



SIRE 2.0 – Conditions of Participation, Policies and Procedures

Version 1.0

June 2023



SIRE 2.0 – Conditions of Participation, Policies and Procedures

Contents

Document control	2
SIRE 2.0 Conditions of participation	3
Submitting companies	3
Vessel operators	4
Inspectors	5
Programme recipients	6
SIRE 2.0 Policies and procedures	7
1 Inspection request, booking and cancellation	7
1.1 Inspection request	7
1.2 Inspection booking	8
1.3 Inspection cancellation	9
2 Assigning an inspector to an inspection	9
2.1 Assigning an inspector	9
2.2 Assigning an alternative inspector to an inspection (reassigning)	11
3 Paper-based contingency inspections	12
4 Submitting the CVIQ on completion of the physical phase of an inspection	13
5 Draft inspection report quality control	13
6 CVIQ Resubmission and/or report withdrawal	14
6.1 CVIQ Resubmission	14
6.2 Report withdrawal	15
7 Vessel operator initial comments to a draft inspection report	16
8 Vessel operator subsequent comments to a final inspection report	16
9 Providing OCIMF with feedback on published SIRE 2.0 report quality	16
10 SIRE 2.0 Suggestions for improvement	16

Document control

Doc Version	Date	Change
1.0	28th June 2023	Initial release

SIRE 2.0 Conditions of participation

The SIRE 2.0 Inspection Programme is a fully revised inspection process, and all participants are required to comply, as applicable to their role, with:

- OCIMF Programmes Code of Conduct
- OCIMF Programmes Terms and Conditions
- OCIMF Inspector Code of Ethics
- SIRE 2.0 Conditions of Participation
- SIRE 2.0 Policies and Procedures
- Supporting SIRE 2.0 guidance and instruction documents

The principal guidance and instruction documents for SIRE 2.0 are:

- [SIRE 2.0 Programme Introduction and Guidance](#)
- [SIRE 2.0 Question Library Part 1 Chapters 1 to 7](#)
- [SIRE 2.0 Question Library Part 1 Chapters 8 to 12](#)

Participants who have responsibilities under the SIRE 2.0 Programme include:

- Submitting companies
- Vessel operators
- Inspectors
- Programme recipients

OCIMF tracks and conducts analysis against numerous data points from within the SIRE 2.0 process to recognise excellence, give guidance and ensure compliance.

Submitting companies

The submitting company commissioning a SIRE 2.0 inspection owns the intellectual property rights (IPR) in the content of the resulting published inspection report. OCIMF has an exclusive licence to use that content in the published inspection reports that it holds within the SIRE database and the reports which it provides to programme recipients. OCIMF owns the IPR in the format of the published inspection report. OCIMF grants the submitting company, the vessel operator and recipient a non-exclusive licence to use the published inspection report.

Submitting companies must:

- Limit their inspection commissioning activity to their business or marine assurance needs.
- Develop internal policies and procedures to manage all aspects of their involvement in the SIRE 2.0 Programme including:
 - Identifying roles and responsibilities for managing SIRE 2.0 activities.
 - Provision of ship inspection training to a suitably qualified individual that they intend to nominate to OCIMF as a SIRE 2.0 inspector candidate.
 - The management of SIRE 2.0 inspectors holding their token, including establishing and monitoring:
 - Inspector compliance standards for submitting company SIRE 2.0 related policies and procedures.
 - Inspector onboarding and refresher training standards for:
 - Company related SIRE 2.0 policies and procedures.
 - Company ethics and compliance policies.

- Each inspector’s performance in terms of:
 - Time spent onboard conducting a commissioned SIRE 2.0 inspection.
 - Report accuracy.
 - Punctuality in submitting and resubmitting reports in accordance with internal policies and OCIMF guidance.
 - An internal process to ensure that inspectors meet all legal and immigration requirements to conduct an inspection in each location where they are instructed to travel to conduct SIRE 2.0 activities.
 - The end-to-end management of commissioned SIRE 2.0 inspections and their resulting inspection reports, including:
 - The acceptance criteria for a SIRE 2.0 inspection request.
 - The assignment (and reassignment) of an inspector to a booked inspection.
 - Where the submitting company wishes to set internal restrictions on the use of the contingency processes, the criteria for authorising full or partial paper-based contingency inspections,
 - The cancellation of a booked inspection.
 - Reviewing the quality of each commissioned draft SIRE 2.0 inspection report, including instructing inspectors to review sections of a submitted compiled vessel inspection questionnaire (CVIQ) and, where necessary, correct errors.
 - The withdrawal of draft or published inspection reports which are found to be unreliable or misleading.
 - The management of feedback received from:
 - OCIMF
 - Vessel operators
 - Inspectors
- The use of published inspection reports and data for inspected vessels in accordance with the Programmes Terms and Conditions.
- Maintaining the confidentiality of draft inspection reports and any information gathered during the inspection process.

