INTERTANKO Preparing for SIRE 2.0

Institute of Chartered Shipbroker

Frans Ubaghs – Senior Vetting Manager/Dep. Marine Director

LEADING THE WAY,
MAKING A DIFFERENCE

INTERTANKO

INTERTANKO 2024



Members lead the continuous improvement of the tanker industry's performance and strive to achieve the goals of:

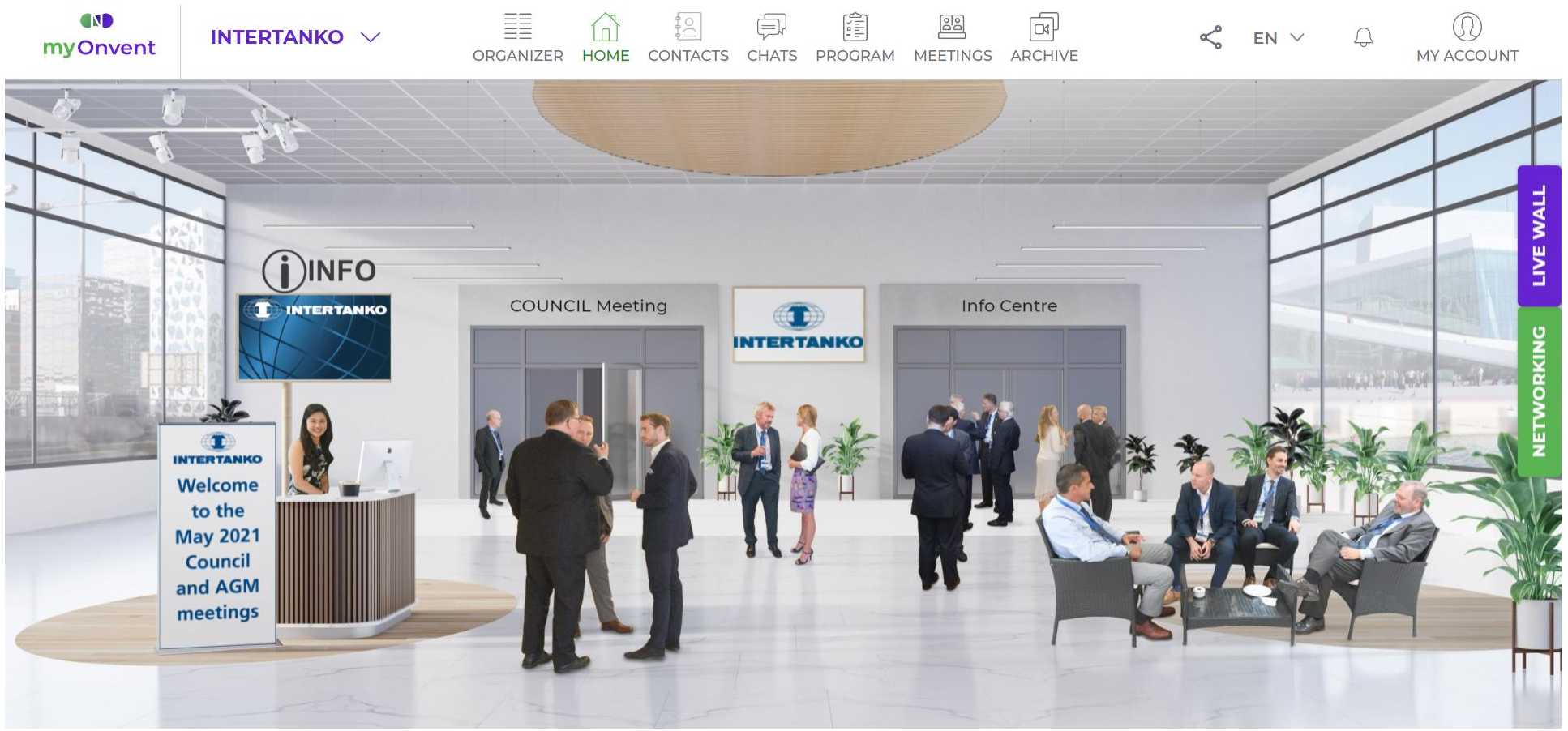
ZERO fatalities
ZERO pollution
ZERO detentions

