SIRE 2.0 Inspection Report Format and Transition Report Anonymisation Process

Version 1.0

February 2023

Contents

Document control

Doc Version	Date	Change
1.0	February 2023	Initial release

SIRE 2.0 inspection report format

Inspection Report LXHQ-2893-4382-6569 used with kind permission of the vessel operator.

LXHQ-2893-4382-6569_Original.pdf

It is important to note that information extracted from the HVPQ and PIQ and inserted in the SIRE 2.0 inspection report is used as is and there is no process for correcting erroneous entries once the inspection process has been initiated. The accuracy of the information provided through the HVPQ and PIQ rests solely with the vessel operator.

The SIRE 2.0 inspection report has four main sections.

Front cover

The front cover provides basic details of the inspection report and information on any deviations from the standard tablet-based inspection.

SIRE 2.0 Report
Report LXHQ-2893-4382-6569 (C)

Vessel Name	SIRE 2.0 Trial - FINNANGER
IMO	9387712
Inspection Date	06/08/2022
Report Type	Contingency
Contingency Reason	Tablet damaged

Where the inspection process deviated from the standard tablet-based inspection, the report name will be suffixed with one or more flags from the following:

- (C)   Full paper-based contingency inspection.
- (D)   Disabled camera.
- (I)   Incomplete inspection.
- (P)   Partial paper-based contingency inspection.

Vessel and operator particulars

This section contains basic information about the vessel, the vessel operator and details of the inspection. It is automatically populated with information extracted from:

- The vessel's HVPQ.
- The vessel operator responses to the PIQ.
- The SIRE 2.0 inspection booking process.
- The SIRE 2.0 Inspection Editor software (tablet or web based as appropriate).

SIRE 2.0 Question Library Part 1 - Chapters 1 - 7 Chapter 1 provides the source of each piece of information.

CVIQ questions completed by the inspector

Each SIRE 2.0 question included in the CVIQ generated for an inspection is displayed in chapter and numerical sequence using a standard layout:

- Top level question – reproduced exactly as displayed in the SIRE 2.0 Question Library Parts 1 and 2, available on the OCIMF SIRE 2.0 webpage.
- PIQ additional data – extracted from the PIQ at the time that the vessel operator signs the declarations that all inspection information has been uploaded to the SIRE 2.0 database. The PIQ information that will be linked to the question can be found in SIRE 2.0 Question Library - Question Programming Attributes - Version 2.0 (January 2023).xlsx – HVPQ and PIQ data linkages.
- HVPQ additional data – as per PIQ data.
- Hardware response tool observation or negative observation(s).
- Hardware comments.
- Process response tool observation or negative observation(s).
- Process comments.
- Human response tool observations – can be a mixture of negative and non-negative observations where more than one person or historical record is reported on.
- Operator uploaded photos – where a standard photograph is linked to a non-chapter 11 question.
- Inspection photos – where the inspector appended a photograph to a response tool.
- Operator comments – associated with the appropriate Hardware, Process or Human negative observation(s).

For explanations of how the response tools are addressed by an inspector, please refer to SIRE 2.0 Programme Introduction and Guidance – Version 1.0 section 3.

Examples:

Question with PIQ additional information and no negative observations

2.1. Certification

| 2.1.1. | Were the Master and senior officers familiar with the company procedure for maintaining the vessel's statutory certification up to date, were all certificates and documents carried onboard up to date and was the vessel free of conditions of class or significant memoranda? |

PIQ additional data

2.1.1 What was the date of the last visit by a Classification Society surveyor?
2.1.1.1 Date of last visit 24 October 2021
2.1.1.2 Purpose of visit Annual surveys

Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**
Human	**Senior Deck Officer: As expected.**

Question with standard photograph appended

| 9.1.1. | Were the Master and deck officers familiar with the company procedures for the testing and correct operation of the mooring winch brakes, and were records available to demonstrate that brakes had been tested periodically, after maintenance or when there was evidence of premature brake slippage? |

Operator uploaded photos

Hardware	**Free from obvious deterioration or deficiency.**
Process	**As expected – procedure and/or document present.**
Human	**Senior Deck Officer: As expected.**

<u>A Hardware negative observation</u>

The Subject of Concern (SOC) and Nature of Concern (NOC) are displayed in bold black text.
The negative comment is displayed in red text.
The Operator comments are broken down into:

- Immediate cause.
- Root cause.
- Corrective action.
- Preventative action.