Vessel operators

Vessel operators must:

- Develop internal policies and procedures to manage all aspects of their involvement in the SIRE 2.0 Programme including:
 - Identifying roles and responsibilities for managing SIRE 2.0 activities.
 - The end-to-end management of requested SIRE 2.0 inspections and their resulting inspection reports, including:
 - The criteria for selecting submitting companies for an inspection request.
 - The minimum time before a planned inspection for requesting an inspection in normal circumstances.
 - The process for gathering and uploading pre-inspection information.
 - The minimum time before a planned inspection for uploading pre-inspection information and making operator declarations in normal circumstances.
 - The permitted exceptions to the inspection process in abnormal circumstances.
 - The cancellation of an inspection request.
 - The cancellation of a booked inspection.
 - The use, and any restrictions in the use, of the intrinsically safe tablet and/or its internal camera during a SIRE 2.0 inspection onboard a managed vessel.

- The attendance of a superintendent during a SIRE 2.0 inspection to observe, but not interfere with, the inspection process.
- The draft inspection report review and operator comment process.
- The process to challenge draft inspection report content with:
 - A submitting company
 - OCIMF
- Provide a wireless enabled printer, set up in accordance with OCIMF guidance, onboard each ship to be inspected under the SIRE 2.0 Programme.
 - Accept that if no wireless enabled printer is provided, the inspector will not be able to provide an observation declaration to the Master at the conclusion of an inspection.
- Provide supervised access to onboard internet capability if a full or partial paper-based contingency inspection is necessary.
- Maintain the confidentiality of draft inspection reports for vessels under their management or control.
- Use published inspection reports for their managed vessels for internal use only and in accordance with Programmes Terms and Conditions.

Inspectors

Inspectors must:

- Only conduct SIRE 2.0 inspections in locations where they are permitted to carry out the work of a ship inspector.
 - Inspectors will be required to obtain visas or work permits to comply with local immigration or labour laws in some locations.
- Conduct all SIRE 2.0 inspections in accordance with all guidance documents published by OCIMF and, with particular focus on [SIRE 2.0 Programme Introduction and Guidance](#) section 1.2 *Uniform Vessel Inspection Procedure*.
- Conduct all SIRE 2.0 inspections using the inspection tablet and the installed inspection editor unless approval is granted by the commissioning submitting company to conduct a full or partial paper-based contingency inspection.
- Report inspection tablet damage or defects, or software malfunctions, in accordance with OCIMF instructions.
- Manage their time to ensure that:
 - They arrive onboard a vessel properly rested to complete a full SIRE 2.0 physical inspection phase, or plan to pause the inspection at an appropriate point and take rest during the inspection.
 - The SIRE 2.0 inspection pre-boarding phase is completed before arrival at the vessel.
 - The report element for an inspection is completed before commencing the physical inspection phase on another vessel.
- Ensure draft inspection report resubmission requests are completed promptly.
- Not share their OCIMF SIRE credentials or permit anyone else to edit or submit a CVIQ or draft inspection report resubmission on their behalf.

Programme recipients

Programme recipients:

- Must use published inspection reports and data in accordance with the Programmes Terms and Conditions.
 - Programme recipients should note that inspection reports must not be shared in anyway with a third party.
- Should develop policies and procedures for:
 - Reviewing the quality of a SIRE 2.0 published inspection report.
 - Providing feedback to OCIMF where a published inspection report quality raises a concern.

SIRE 2.0 Policies and procedures

1 Inspection request, booking and cancellation

- [SIRE 2.0 Inspection Management Processes - Submitting Company - Version 1.0 .](#)
- [SIRE 2.0 Inspection Management Processes - Vessel Operator - Version 1.0](#)

1.1 Inspection request

All SIRE 2.0 inspection requests must be initiated in the SIRE system by a vessel operator.

Submitting companies cannot initiate an inspection request. If an inspection of a specific vessel is required for business purposes, a submitting company should instruct the vessel operator to submit an inspection request for the vessel through the SIRE system, nominating only them as the submitting company.

