to discuss the SIRE 2.0 integration development work and provide support, where necessary. The deadline for the integration work by the companies is September 2021.

For all other SIRE 2.0 Submitting Companies and Programme Recipients, SIRE 2.0, once launched, will be used in exactly the same way – as a cloud-based system, accessed through any web-enabled device. Users will simply log in to the system as usual, download their reports or use other functionality within the platform.

Will new system have question risk ratings?

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.

Will there be a comparison between the new and old version?

OCIMF will carry out a gap analysis of VIQ 7 and SIRE 2.0 questions to avoid creating any gaps or leaving out any important questions. However, it is important to note that there is not always a direct correlation between VIQ7 and SIRE 2.0 questions. In many cases, top level questions in VIQ7 and SIRE 2.0 may have similarities, but the construction of SIRE 2.0 questions and the supporting guidance often means that there is no direct simple linkage.

If there are variable questionnaires for the same vessel, how would this be seen as a consistent measure against each vessel? How will companies benchmark vessel performance or analyse trends related to findings/ areas of concern when the inspection questions set will be different for each inspection.

SIRE 2.0 will reduce the overall number of questions assigned to an inspection with the expectation that an inspector will take the appropriate time to examine and report more accurately on the hardware, process and human related aspects linked to the top-level question.

Core questions will be fixed and regularly applied every time a vessel is inspected and therefore predictable to programme participants. Rotational questions will be allocated over several inspections in a manner which is unpredictable to programme participants.

New hardware, process and human (task based) response tools have been developed for SIRE 2.0. These will enable the inspector to codify negative observations and identify the subject and nature of concern which will permit data mining to detect weaknesses in company and ship level management practices.

How does OCIMF plan to ensure SIRE 2.0 manages the effect of COVID?

SIRE 2.0 will be a physical inspection. However, the remote inspection regime that was developed by OCIMF in 2020 to mitigate the impact of COVID-19 will continue to be made available to Submitting Companies for the entire duration of the COVID-19 pandemic.

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

OCIMF, through the integration of human factors into SIRE 2.0, will help ensure that all users of the programmes consider human factors to reach safety and environmental goals. People are part of the systems that protect ships. There are conditions that can set a person up to succeed or fail. These conditions are known as Performance Influencing Factors (PIFs). They influence reliable execution of critical tasks. SIRE 2.0 will help users of the programme understand and tackle PIFs by:

- Identifying objective conditions that go beyond the individual.
- Giving vessel operators and crew systematic opportunities to improve.

Inspectors will be trained under SIRE 2.0 to:

- Understand Human Factors and why they are important.
- Recognise PIFs and tag them to SIRE 2.0 inspection observations, as defined by OCIMF.
- Build engagement skills that encourage open, helpful responses from crews.
- Have opportunities to practice using realistic examples that allow an inspector to get a feeling for how to apply in real life.

For more information on human factors in SIRE 2.0, see OCIMF – Oil Companies International Marine Forum – SIRE 2.0 Human Factors Update

Are there any plans to enforce the rest hours for the inspectors under SIRE 2.0, especially in cases where there is extensive travel required for inspections?

Inspectors must not endanger their own safety, or that of others, by conducting any inspection related activities without adequate rest hours. OCIMF will audit and enforce compliance with its policies and procedures that are applicable to all SIRE 2.0 programme participants, including the inspectors.

Tablets/Hardware/Software

What model tablet is proposed?

There are two kinds of tablet presently being trialled, iSafe IS930.1 and ECOM Tab Ex 02. A decision will be made after the trials on whether to adopt these models.

What is the expected lifespan of the battery?

The SIRE 2.0 trial inspections will inform OCIMF whether the battery life for the tablets is acceptable for the duration of an inspection and help identify battery charging and management best practice. The two tablet devices being trialled have the following battery characteristics according to the manufacturers:

- Tab 1: 4,450mAh with up to 11 hours battery life claimed.
- Tab 2: 8,400mAh with no battery life claimed.

The inspector will be expected to commence an inspection with a fully charged battery and follow defined battery management best practices. The battery capacity of any tablet selected will be sufficient to complete a full inspection.