Deliver highest quality services to meet stakeholders' expectations

Promote availability and use of personnel with best marine skills and competencies

Association Activities

FORUM - where Members meet to share information and best practice
ADVISOR - providing guidance on issues affecting Members interests
CHAMPION - speaking and acting for independent tanker owners



Four Strategic Objectives

- To **develop and promote best practices** in all sectors of the tanker industry, with owners and operators setting the example.

- To be a **positive and proactive influence** with key stakeholders, developing policies and positions, harmonising a united industry voice, and engaging with policy and decision makers.

- To **profile and promote the tanker industry**, communicating its role, strategic importance and social value.

- To **provide key services to Members**, with customised advice, assistance and access to information, and enabling contact and communication between Members and with other stakeholders.

Members working for Members



Strategic Workplan - Main Focus Areas

1.SAFETY AND TECHNICAL

1.1 Tanker design & construction

1.1.1 Application of CSR
1.1.2 Classification standards
1.1.3 Safety Criteria for EEDI compliant tanker designs

1.2 Machinery & equipment

1.2.1 Lifesaving appliances
1.2.2 Classification standards
1.2.3 Anchoring and mooring systems

1.3 Cargo

1.3.1 Properties
1.3.2 Safe entry into enclosed spaces
1.3.3 Inert gas

2. HUMAN ELEMENT

2.1 Fair treatment

2.1.1 Criminalisation
2.1.2 Shore access & visas
2.1.3 Medical treatment

2.2 Crew competence

2.2.1 Training requirements
2.2.2 Competence Management
2.2.3 Officer matrix

2.3 Seafarer welfare

2.3.1 Cadet berthing
2.3.2 Health and wellness

2.4 Maritime Security

2.4.1 Security
2.4.2 Piracy
2.4.3 Refugees
2.4.4 Cyber risk management

3. ENVIRONMENT

3.1 Air Emissions

3.1.1 Greenhouse gas emissions reduction
3.1.2 Energy efficiency
3.1.3 Onshore Power Supply
3.1.4 MARPOL Annex VI (SOX, NOX, VOC)
3.1.5 Alternative Fuels

3.2 Ballast water management

3.3 Biofouling and hull management

3.4 Ship Recycling

3.5 Waste Management

3.5.1 On board waste management
3.5.2 Shore waste reception facilities

3.6 Places of Refuge

3.7 Underwater noise

4. QUALITY OPERATIONS

4.1 Vetting and Risk Management

4.2 Port State Control

4.3 Ports and Terminals

4.4 Offshore operations

4.5 Safe navigation

4.5.1 eNavigation
4.5.2 Pilotage

4.6 Chemical tanker ops

4.7 Gas tanker ops

4.8 Fuel

4.8.1 Quality
4.8.2 Sampling
4.8.3 Switching operations

5. COMMERCIAL SUSTAINABILITY

5.1 Chartering

5.1.1 Worldscale
5.1.2 Charter party terms & documentation
5.1.3 Freight Demurrage
5.1.4 Payment Performance

5.2 Insurance & Liability

5.2.1 Marine Insurance
5.2.2 Liability and Compensation regimes
5.2.3 Sanctions

5.3 Anti-corruption

5.4 ESG Reporting

Guidance & Publications

Regulatory and Member relevant issues addressed

Focus on practical Member support



Benchmarking & DBs



PPS (Payment Performance System) MORE INFORMATION ACCESS NOW	TMSA (Tanker Management and Self-Assessment) MORE INFORMATION ACCESS NOW	LTI (Lost Time Indicator) MORE INFORMATION ACCESS NOW	VIQ (Vessel Inspection Questionnaire) MORE INFORMATION ACCESS NOW
Officer and Crew Retention MORE INFORMATION ACCESS NOW	Vessel & PSC Inspection Feedback MORE INFORMATION ACCESS NOW	Terminal Vetting (TVD) MORE INFORMATION ACCESS NOW	Environmental Performance and Monitoring MORE INFORMATION ACCESS NOW