Vessel operator

When a vessel operator requires a SIRE 2.0 inspection the following factors must be considered:

- The report for the previous SIRE 2.0 inspection conducted onboard the vessel must have been published or withdrawn.
- An inspection cannot be requested within 30 days of the previous inspection being completed without providing a legitimate reason at the time of request.
- The available time before a requested inspection is to be undertaken to permit:
 - The upload of certificates, photographs, and pre-inspection questionnaire information (PIQ).
 - [SIRE 2.0 Instructions for Uploading Photographs to the Photograph Repository](#)
 - [SIRE 2.0 Instructions for Uploading Certificates to the Certificate Repository](#)
 - [SIRE 2.0 Instructions for Completing the Pre-Inspection Questionnaire](#)
 - The update of the HVPQ and Online Crew Matrix.

It is recommended that the upload and/or update of the required PIQ, and the applicable operator declarations is completed not less than 48 hours, but ideally at least 96 hours, before an inspection is planned to commence.

Failure to make the vessel operator declarations in sufficient time before an inspection may lead to cancellation of a booked inspection.

A vessel operator should develop procedures to define:

- The minimum time before a planned inspection that an inspection request should be made.
- The minimum time before an inspection that the operator declarations for the upload of the certificates, photographs and PIQ data should be made.
- Who is authorised to cancel an inspection request and in what circumstances.
- Who is authorised to cancel an inspection booking and in what circumstances.

A vessel operator may cancel an inspection request before it is accepted and an inspection booking once created.

1.2 Inspection booking

Submitting company

When a submitting company receives an inspection request it may take one of the following actions:

- Accept the inspection request, book the inspection and assign an inspector.
- Accept the inspection request and book the inspection without assigning an inspector.
- Decline the inspection request transferring the request to the next nominated submitting company.
- Ignore that inspection request, which will time out after 72 hours, transferring the request to the next nominated submitting company.

Where an inspection request is accepted within 30 days of another inspection booking or completed inspection on the same vessel, the submitting company must provide a valid reason to OCIMF for doing so.

A submitting company must develop procedures to define:

- The criteria for accepting or rejecting an inspection request considering:
 - The vessel and/or its operator.
 - The cargo being carried.
 - The vessel's trade.
 - The elapsed period since the previous inspection.
 - The business need for the inspection.
 - Inspector availability and compliance.
- The minimum time before a planned inspection, under normal circumstances, that an inspection request can be accepted and, an inspection booked.
- The minimum time before an inspection, under normal circumstances, that an inspector should be assigned (or reassigned) to an inspection.
- The exceptions to inspection booking and inspector assignment procedure in abnormal circumstances and the level of authority for approving exceptions.
- Who is authorised to cancel an inspection booking and in what circumstances.

It is recommended that:

- Inspections are not carried out on a vessel within 30 days of the previous inspection unless the draft or published inspection report was withdrawn.
- Inspectors are not routinely assigned to an inspection less than 48 hours before an inspection is planned to take place.
- Submitting companies publish their expectations for vessel operators who wish to request a SIRE 2.0 inspection from them.
- Submitting companies do not request an inspector assigned to a SIRE 2.0 inspection to carry out any additional duties while onboard. If necessary, they should instruct the inspector to complete the SIRE 2.0 inspection before undertaking additional duties.

1.3 Inspection cancellation

A SIRE 2.0 inspection booking may be cancelled by either the vessel operator or the submitting company at any time before the physical inspection phase commences. The cancelling party must provide a legitimate reason for cancelling.

When an inspection is cancelled, the following parties will be notified by email:

- Submitting company
- Vessel operator
- Assigned inspector (if any)

Cancelling an inspection will result in the automatic removal of the CVIQ and inspection data from an assigned inspector's tablet-based inspection editor and SIRE 2.0 account.

Once the physical inspection phase has commenced, an inspection cannot be cancelled. In the circumstances that the Master or vessel operator demands that an inspection is terminated before it has been completed, the inspector is required to submit the partially completed CVIQ including all responses to all CVIQ questions fully or partially completed up until the time of inspection termination.

2 Assigning an inspector to an inspection

- [SIRE 2.0 Inspection Management Processes - Submitting Company - Version 1.0](#)
- [SIRE 2.0 Inspection Management Processes - Vessel Operator - Version 1.0](#)
- [SIRE 2.0 Inspection Management Processes - Inspector - Version 1.0](#)

2.1 Assigning an inspector

The SIRE 2.0 programme requires that a submitting company assigns a specified inspector to conduct an inspection on their behalf. This function must be managed by in-house personnel and under the control of the submitting company.

