

TANKEROperator

Athens 2025 – improving transparency in tanker operations

How SIRE 2.0 AND VETTING IS EVOLVING

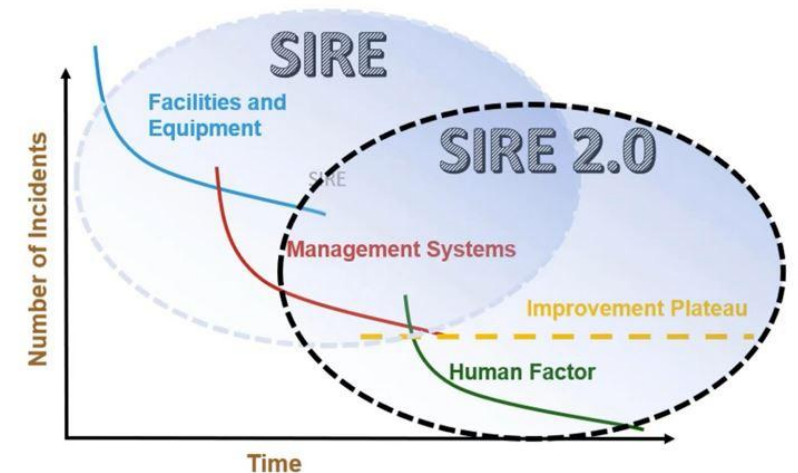
OCIMF Strategic Goal & Objectives

SIRE 2.0 – short recap:

Declared goal:

To set up an enhanced and risk-based vessel inspection Programme that will provide more accurate information and enable better judgements on the quality and likely future performance of a vessel

- Focus more on significant risks
- Address technological and regulatory changes
- Focus on the way a vessel is managed – i.e. *Hardware – Process – Human*
- Link SIRE with TMSA objectives
- Reinforce consideration of human factors
- Enhance governance controls