Cooperation is key

Close cooperation between OCIMF and INTERTANKO in recent years:

Security
Joint meetings (ExCom)
IMO submissions and review of documents which are relevant to Tankers
Safety Initiative
- BCAV
- Incident Investigation Methodology – UC
Review project on the Human Factors future TMSA element
Technical co-operation on Engine Power Limit (EPL) and On-Shore Power (OPS)

Co-operation with other entities

SIGTTO
CDI
ICS
EU
Etc.

SIRE 2.0 – cooperation is key

Close cooperation between OCIMF and INTERTANKO on SIRE 2.0 project:

- Question Library Technical Accuracy Review.
- Workshops with Vetting Committee delegation.
- SIRE 2.0 trials and continuation of SIRE 2.0 transition inspections.
- OCIMF Secretariat Team & OCIMF Members participating in INTERTANKO Forums.
- Participating in OCIMF days.
- Regular visits and meetings with OCIMF submitting Members.
- Webinars on SIRE 2.0.

- Future integration of IT systems (input to and output from SIRE 2.0).
- Re-establishment of meetings with the SIRE Focus Group.
- Exchange of experience during transition phases.

SIRE 2.0 – Why?

Concerns were identified under the Sire VIQ7 Process that:

The VIQ contained too many Questions.

Questions not targeted or focused toward higher risk areas.

Subject to inspector bias on:

- Areas inspected
- Prime discipline
- Time spent on specific areas
- Fulfilment of the VIQ

Critical operations not given repeatable coverage.

Time management not always consistent.

Potential exists for Improved data mining.

Even though VIQ 7 introduced 'Human' related questions, many of the questions within the existing VIQ related to Hardware.

Causes of incidents were not always related to hardware but to Human action or inaction, which could also be attributed to inadequate procedures.

SIRE 2.0 – Why?

OCIMF guiding principles on human factors

- People will make mistakes.
- People's actions are rarely malicious and usually make sense to them at the time.
- Mistakes are typically due to conditions and systems that make work difficult.
- Understanding the conditions in which mistakes happen helps us prevent or correct them.
- People know the most about their work and are key to any solution.
- Plant, tools and activities can be designed to reduce mistakes and manage risk better.
- Leaders help shape the conditions that influence what people do.
- It matters how leaders respond when things go wrong. Take the opportunity to learn.

SIRE 2.0 – a step change

Tanker spills vs seaborne oil trade

While increased tanker movements might imply increased risk, it is encouraging to observe that the downward trend in oil spills continues despite an overall increase in oil trading over the period, as illustrated below (Figure 4).