Submitting company

A submitting company has the sole responsibility to assign a named inspector to a booked inspection as follows:

- At the time of accepting an inspection request and booking an inspection, or
- At any time before an inspection is scheduled to take place which allows sufficient time for the inspector to properly complete the pre-board phase of an inspection.

All inspectors considered for assignment to a specific inspection will be screened against a standard set of criteria by the SIRE 2.0 inspector validation tool. The validation criteria for each inspector are ranked as follows:

- **Red:** If not met, the submitting company should not assign the inspector to the inspection.
 - Inspector is not accredited for the type of vessel to be inspected.
 - Inspector has declared an industry relationship that has been identified by OCIMF to create a conflict of interest with the vessel or vessel operator.

- Current accredited inspector whose accreditation will expire during the intended inspection period.
- **Amber:** If not met, the submitting company should avoid assigning the inspector to the inspection.
 - Consecutive inspection of the same vessel by the inspector for a different member.
 - Inspector has carried out an inspection (non-consecutive) onboard the same vessel within the previous 12 months for any member.
 - Inspector has inspected vessels operated by the same operating company on more than 25% of their inspections in the previous 12 months. Checks for conflicts with another inspection booking registered in the inspector profile including potential time between registered inspections and the proposed inspection (back-to-back).
 - Checks time between last report submission, other booked inspections and proposed inspection date from inspector pending tray (back-to-back inspections). If within 72 hours flag raised.
 - Outside region designation selected in the inspector profile.
- **Green:** If not met, there are no restrictions on assigning the inspector.
 - Inspection carried out on a variant (oil, gas, chemical, etc.) which makes up less than 10% of this inspector's inspections in the previous 12 months.
 - Inspector has carried out fewer than 12 inspections in the previous 12 months.

When an inspector is assigned to an inspection, the following parties will be notified by email:

- Assigned inspector
- Submitting company
- Vessel operator

It is recommended that:

- Inspectors are not routinely assigned to an inspection less than 48 hours before an inspection is planned to take place.
- A submitting company develops an internal policy for cancelling an inspection where a vessel operator does not provide the necessary pre-inspection information and operator declarations in sufficient time to permit the inspector to properly prepare for an inspection.

Vessel operator

Once an inspection is booked and an inspector assigned, the vessel operator must ensure, if not already completed, that operator declarations have been made for the vessel being inspected.

Failure to make the operator declarations before a planned inspection will result in a failed inspection since the CVIQ will not be generated and directed to the assigned inspector's SIRE 2.0 account and tablet.

Failure to make the operator declarations in sufficient time before an inspection may result in an inspection cancellation due to a submitting company's internal policies.

Inspector

When an inspector is notified that an inspection has been assigned to them, they must:

- Synchronise their tablet inspection editor with the OCIMF server and verify that the inspection package has been downloaded successfully.
- Schedule time to undertake the pre-boarding phase before attending the vessel for the physical inspection phase.

2.2 Assigning an alternative inspector to an inspection (reassigning)

Submitting company

If the inspector originally assigned to conduct a specific inspection can no longer attend the vessel for the physical phase, the submitting company is required to:

- Reassign the inspection to an alternative inspector, or
- Cancel the inspection booking.

Assigning an alternative inspector must follow the same process as assigning the original inspector. This function must be managed by in-house personnel and under the control of the submitting company.

When an alternative inspector is assigned to an inspection, the following parties will be notified by email:

- Originally assigned inspector
- Newly assigned inspector
- Vessel operator
- Submitting company

It is recommended that:

- Inspections are not routinely reassigned to an alternative inspector less than 48 hours before an inspection is planned to take place.

Inspector

No action is required by the originally assigned inspector as the inspection package will be automatically removed from their SIRE account and tablet inspection editor.

When the newly assigned inspector is notified that an inspection has been assigned to them, they must:

- Synchronise their tablet inspection editor with the OCIMF server and verify that the inspection package has been downloaded successfully.
- Schedule time to undertake the pre-boarding phase before attending the vessel for the physical inspection phase.

3 Paper-based contingency inspections

- [SIRE 2.0 Paper based Contingency Process - Version 1.0](#)

There may be circumstances when an inspection cannot be completed with an intrinsically safe tablet due to loss of, or damage to, the tablet or terminal restrictions on the use of the tablet. In such circumstances a paper-based contingency inspection may take place, subject to the following conditions:

Submitting company

A full or partial paper-based contingency inspection can only proceed with explicit permission from the commissioning submitting company.