Will inspectors be provided with a way to safely carry the tablets? Will there be a bag to accommodate the tablets?

Each tablet will be provided with a carrying case and strap so that an inspector can keep their hands free and the tablet secure while moving around the vessel.

Is the tablet being provided with a pen for touchscreen purposes?

The two models of tablets being trialled have screens designed for use with gloves in wet and snow conditions. One model of tablets is provided with a Samsung S Pen stylus. The trial inspections will determine whether the tablet can be used effectively in the various conditions encountered during inspections.

Is there a separate keyboard?

A bluetooth keyboard and mouse will be trialled to help understand the benefits of using such devices and a decision whether to supply keyboards and mice will be made based on the feedback from the trial inspections. Screen mirroring is also being trialled to determine whether a laptop keyboard, mouse and screen can be utilised to control and display the output from the inspection tablet device.

Are the tablets Ex proof?

Yes. The tablets will be Ex proof. OCIMF has invested a lot of time in reviewing and evaluating the tablets to make sure they could be Ex-certified in the various countries of use and various situations, including within a vessel or port.

Will there be periodic checks conducted on the tablet being used by the inspector to confirm whether it is intrinsically safe? If yes, then what will be the procedure?

Where periodic checks are required to maintain the Ex-rating of the tablet computer, these will be arranged by OCIMF. Inspectors should follow the manufacturer's instructions with regards to maintaining the integrity of the tablet issued to them. If an inspector has any concerns regarding the condition of tablet, they are to contact the Help Desk that will be set up.

What if the inspector loses the tablet? Will there be an alternative for the inspector to continue work? Can the inspector carry on without a tablet?

Where a tablet is lost or damaged within 72 hours of the scheduled commencement of an inspection, the inspector will, subject to the approval of the Submitting Company commissioning the inspection, complete the inspection using a paper-based contingency process.

Where a tablet is lost or damaged more than 72 hours before the scheduled commencement of an inspection, a replacement tablet will be shipped to the inspector. The inspector should be prepared to complete a paper-based inspection should the replacement tablet not be received in time.

OCIMF will have a process in place to ship a replacement tablet to an inspector should the help desk determine that the existing tablet cannot be repaired remotely. Experience of shipping tablets to the inspectors during the SIRE 2.0 implementation phase will guide OCIMF on the expected time frame for tablet replacement for each region where inspectors are based.

If tablet crashes in the middle of the inspection, does the tablet save whatever is recorded at that point of time?

The inspection editor will autosave the inspector responses periodically to permit the reinstatement of an inspection at a point just before the software or hardware froze. Extensive testing has been, and will continue to be, undertaken to ensure that the inspection editor software is fully compatible with each tablet selected for inclusion in the trials and later accepted for the SIRE 2.0 Programme.

Who pays for the tablet?

An initial decision has been made by OCIMF to split the cost of a tablet 50/50 between OCIMF and an inspector. The full cost of tablet and how the cost will be recovered from the inspectors is still being worked on. A final decision on the percentage split and what cost will be charged to the inspectors will be communicated to the inspectors with sufficient notice.

What operating system does the tablet run on? Can it handle Microsoft Word and Excel format? Many submitting members require observation lists to be left and these are principally Word documents. Will the tablet be able to be used for email?

The tablet devices will be locked down using Mobile Device Management software. The operating system will be able to manage all tablet functionality utilised by the inspection editor software. Inspectors will not be able to use the tablet for emails or any other purpose than conducting SIRE 2.0 inspections. The inspection tablet device will not replace an inspector's personal laptop or mobile phone.

Will the tablet be rain-proof and provided in a waterproof resistant bag?

The tablets selected for trials can be used in extreme temperature conditions and are also water resistant in all normal inspection circumstances. They have IP ratings for weather, rain, and spray of IP68 and IP64 (respectively).

In cold weather battery life is considerably reduced, does the tablet come with a spare battery?

No. The battery cannot be changed by the user. The tablet will be returned for service if battery life deteriorates.

How will OCIMF send the tablets overseas? Due to the COVID-19 pandemic situation, it is not possible to travel, and some countries have customs restrictions to send this type of electronic equipment.