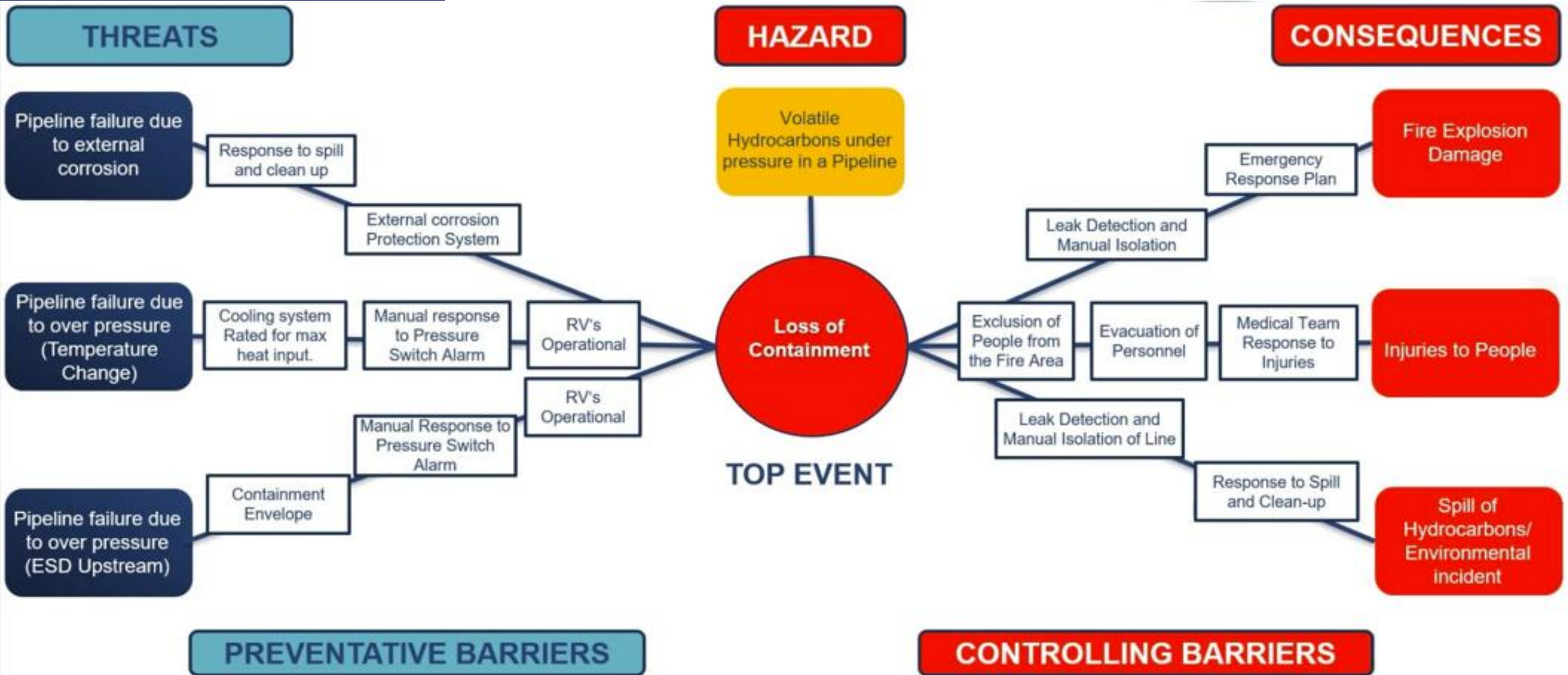


Bridging the gap between VIQ 7 and SIRE 2.0



Risk-based Vessel Questionnaire

- Generated using bow-tie methodology of risk assessment
- 4 types of questions incorporated in the questionnaire:
 - **CORE** – minimum questions required to meet the members' fundamental risk assessment criteria
 - **ROTATIONAL** – non-core questions that are included in the questionnaire over a defined period
 - **CONDITIONAL** – specific questions that are included based on data available for the vessel, operator or ship-type
 - **CAMPAIGN** – cover areas of specific focus identified by OCIMF or its membership and is included in all questionnaires over a limited time period



SIRE 2.0

Question – Maintain the health of **PRIORITY** Barriers to identify risk and critical activities

CAMPAIGN questions permits OCIMF to respond to emerging industry trends and issues by modifying the way the question set is managed and questions are allocated to individual inspections.

CAMPAIGN questions will be treated as CORE questions for the duration of the campaign period



CORE questions will be allocated to every inspection – applicable to vessel type and its operation.