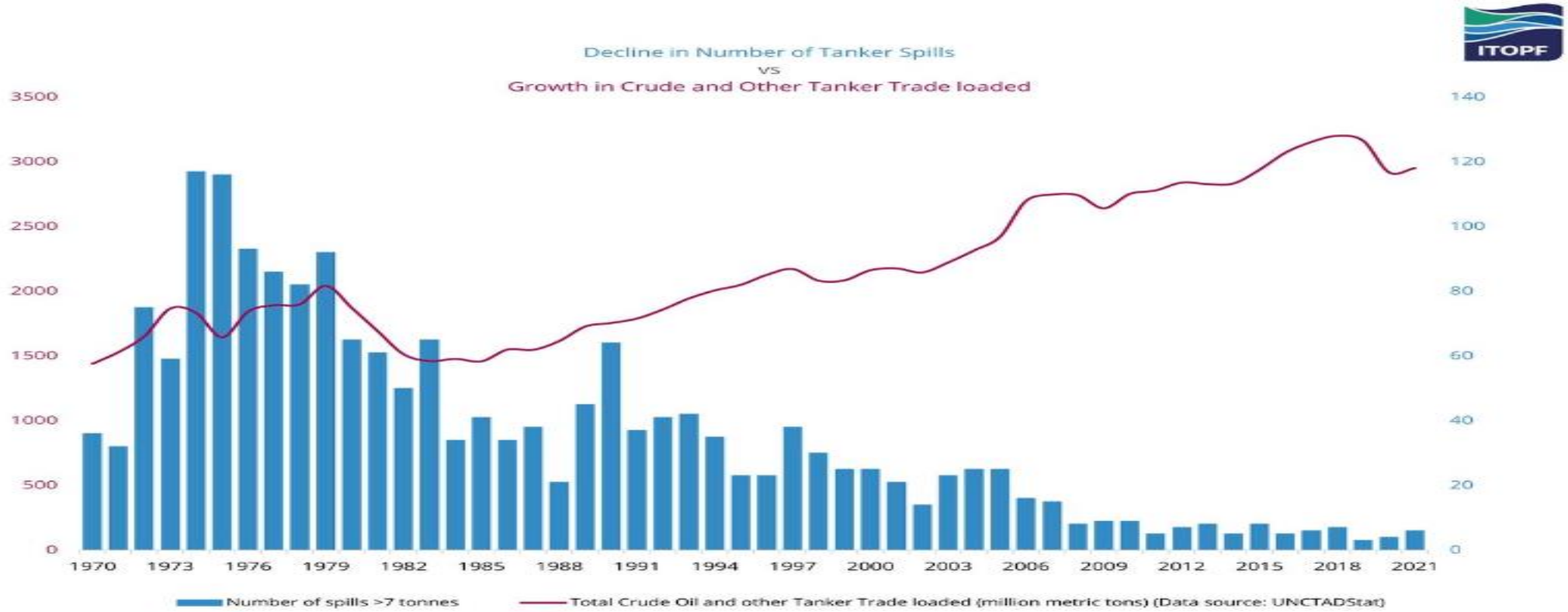
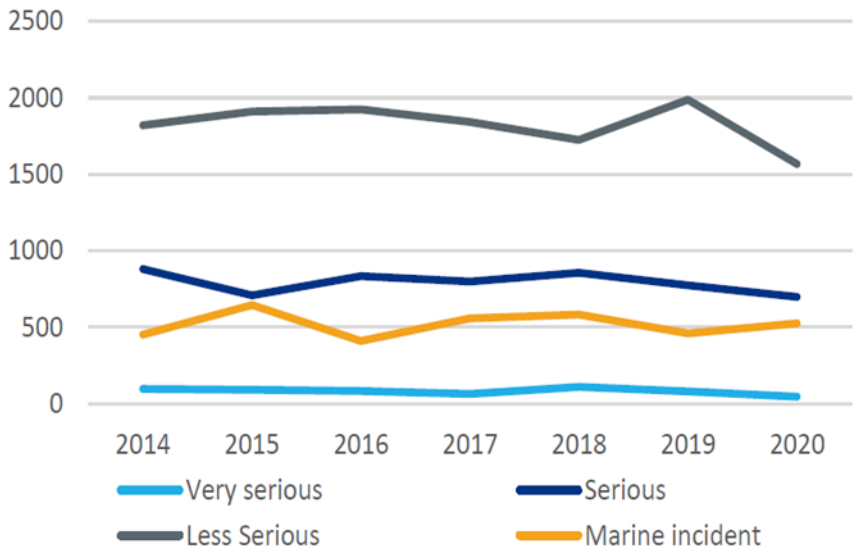


Figure 4: Decline in number of tanker spills vs growth in crude and other tanker trade loaded, 1970-2021
*UNCTADStat information is not yet available for 2022

SIRE 2.0 – a step change

Source: Report European Maritime Safety Agency (EMSA) Annual Overview of Maritime Casualties and Incidents 2021