OCIMF will manage the distribution of the tablets in accordance with all applicable national laws.

How do the export control restrictions work?

There are regional international standards and equivalent country standards that the tablets are required to conform to. OCIMF has conducted an assessment on a country-by-country basis to map the tablets models to understand if they are approved for use and certified in those countries. The appropriate documentation evidencing the certification for the relevant countries will be provided to the inspector alongside the tablet.

Why can't inspectors use their own intrinsically safe device with an in-built app?

The SIRE 2.0 Programme has been designed to use inspection editor software locked into an OCIMF supplied tablet device. This is to ensure reliability, security and governance of the tablet, which will currently not be possible with privately owned devices.

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

The tablet will be protected by Mobile Device Management software which will protect it from cyber-attack. This security protection will be fully tested by OCIMF.

When will inspectors receive their tablets?

The tablet distribution procedure and schedule will be communicated during 2H2021.

Is the completion of the questionnaire done in offline mode or is this via 4/5G? If by 4G/5G would this not be a large amount of data?

The inspection tablet will need to be connected to the internet using Wi-Fi before an inspection to allow inspection data to be transferred from the OCIMF server to the tablet, and then again once the inspection has been validated and is ready for submission to OCIMF. There is no intention to provide the inspection tablets with a SIM card for mobile internet connection. The inspection editor software will not need to be connected to the internet during the physical inspection.

Pre-Inspection

Is all the required information from the operator going to be entered prior to the booking code being issued?

The SIRE 2.0 inspection process does not require an inspector to create an inspection and enter a booking code. The inspection is generated by OCIMF and transferred to the nominated inspector's tablet inspection editor software automatically. All vessel operator supplied information is automatically transferred to the tablet when an inspection is transferred to a nominated inspector's tablet inspection editor.

How much longer do you expect the booking process to take, given the additional information which will be required?

For the vessel operator, the first SIRE 2.0 inspection will take much longer since the PIQ, standard photoset and certificates will have to be uploaded to the OCIMF website. Subsequent requests should be simpler and quicker since the vessel operator will only need to update and refresh information on the OCIMF site. Information can be updated and refreshed at the vessel operator's convenience and does not need to wait until an inspection is being requested.

For the submitting company, extra time will be required to ensure that an inspector that meets the built-in validation rules is selected for the inspection.

What is the timeframe for a CVIQ to be submitted before the vessel is attended by the inspector?

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

Will inspectors be able to see the previous inspections on the vessel to be inspected?

Negative observations raised against Core questions will be carried forward to the next inspection for the inspector's information when considering the same question. The observations will be displayed in the Operator Supplied Content tab. The information will not be carried forward to the inspection report and the inspector is not required to make any comment relating to the previous negative observation unless the situation that gave rise to the negative observation was still present and unresolved.

Is this system going to change the way inspections are scheduled or will things be issued the same way they currently are?

Inspections will still be scheduled by individual Submitting Company. There is currently no plan to change this process under SIRE 2.0.

Will the inspection be assigned to the individual inspector or to the inspecting company who employs the inspector?

An inspection will be assigned to an individual inspector based on a set of compliance rules.

Will HVPQ be revised to accommodate new operators, updates or vessel data i.e., standard photos included in the HVPQ?

The HVPQ is currently under review, although this project is not directly linked to the development of SIRE 2.0.

A Pre-inspection questionnaire (PIQ) has been developed as part of the SIRE 2.0 programme to provide additional information relating to a vessel's recent operational history as well as to provide clarification around static vessel attributes not currently available through HVPQ.

Standard photosets, certificates and the PIQ are separate data inputs and do not form part of the HVPQ.

Can multiple inspection requests be accepted at once or one after another? How will inspectors be allocated under SIRE 2.0?

An inspection will be assigned to an individual inspector by a submitting company based on a set of compliance rules.

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

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.

Will there be a set questionnaire published like the present VIQ7 for SIRE 2.0?

The target publication date for the full SIRE 2.0 Question Library is 01 January 2022. This document will include the description of the inspection process in addition to the full guidance for each question.

How can a company participate in the early review of the questions?