A submitting company must have an internal procedure which defines:

- The circumstances in which full or partial paper-based contingency inspections are permitted.
- The authorisation process for a full or partial paper-based contingency inspection.

Inspector

An inspector must not conduct a full or partial paper-based contingency inspection unless they have received permission from the commissioning submitting company.

Where a full or partial paper-based inspection is conducted to comply with port or terminal restrictions, the inspector must record the identity of the port and terminal and give details of the restrictions imposed for the inspection in their SIRE 2.0 user account.

Vessel operator

When an inspector attends a vessel to conduct a full or partial paper-based inspection, the vessel operator/Master should provide the following assistance to the inspector if needed and where possible:

- Access to the internet through either:
 - The vessel's onboard Wi-Fi system –the inspector will use their own laptop or mobile device to connect to OCIMF's systems.
 - The vessel's network system –the inspector should be supervised while they access OCIMF's systems.
- Access to a wireless printer if using their own device to access OCIMF's systems.
- Supervised access to a network printer if using a vessel's computer network to access OCIMF's systems.

If a full or partial paper-based contingency inspection is necessary and an inspector is unable to access OCIMF's systems to download and print the full or partial CVIQ and supporting documentation either before boarding the vessel or when onboard the vessel, the inspection will be either:

- Cancelled in the case of a full paper-based contingency inspection.
- Submitted as a partial inspection in the case of a partial paper-based inspection.

4 Submitting the CVIQ on completion of the physical phase of an inspection

- [SIRE 2.0 Inspection Management Processes - Inspector - Version 1.0](#)

An inspector will normally submit a completed CVIQ, but if the physical phase of an inspection is terminated before the CVIQ has been completed, the inspector must submit the CVIQ questions completed up until the point of inspection termination.

Inspector

The inspector must carefully check all CVIQ responses and supporting comments for accuracy, spelling and grammar and that inspection photographs, intended to be included in the draft inspection report, have been properly tagged before submitting the CVIQ to OCIMF.

- A full tablet-based inspection will be submitted to OCIMF directly from the tablet-based inspection editor.
- A full or partial paper-based contingency inspection will be submitted to OCIMF from the web-based inspection editor.

The completed CVIQ must be submitted to OCIMF within 72 hours after the completion of the physical phase of the inspection.

Once the CVIQ has been submitted to OCIMF:

- No corrections can be made to responses or supporting comments without the submitting company initiating the resubmission process.
- Photographs taken during the inspection but not tagged for inclusion in the draft inspection report can no longer be appended to the draft inspection report.

The CVIQ is merged with operator supplied content at the point of receipt in the OCIMF SIRE 2.0 system and from this time onwards is known as the draft inspection report.

5 Draft inspection report quality control

- [SIRE 2.0 Inspection Management Processes - Submitting Company - Version 1.0](#)
- [SIRE 2.0 Draft Inspection Report Validation Best Practice Version 1 0](#)

Submitting company

A submitting company must have a process in place to verify the quality of inspector-provided content for every commissioned draft inspection report before it is released to the vessel operator for comments.

By releasing a draft inspection report to the vessel operator, the submitting company warrants that the report has been subject to the submitting company's internal SIRE 2.0 inspection report quality assurance procedure and is considered, to the best of their knowledge, to be free of inspector errors.

6 CVIQ Resubmission and/or report withdrawal

- [SIRE 2.0 Inspection Management Processes - Submitting Company - Version 1.0](#)
- [SIRE 2.0 Inspection Management Processes - Vessel Operator - Version 1.0](#)
- [SIRE 2.0 Inspection Management Processes - Inspector - Version 1.0](#)

6.1 CVIQ Resubmission

A submitting company cannot:

- Request an inspector to export and forward a completed or partially completed CVIQ to them for review and editing.
- Submit a completed CVIQ to the OCIMF database on behalf of an inspector.
- Edit any aspect of a draft inspection report.

If an inspector generated error or inaccuracy is detected in a draft inspection report before publication in the SIRE 2.0 database, the submitting company should request the inspector to correct the relevant sections of the CVIQ and resubmit it to OCIMF.

Submitting company

Prior to the release of a draft inspection report to a vessel operator, the inspector generated content should have been subject to review by:

- The inspector prior to submission to OCIMF.
- The submitting company in accordance with:
 - OCIMF instructions and guidance for reviewing a SIRE 2.0 draft inspection report.
 - The company's own internal procedures.

The draft inspection report should be verified that it is free of inspector generated errors or be subject to the resubmission process until it is.