For an explanation of how negative observations are reported, please refer to [SIRE 2.0 - Negative Observation Module Explanation - Version 1.0.](SIRE%202.0%20-%20Negative%20Observation%20Module%20Explanation%20-%20Version%201.0.)

Unvalidated PIQ responses

Due the rotational nature of many SIRE 2.0 questions, only a fraction of the questions applicable to any given vessel are included in a CVIQ for an inspection. A vessel operator supplies a significant volume of data through the PIQ that relates to rotational questions, some of which will not be included in the CVIQ for an inspection. Much of the PIQ data is designed to be analysed by programme recipients to gain a greater understanding of the performance of a vessel and its operator. To ensure all relevant PIQ data is available to a programme recipient, PIQ data that is not associated with a question included in the CVIQ is reproduced at the end of the inspection report.

As the section name implies, the information in this section has not been validated by the inspector and so should be used with due care, while recognising that the vessel operator has made a declaration that the information provided is true and accurate.

Examples

Vessel operator cargo, ballast and void space inspection policy and compliance.

Unvalidated PIQ Responses	
2. Certification and Documentation	
3. Structural Assessment	
3001 What is the required frequency of inspection for cargo tanks?	
Required frequency of inspection for cargo tanks?	**6 months**
What is the date of the oldest inspection report for all cargo and slop tanks in the current sequence of tank inspections?	**Tuesday, June 28, 2022**
3002 What is the required frequency of inspection for ballast tanks?	

Required frequency of inspection for ballast tanks?	**6 months**
What is the date of the oldest inspection report for all ballast tanks in the current sequence of tank inspections?	**Thursday, February 3, 2022**
3003 What is the required frequency of inspection for void spaces?	
Required frequency of inspection for void spaces?	**6 months**
What is the date of the oldest inspection report for all void spaces in the current sequence of void space inspections?	**Monday, March 21, 2022**

A potential charterer can review the data provided and apply their internal screening criteria.

Vessel Operator evaluation of crew performance

2. Crew Evaluation

1	Has a static navigational assessment been conducted by a member of the shore staff during the preceding twelve months?
Static navigational assessment conducted?	**No**

2	Has a dynamic navigational assessment been conducted by a member of the shore staff during the preceding twenty four months?
Dynamic navigational assessment conducted by a member of the shore staff?	**No**
3	Has a dynamic navigational assessment been conducted by a third party contractor during the preceding twelve months?
Dynamic navigational assessment conducted by a third party contractor?	**No**
4	Has an unannounced remote navigational assessment, which included review of VDR & ECDIS data, been conducted by an independent contractor or specialist company representative during the preceding twelve months?
Unannounced remote navigational assessment	**No**
5	Has a comprehensive cargo audit in accordance with TMSA 6.4.2 been conducted by a member of the shore staff during the preceding twelve months (specify operations observed and evaluated)?
Comprehensive cargo audit?	**No**
6	Has a comprehensive engineering audit in accordance with TMSA 4.4.5 been conducted by a member of the shore staff during the preceding twelve months(specify operations observed and evaluated)?
Comprehensive engineering audit?	**No**
7	Has a comprehensive mooring and anchoring audit in accordance with TMSA 6A.4.3 been conducted by a member of the shore staff during the preceding twelve months (specify operations observed and evaluated)?
Comprehensive mooring and anchoring audit?	**No**
8	Has a Behavioural Competency Assessment programme (in alignment with the OCIMF / INTERTANKO best practice guidance) been implemented onboard?
Behavioural Competency Assessment programme implemented?	**No**

Analysis of this data across a fleet permits the validation of completion or partial completion of a range of TMSA KPIs for a DOC holder.