The full question set review by OCIMF members, Submitting Companies and Programme Recipients is planned to commence in July 2021. OCIMF will communicate how to participate in the review in due course.

OCIMF is currently engaging with relevant industry associations to determine when and how to conduct review of a SIRE 2.0 question set by vessel operators who participate in the current SIRE.

Will the vessel have a copy of the SIRE 2.0 question set prior to the inspector visiting the vessel?

The full SIRE 2.0 Core and Rotational included in the SIRE 2.0 Question Library will be published and made accessible to vessel operators. All questions assigned to a CVIQ will be relevant and pertinent to a vessel being inspected. Vessel staff should be prepared for all questions contained within the SIRE 2.0 Question Library which is applicable to their vessel type.

Inspection

How much time will be needed for the inspection or how much time will be allowed?

Each SIRE 2.0 inspection will be compiled to take approximately 8 hours of onboard inspection time. An inspector will be expected to undertake pre-boarding tasks as part of the SIRE 2.0 inspection process. It is anticipated that the overall time to complete an inspection onboard a vessel will not be greatly different from the current programme since by the time the inspector leaves the vessel, the inspection report will be largely complete.

How will you define the timing used for the inspection on the new SIRE 2.0 app, time for preparation and app time used on board for the actual inspection?

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.

Is there flexibility in the system to account for last-minute delays or issues that require inspectors to be switched at short notice?

The SIRE 2.0 Inspection Programme requires that all participants conduct inspection booking and scheduling to consider the needs of the overall inspection process. Although inspections can be reassigned to another inspector shortly before an inspection is scheduled to take place, this should not be undertaken without considering whether an assigned inspector will have sufficient time to complete the necessary pre-work before boarding the vessel for the physical inspection.

The OCIMF inspection booking system will record vessel operator and submitting company booking practices to permit analysis and identify where poor inspection management is routinely occurring.

Does the tablet need to be online throughout the inspection?

The tablet device does not need to be online during a physical inspection. The inspection editor software will synchronise with OCIMF databases whenever the tablet device is connected to the internet and the editor is logged in. Inspection report information will not be transmitted to the OCIMF database until the inspector validates and submits a report.

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

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 must be completed while onboard and presented in the closing meeting. Other comments can be added after the inspector has left the vessel.

Filling in the questionnaire as an inspector goes around the ship will not be as simple as it sounds – has this been taken into account?

The SIRE 2.0 Inspection Programme is a tablet-based process which requires that the inspector completes the inspection report within the inspection editor as the inspection progresses. OCIMF is trialling the use of voice memos by inspectors in recording their notes as the inspection progresses. This is to help ensure a good flow during the inspection. The inspection process and software will be updated and improved based on the feedback received during the Trial Inspection Programme.

Will SIRE 2.0 be applicable with the remote inspections programme?

No. SIRE 2.0 will be a physical inspection. However, the remote inspection regime developed by OCIMF to mitigate the impact of COVID-19 will remain available to Submitting Companies for the duration of the pandemic.

Masters 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?

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.

With 2.0, will the Vessel's Senior Management Team have the opportunity to challenge any observation(s) before it is uploaded on the platform? How will SIRE 2.0 allow for discussion of observations prior to finalisation of the report?

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 as is the current practice with VIQ7 inspections. 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.

Can the inspector record an interview with the crew during the inspections?

No. The inspector must not record interviews using an audio or video recording device. Video or audio recording of an inspection is currently not permitted during a SIRE 2.0 inspection under any circumstances. The inspection editor provides a voice memo function which is only to be used by an inspector to make personal notes as the inspection progresses.

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

Yes. SIRE 2.0 will be applicable under the same circumstances as the existing SIRE programme.

Will an inspector verify random actual certificates when aboard?

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.

What is the contingency in case that vessel does not have a Wi-Fi printer or because cyber security tablet cannot connect to print report?

The need for a Wi-Fi printer for SIRE 2.0 inspection use will be communicated to the shipping community well before the roll out of the programme. If no Wi-Fi printer is available onboard, the inspector will communicate the nature of the observations to the Master.