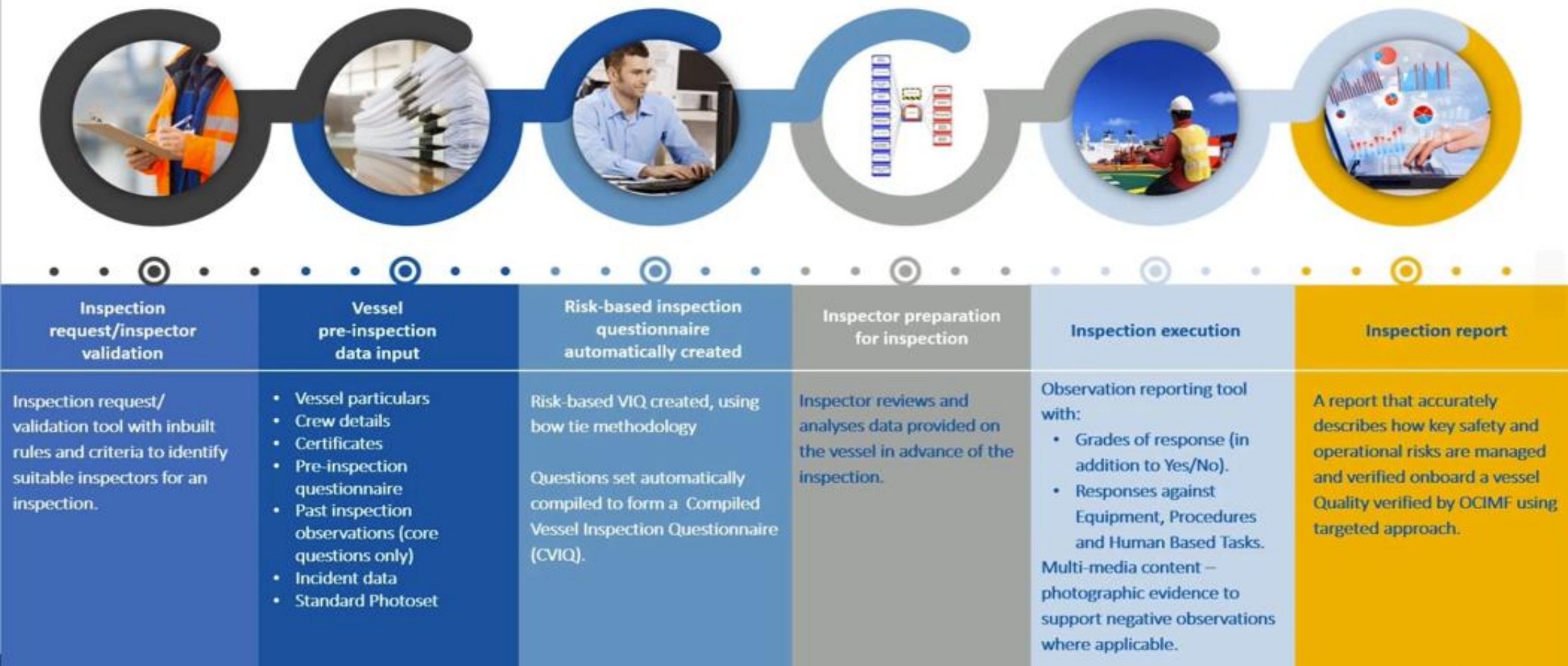
Rotational 1 Questions allocated approximately every third or fourth inspection.

Rotational 2 Questions allocated approximately every sixth inspection.

CONDITIONAL These questions have been developed to assess a vessel operator's level of attainment against TMSA. These are known as conditional questions since they are allocated based on information provided by the vessel operator through the Pre-Inspection Questionnaire (PIQ).