For further information relating to the submission of PIQ data, please refer to SIRE 2.0 - Instructions for Completing the Pre-Inspection Questionnaire - Version 1.0

For clarification on some aspects of PIQ data entry please refer to SIRE 2.0 - Universal Interpretations - Version 1.0 publication.pdf.
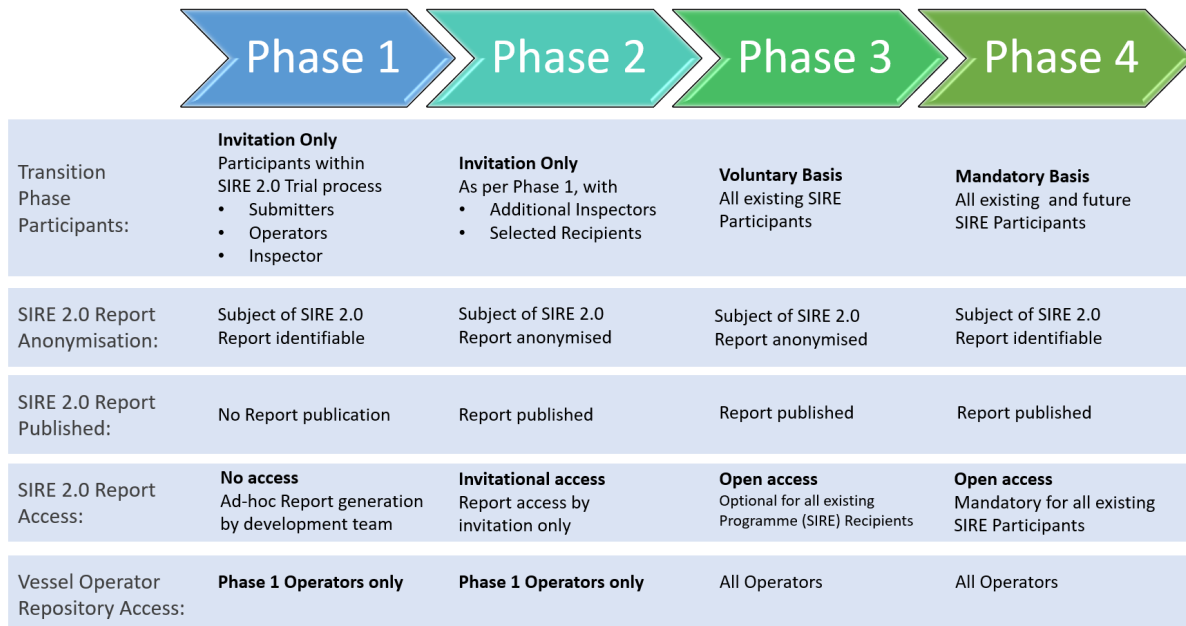
SIRE 2.0 transition inspection report anonymisation process

The phased transition to SIRE 2.0 will run in parallel to the existing SIRE VIQ7 Programme, which will remain as the commercial inspection programme until transition phase 4.

No commercial use will be made of an inspection report generated during any phase of the SIRE 2.0 transition unless:

- OCIMF provides written notice to all participants that SIRE 2.0 transition inspections may be used for commercial purposes, **and**
- The submitting company and vessel operator both agree that a transition inspection may be used commercially before a proposed inspection takes place, **and**
- The inspector assigned to a phase 3 SIRE 2.0 transition inspection where the inspection report will be used for commercial purposes has been advised.

SIRE 2.0 Phased Transition

	Phase 1	Phase 2	Phase 3	Phase 4
Transition Phase Participants:	**Invitation Only** Participants within SIRE 2.0 Trial process • Submitters • Operators • Inspector	**Invitation Only** As per Phase 1, with • Additional Inspectors • Selected Recipients	**Voluntary Basis** All existing SIRE Participants	**Mandatory Basis** All existing and future SIRE Participants
SIRE 2.0 Report Anonymisation:	Subject of SIRE 2.0 Report identifiable	Subject of SIRE 2.0 Report anonymised	Subject of SIRE 2.0 Report anonymised	Subject of SIRE 2.0 Report identifiable
SIRE 2.0 Report Published:	No Report publication	Report published	Report published	Report published
SIRE 2.0 Report Access:	**No access** Ad-hoc Report generation by development team	**Invitational access** Report access by invitation only	**Open access** Optional for all existing Programme (SIRE) Recipients	**Open access** Mandatory for all existing SIRE Participants
Vessel Operator Repository Access:	**Phase 1 Operators only**	**Phase 1 Operators only**	All Operators	All Operators

To ensure that the maximum value can be derived from SIRE 2.0 inspections conducted during transition phases 2 and 3, inspection reports will be anonymised and published in pdf and webservices formats for the use of Programme Recipients.