Post-Inspection/Report Writing

Will there be a facility for recording observations on a topic not covered, i.e., a catch all question for entire chapters?

The SIRE 2.0 Inspection Programme has been developed to include questions which will permit the inspector to record negative observations where defective equipment or unsafe conditions are identified even if a question relating to the specific equipment or condition has not been allocated.

Presumably, operators would still be required to respond to observations raised in a SIRE 2.0 inspection. Is there any proposal to involve the inspector concerned in reviewing the responses?

As with the current SIRE programme, SIRE 2.0 will provide the vessel operator with the opportunity to provide operator comments to all negative observations before the inspection report is published. The Submitting Company and/or a Programme Recipient is responsible for contacting the vessel operator if they require further information. The SIRE 2.0 programme will not include any requirement or process for an inspector to review and comment on operator comments appended to an inspection report.

Will there be the possibility to amend observations and comments after the report has been saved?

The report can be amended up until the time it is submitted. All changes to the report before, during and after the physical inspection are tracked.

If a paper-based system is used as alternate mode of inspection, how will inspectors transfer/submit the report? Would inspectors have to re-type everything back on the tablet?

The paper-based contingency process will be similar to the current SIRE process where the responses to all questions will have to be input to the inspection editor software on another device. Access to the inspection editor software on another device will only be permitted when the submitting company has authorised a paper-based inspection.

Can two or more ship inspection reports be run in parallel?

Yes. The inspection editor software can have more than one active inspection in progress.

Must the report be completed and submitted onboard?

No. The inspection should be reviewed for accuracy and completeness once the inspector has left the vessel.

With the tablet and writing the responses onboard – will there no longer be a requirement to write the report afterwards?

Since most of the report will be completed by the end of the physical inspection, the inspector will only need to add any detail that had not been entered during the inspection and conduct an accuracy check after they leave the vessel.

With SIRE 2.0 being enhanced, how long from inspection would it be for the report to be concluded, for the participant to review the vessel?

The inspection report should be validated by the inspector and uploaded to the OCIMF website within 72 hours of the inspection being completed. The time taken for the report to be released by the submitting company to the vessel operator is not under the control of OCIMF. Once the submitting company releases the inspection report to the vessel operator, the vessel operator will have 7 working days to provide their initial operator comments before the inspection report will be automatically published.

How long will a SIRE 2.0 inspection report remain valid for? Will it be more than six months and, if so, would this be implemented by OCIMF to be valid for all OCIMF members?

From an OCIMF perspective, all reports available in the database are valid, but it is up to the purchaser of the report to decide whether a particular report meets their requirements or their use of the programme. OCIMF's role is to make the report available for a period of time.

Will SIRE 2.0 include a selectable list of immediate and root causes for assisting the operators in responding to observations and for purposes of data mining?

The operator comment process is being revised to require comments to include immediate and root causes. Machine-readable drop-down options are under consideration.

What about inspections that due to vessel port stay restrictions must be completed during night-time?

There will be no change to the current rules around night-time inspections.

Will operators have access to pictures and comments made by the inspector during the inspection?

The published inspection report will include observations, comments and photographs added to the inspection editor and marked for inclusion in the final report by the inspector. The validated report submitted by the inspector will form the final inspection report.

Inspector Training and Accreditation

Have COVID restrictions been taken into account to deliver the SIRE 2.0 programme in time, especially the five days of training, and what kind of refresher training is required to finally approve an inspector?

The SIRE 2.0 training courses are being designed so that they can be done face to face or remotely. Training courses under the current SIRE programme are currently being delivered remotely due to COVID-19. This will continue into SIRE 2.0 if the COVID restrictions continues for that long.

Where and when will inspectors receive training for SIRE 2.0?

SIRE 2.0 training for existing inspectors will commence in July 2021. Inspectors should expect communication from OCIMF on dates etc. New inspector courses under SIRE 2.0 will commence in 2022. The specific dates will be communicated in due course.

Will inspectors have to book their own training dates?

OCIMF will allocate all places for the SIRE 2.0 training that are planned for existing inspectors. The allocation will be based on a pre-defined criterion.

Are all inspectors required to go through an audited inspection?