Figure 2.1: Number of reported marine casualties and incidents



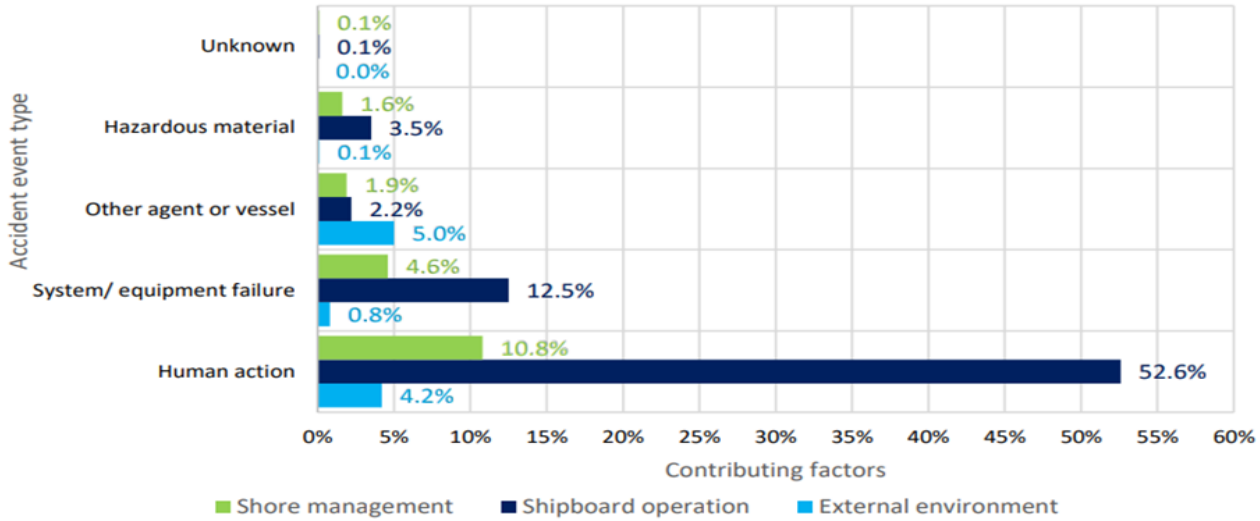
The total number of reported marine casualties and incidents over the period 2014-2020 is 22532. The yearly average number of marine casualties or incidents is 3218.

SIRE 2.0 – a step change

Source: Report European Maritime Safety Agency (EMSA) Annual Overview of Maritime Casualties and Incidents 2021