The report anonymisation process will run automatically at the time a vessel operator releases the report for publishing.

Transition inspection report anonymisation protocol

SIRE 2.0 report	Attribute	Anonymisation applied
Report front cover	Vessel name	Vessel name to be generated as a concatenation of: • Vessel type – Q1.1.17 • Inspecting company • Incremental number per inspecting company
	Vessel IMO	Vessel IMO to be generated to comply with the Vessel IMO Checksum, however, be constrained to the range 3000000 to 3999999
	Legal statement	OCIMF to provide text – transitional reports are not for commercial usage
Vessel and operator particulars	Name of vessel	As above
	Vessel IMO number	As above
	Date of inspection	Update to 1st of the month but retain the month and year
	Port of inspection	Rotate through selection from: • United States, Houston [USHOU] • Netherlands, Rotterdam [NLRTD] • Singapore, Singapore [SGSIN] • Belgium, Antwerp [BEANR] • Republic of Korea, Ulsan [KRUSN] • United Arab Emirates Port of Fujairah [AEFJR] Exclude from list if actual port matches selection.
	Flag	Rotate through selection from: • MARSHALL ISLANDS • LIBERIA • PANAMA • SINGAPORE • MALTA • HONG KONG Exclude from list if actual flag matches selection.
	Deadweight	Round to nearest 5000 DWT
	Date the vessel was delivered	Update to 1st of January but retain the year
	Date and time the inspector boarded the vessel	Update to 1st of the month but retain the month and year – time boarded and offset retained
	Date and time the inspector departed the vessel	Update to 1st of the month but retain the month and year – time departed and offset retained
	Date the HVPQ was last updated	Update to 1st of the month but retain the month and year
	Vessel operator	Set to 'SIRE 2.0 Transition Operator Fleet x'
	Date the current operator assumed responsibility for the vessel	Update to 1st of the month but retain the month and year

SIRE 2.0 report	Attribute	Anonymisation applied
	Date of last port state control inspection	Update to 1st of the month but retain the month and year
Operator general comments	Operator general comment text	No changes to be applied to the text of the entered operator general comments but name of user to change to 'SIRE 2.0 Transition Operator Fleet User' and date entered updated to 01st of the month but retain the month and year
Chapters 2 to 10	Questions and responses	No changes to be applied to chapters 2 to 10 Each inspector observation or comment will be appended with the text "This information should not be used to form a commercial opinion of the subject vessel"
Chapter 11	Photograph validation questions	Questions 11.1.1 to 11.1.6 are to be removed from the .pdf and .json renditions of the report
Chapter 12	Questions and responses	No changes to be applied to Chapters 12 Each inspector observation or comment will be appended with the text "This information should not be used to form a commercial opinion of the subject vessel"
Operator comments	Operator comment text	No changes to be applied to the text of the entered operator comment, however, the name of entering user will be changed to 'SIRE 2.0 Transition Operator Fleet User' and date entered updated to 1st of the month but retain the month and year. Each operator comment will be appended with the text "This information should not be used to form a commercial opinion of the subject vessel"
PIQ additional data	PIQ data linkages	No changes applied to PIQ additional data
HVPQ additional data links in .json	HVPQ data linkages	HVPQ information not available via WebAPI
Unvalidated PIQ responses	PIQ responses	No changes applied to unvalidated PIQ responses with the exception of PIQ Q8.2 (Please specify last three PSC inspections) which will have the port removed and the date set to the 1st of the month

Sample of anonymised inspection report

Inspection Report LXHQ-2893-4382-6569 used with kind permission of the vessel operator.

LXHQ-2893-4382-6569_Anonymised.pdf

The highlighted text identifies the changes made to the report by the anonymisation protocol.

OCIMF

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