Transition training will include an assessment (examination) and Audited Inspections will be assigned as per each inspector's current accreditation anniversary (expiry) dates.

How long is the SIRE 2.0 accreditation valid for? Would the current accreditation expiry date be automatically extended until the five-day training programme?

The accreditation period will continue to run on a three-year cycle. There are no plans to change the accreditation period. As far as the existing inspectors are concerned, they do not need to worry about their expiry dates. None of the expiry dates will run out before the opportunity to renew has been accorded to each one.

For the existing SIRE programme, the inspector is subject to a physical audit every 3 years. With SIRE 2.0, will this process remain the same?

Yes. Inspectors will be required to undergo quality assessments by Programmes Quality Assessors who work exclusively for OCIMF. The actual interval of the assessment/appraisal may change depending on the performance of individual inspectors, but this is still under review by the project team.

My accreditation expires in Sep 2022. Will I be audited and accredited for SIRE or SIRE 2.0?

SIRE as we know it will cease to exist in Sept 2022. It is envisaged that all audits from the introduction of SIRE 2.0 in April 2022 will be conducted under SIRE 2.0.

How will inspectors be trained to use the tablet?

Inspectors will be trained on the use of the tablet hardware and software. The training will include all the tablet functions, use in the field, and general navigation of the tablet. The inspectors will undergo a virtual reality interactive training using an emulated tablet. The virtual training will allow inspectors to practice on some question sets and familiarise themselves with the new observation response tool.

On the assessment is there any Pass or Fail?

Yes. There will be a benchmark for an inspector to reach to pass the training. Anyone who does not meet the benchmark will be given further training.

Will any of the current inspectors or auditors become Quality Assessors?

OCIMF is currently recruiting for the Quality Assessor roles. The plan is to recruit secondees from the OCIMF member companies, but if we are unable to get enough secondees to fill the roles then we will look at other options.

The Quality Assessors being recruited will work exclusively for OCIMF. They will not undertake any other work or business which may conflict with their role as Quality Assessors.

Photographs

How are inspectors expected to take photographs? It is not wanted by the Oil Companies if the vessel is loading or discharging.

The OCIMF membership have supported and endorsed the use of an Ex rated tablet-based camera under SIRE 2.0. SIRE 2.0 provides the opportunity for an inspector to add photographs to a report to support written observations. Rules for the use of the tablet device camera have been developed which provide clear guidance on how and when a camera may be used and the circumstances in which a camera should not be used.

Will photos for the observation be taken on the tablet?

Yes. The tablet camera will be used to add photographs to an inspection report.

Does SIRE 2.0 require any mandatory photo report taken using the tablet during the inspection? Can photos be added into observations?

Yes. There are circumstances where a photograph would be expected to be added to a negative observation if the port and terminal permits the use of the camera.

Is there an expectation that photographs are to be uploaded every time before the SIRE 2.0 inspection?

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 website remain representative of the vessel's true condition as near enough to the time of the inspection.

What happens if latest photos are not available at the time of the booking?

It is the vessel operator's responsibility to ensure that up to date photographs are uploaded to the OCIMF SIRE 2.0 website 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.

Terminals

What if a terminal does not allow electronic equipment?

OCIMF is undertaking several initiatives to identify ports and terminals where the use of tablet devices and/or camera is known to be prohibited or restricted. Where such ports or terminals are identified and they potentially have a significant impact on the conduct of SIRE 2.0 inspections, OCIMF will engage in advocacy work with the ports or terminals.

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.

Will inspectors receive letters of authorisation to use the tablets and take photographs?

SIRE 2.0 Inspectors will be provided with three letters to explain the purpose and use of the tablet device as follows:

- A customs letter: To assist the inspector crossing international borders.
- A Port and Terminal letter: To assist the inspector to transit through Port and Terminal Facilities.
- A Master letter: To assist the inspector in introducing the tablet device to the Master and crew of an inspected vessel.

These letters will be supplemented by:

- The rules for the use of the tablet camera and voice recording device.
- The tablet device Ex-certification documents.



Our vision

A global marine industry that causes no harm to people or the environment

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