SIRE 2.0

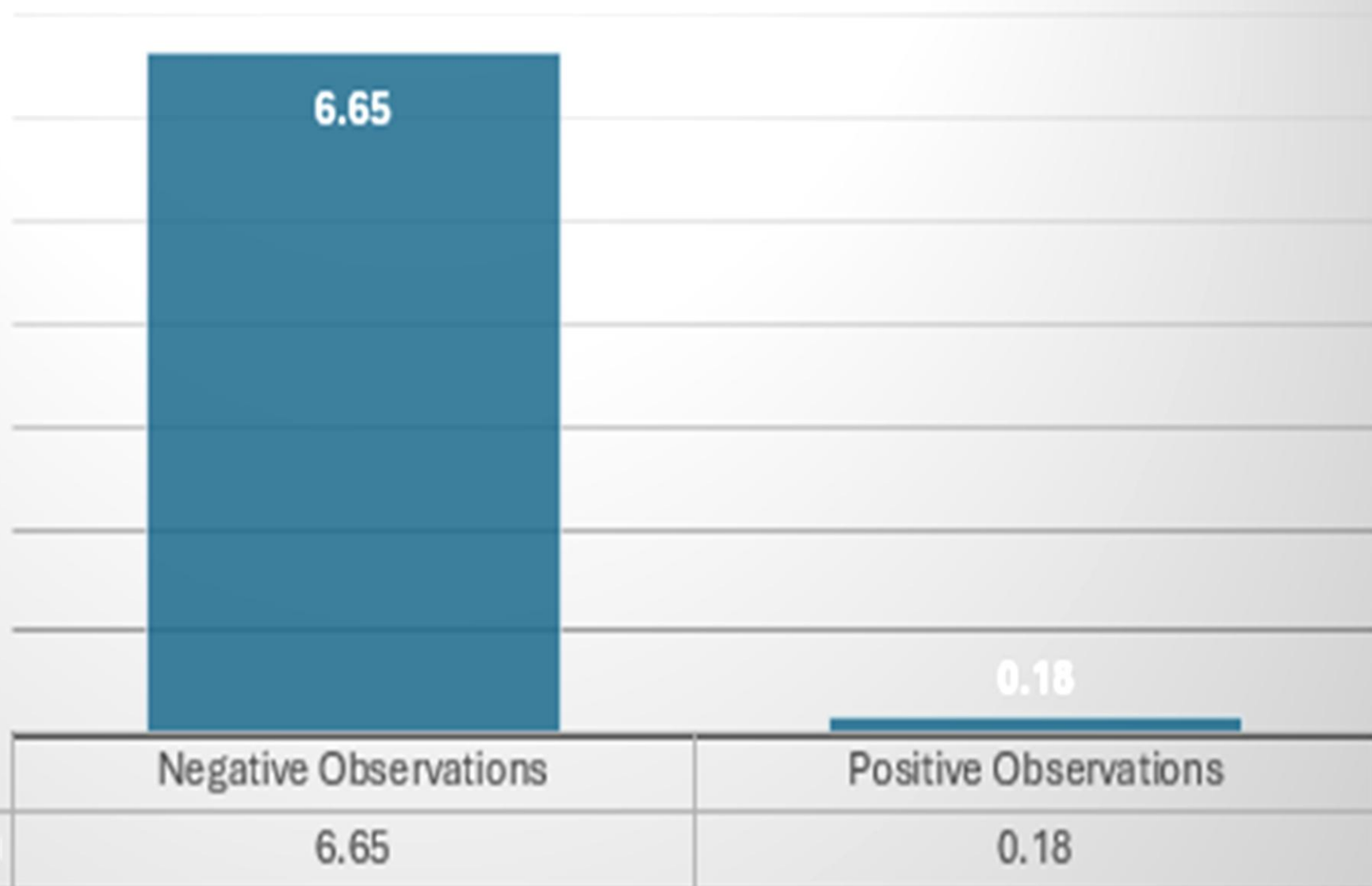
The overview of the inspection process



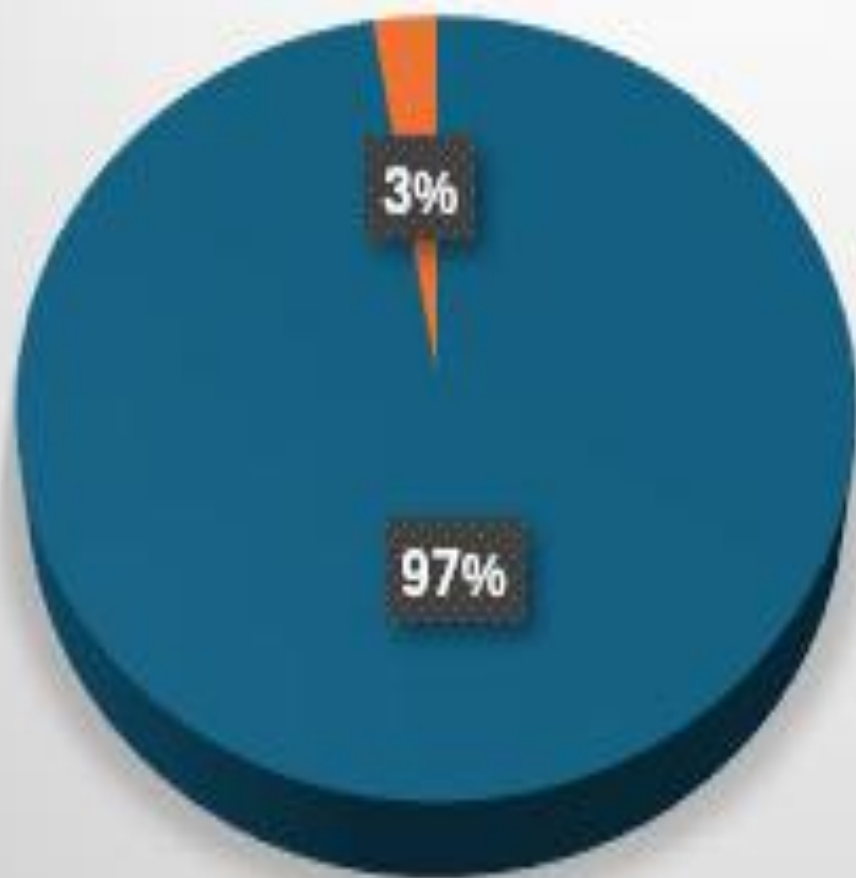
SIRE 2.0 experience so far

- SIRE 2.0 is live from 2nd September 2024
- There is no industry agreed benchmarking to assess SIRE 2.0 results
- Risk factor is pre-defined in the questions
- Inspection process is not fully consistent yet
- The number of observations per inspection is vary from zero to more than 40 in some cases
- Based on Intertanko statistics, **827** inspections were conducted containing **5503** negative and **151** positive observations