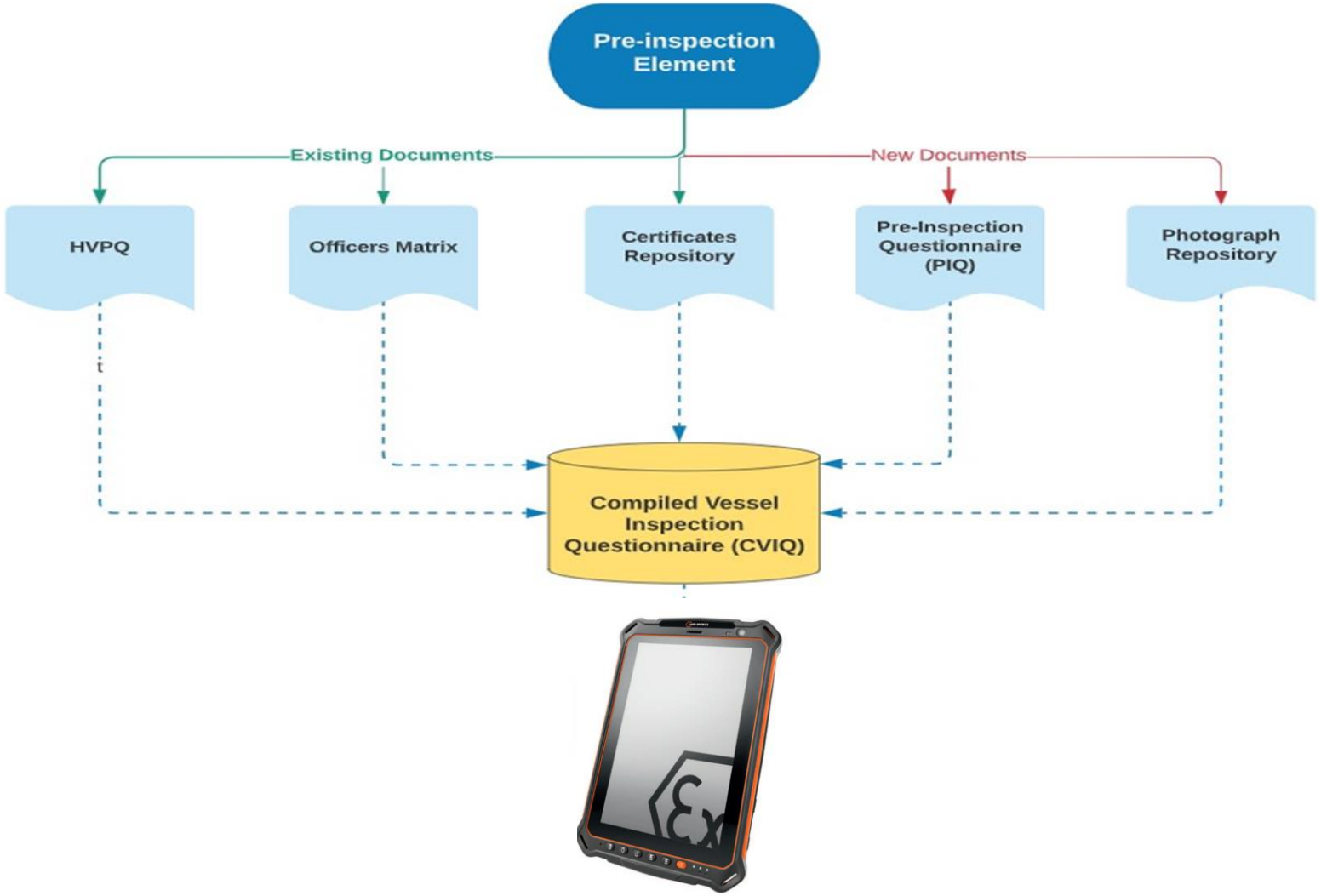
3.4.2 Analysis of contributing factors

Figure 3.12: Distribution of contributing factors in the accident event types for the period 2014-2020



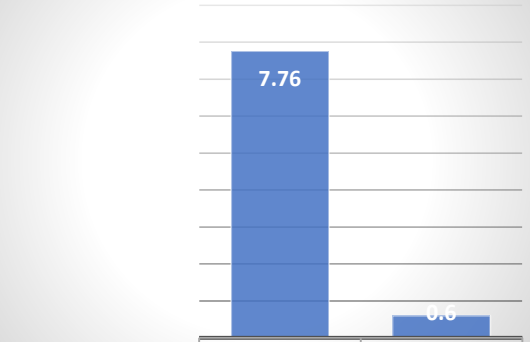
For cargo ships, the trend is the same than in the analysis of the whole fleet. 67.6% of the contributing factors are related to human action accident events and 17.9% to system /equipment failure accident events. Shipboard operation contributing factors are the most frequently associated to accident events with a total of 70.9%. Shore management contributing factors are the second most frequently associated to accident events with a total of 19.0%.