Inspector

The inspector must review the sections of the CVIQ opened for resubmission by the submitting company and, where justified, update their observations/negative observations and supporting comments/negative comments before resubmitting the CVIQ to OCIMF.

Vessel operator

If a vessel operator identifies a suspected inspector error in the draft inspection report it should notify* the submitting company who may:

- Accept the error identified by the vessel operator, recall the draft inspection report and initiate the resubmission process, or
- Reject the grounds for a suspected error raised by the vessel operator and take no further action. This will result in the automatic publication of the inspection report 14 days after its initial release to the vessel operator unless the vessel operator releases the report for publication earlier.

Some inspection report content is provided by the vessel operator through the HVPQ and PIQ and the accuracy of this information remains the responsibility of the vessel operator in accordance with its declarations when submitting the data.

There is no process for correcting vessel operator supplied information already incorporated into a SIRE 2.0 inspection report.

Notify*: Where the vessel operator wishes to notify a submitting company of a suspected error, this will be done outside of the SIRE 2.0 system as there is no process to communicate this information within the system.

6.2 Report withdrawal

- [SIRE 2.0 Inspection Management Processes - Submitting Company - Version 1.0](#)

If a published inspection report is found to contain significant errors that make the report unreliable or misleading, the only option is to withdraw the report. Reports may also be withdrawn for the following reasons:

- Conflict of interest:
 - The inspection was carried out under circumstances that could be perceived as a conflict of interest affecting a programme participant.
- Conflicted report:
 - The inspection report does not accurately represent the classification, outfitting, physical condition or operational status as recorded during the inspection, according to information discovered and verified after publishing of the report.
- Covering inspection:
 - OCIMF has completed an inquiry affecting the report and found it plausible that the inspection or report is biased, or insufficient time had passed from the previous inspection for the Technical Operator to have implemented effective change management to resolve previously identified negative observations.
- Sanctions:
 - In the period between commissioning and withdrawing a report, a programme participant involved in the inspection became subject to sanctions that may affect the submitting company, if the report remains available.

An inspection report may be withdrawn by:

- The commissioning submitting company.
- OCIMF with notification to the submitting company.

If a published inspection report is withdrawn, email notifications will be made to:

- Programme recipients that have downloaded the report.
- Submitting company
- Operator of the inspected vessel.
- Inspector who conducted the inspection.

Any costs for the purchase of a withdrawn report will be refunded by OCIMF.

A draft or published inspection report must not be withdrawn because the Master and/or vessel operator:

- Instructed the inspector to abandon an inspection before it was completed.
- Asked or demanded the inspection report is withdrawn.
- Was unhappy with the inspection results.

7 Vessel operator initial comments to a draft inspection report

- [SIRE 2.0 Inspection Management Processes - Vessel Operator - Version 1.0](#)

Vessel operator

A vessel operator has 14 calendar days to append their initial operator comments to the draft inspection report before the report will be automatically published to the SIRE 2.0 database.

A vessel operator may release a draft inspection report for publication in the SIRE 2.0 database at any time before the end of the 14 calendar days.

At the point of publication in the SIRE 2.0 database a draft inspection report is converted to a published inspection report and it, and the vessel operator comments, can no longer be corrected. However, once the report is published subsequent comments can be made.

8 Vessel operator subsequent comments to a final inspection report

- [SIRE 2.0 Inspection Management Processes - Vessel Operator - Version 1.0](#)

Vessel operator

A vessel operator may add subsequent comments to a published inspection report while it is available in the SIRE 2.0 database.

Comments are cumulative and once published cannot be edited or deleted.

9 Providing OCIMF with feedback on published SIRE 2.0 report quality

Programme recipients are encouraged to provide feedback to OCIMF whenever there are any concerns about the quality of a published SIRE 2.0 inspection report to quality@ocimf.org.

If a published inspection report is found to contain significant errors that make the report unreliable or misleading, the only option is to withdraw the report as described in section 6.

10 SIRE 2.0 Suggestions for improvement

Where a participant identifies an error, omission or opportunity for improvement in any SIRE 2.0 published document or computer-based system, they should provide feedback to OCIMF through the Suggestions for Improvement portal accessed from their SIRE user account.

- [SIRE 2.0 Instructions for entering data into the Suggestions for Improvement portal Version 1.0](#)



Our vision

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

**Oil Companies
International Marine Forum**
29 Queen Anne's Gate
London SW1H 9BU
United Kingdom

T +44 (0)20 7654 1200
E enquiries@ocimf.org

ocimf.org