Observation per Inspection

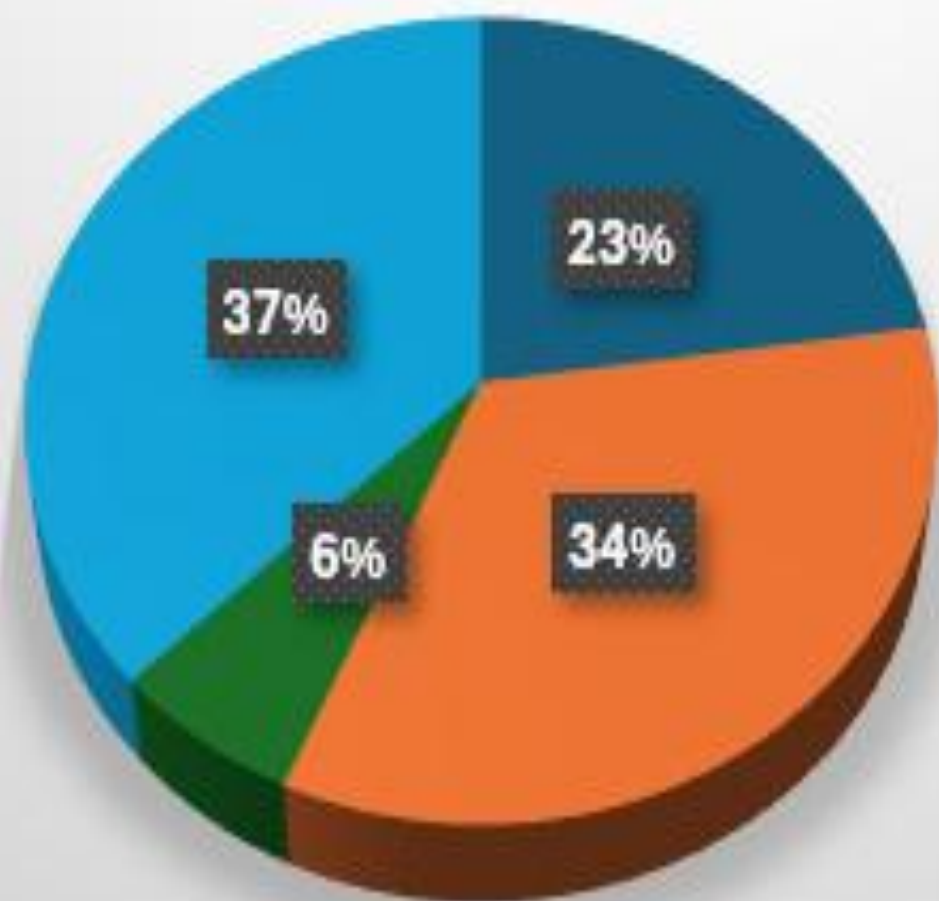


Percentage of Negative/Positive Observations

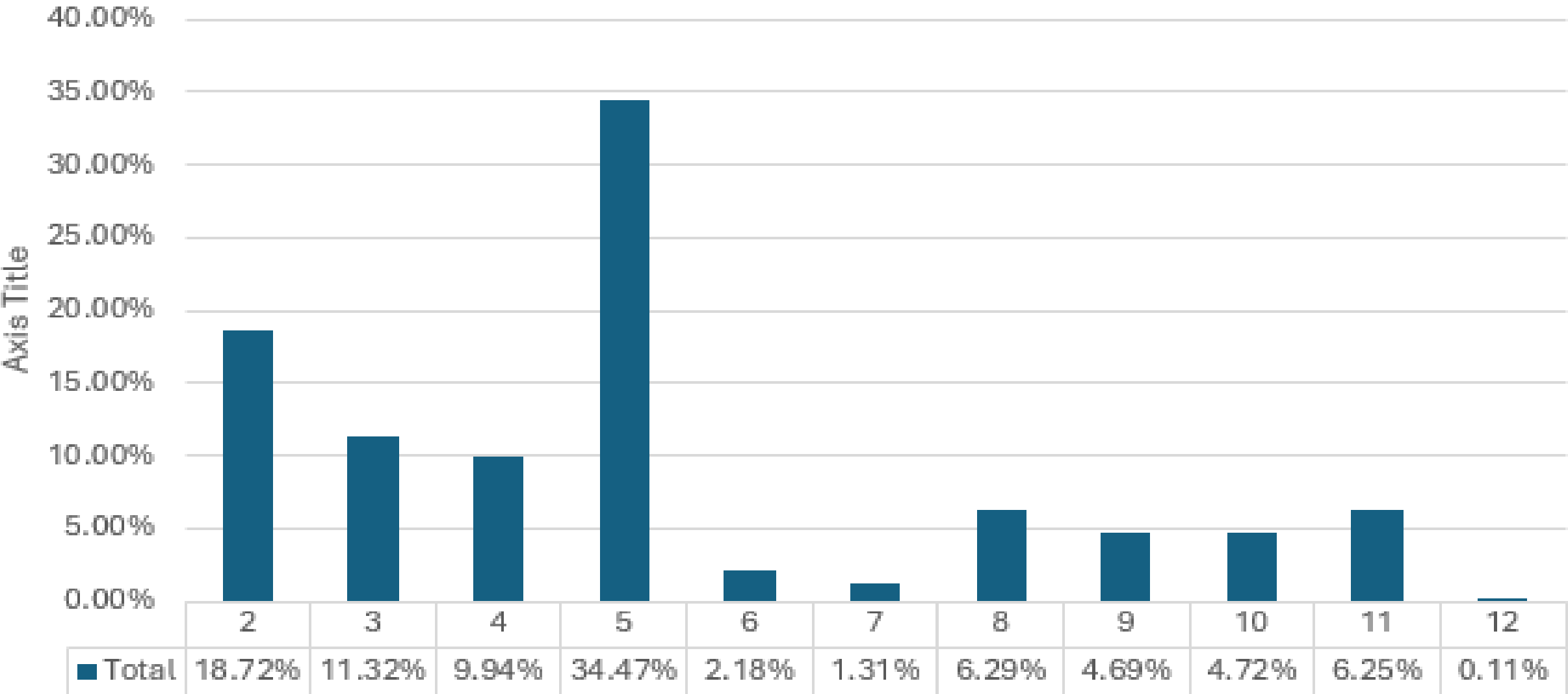


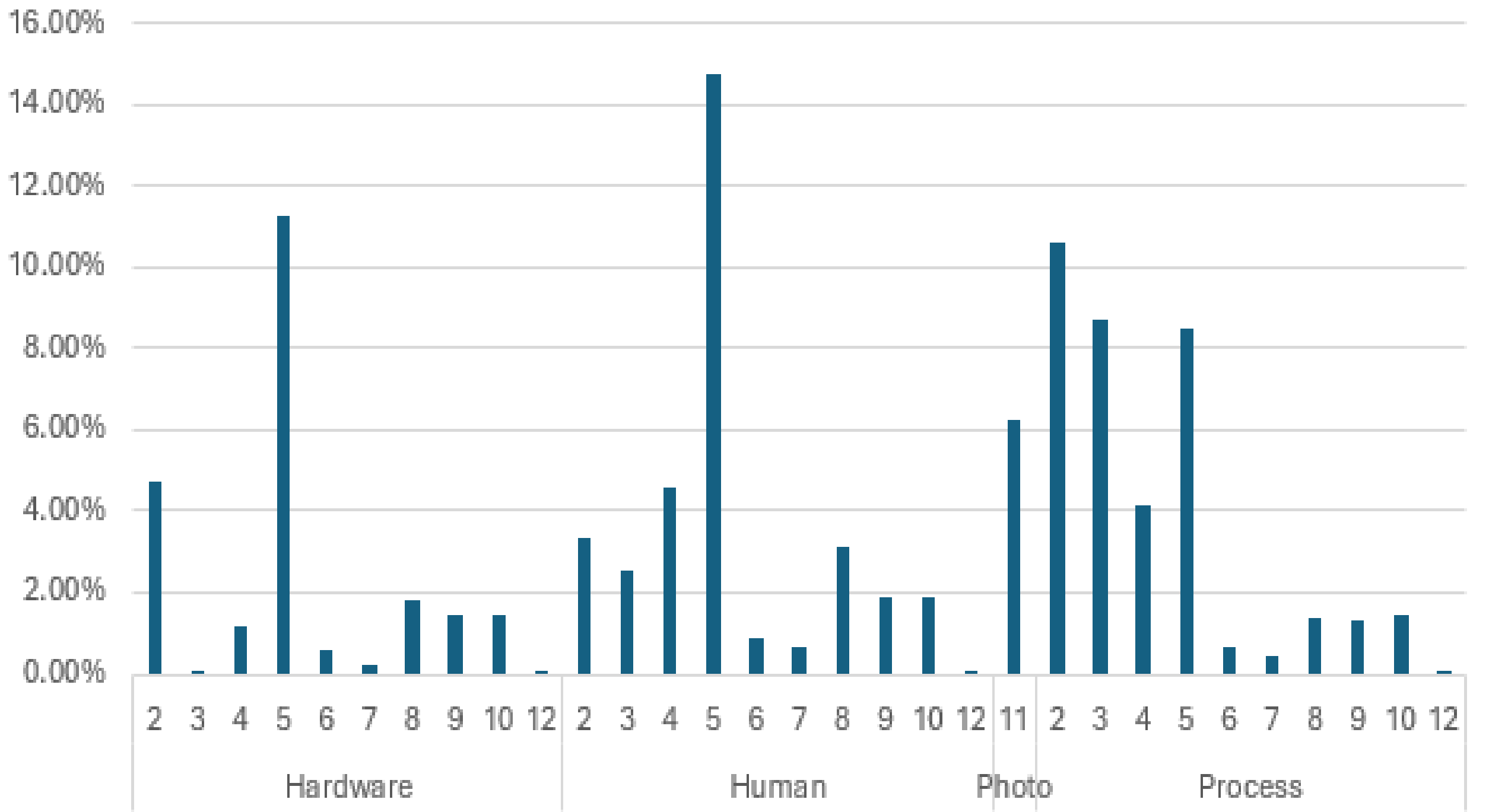
- Negative Observations
- Positive Observations

Categorization of Observations

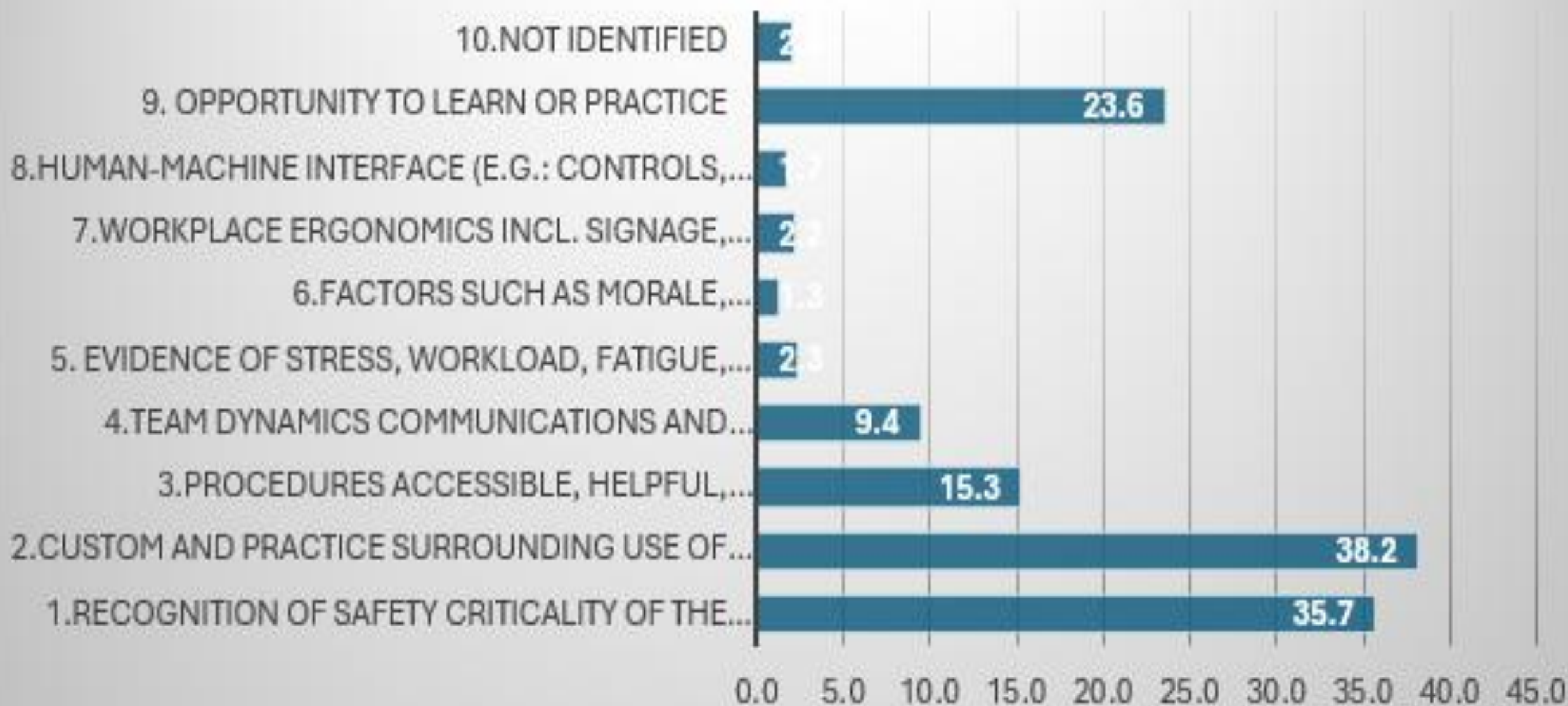


CATEGORIZATION OF OBSERVATIONS AS PER CVIQ CHAPTER





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THANK YOU!

Source: OCMF, INTERTANKO



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