SIRE 2.0 – a step change



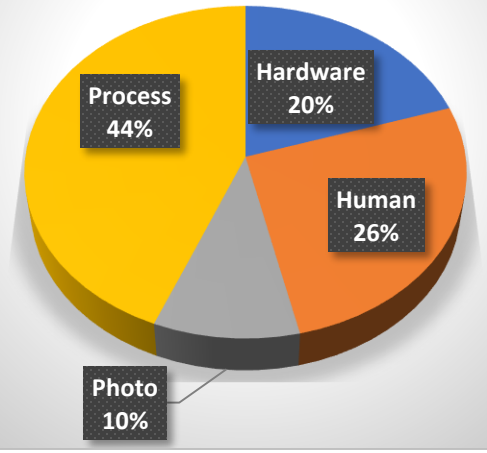
SIRE 2.0 – Distribution of Observations

Observations per Inspection

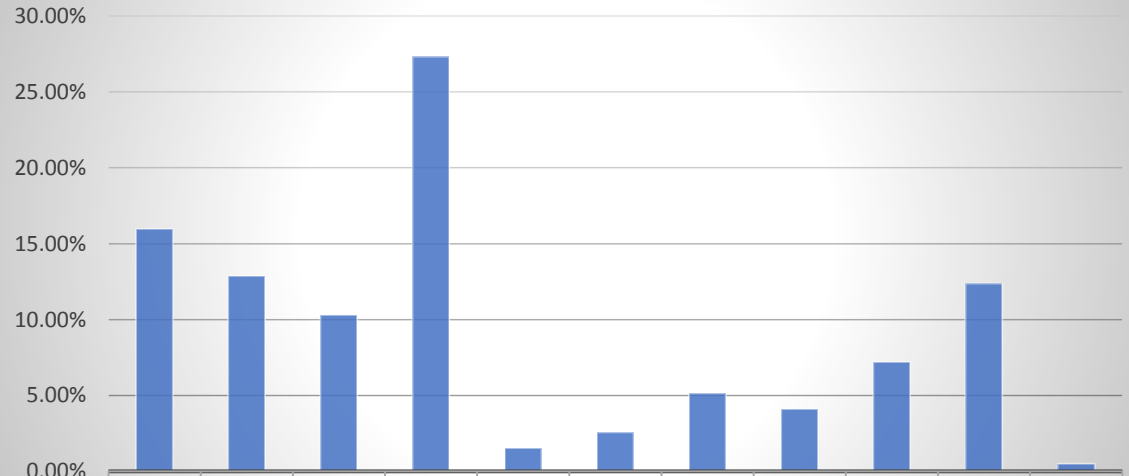


	Negative Observations	Positive Observations
Observation per Inspection	7.76	0.6

Categorization of Observations



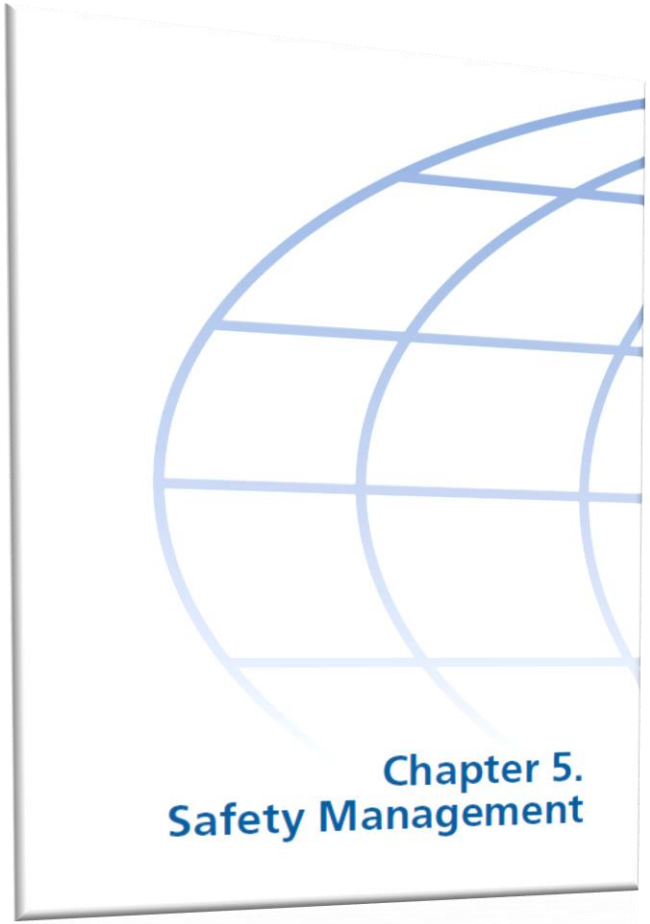
Categorization as per CVIQ Chapter

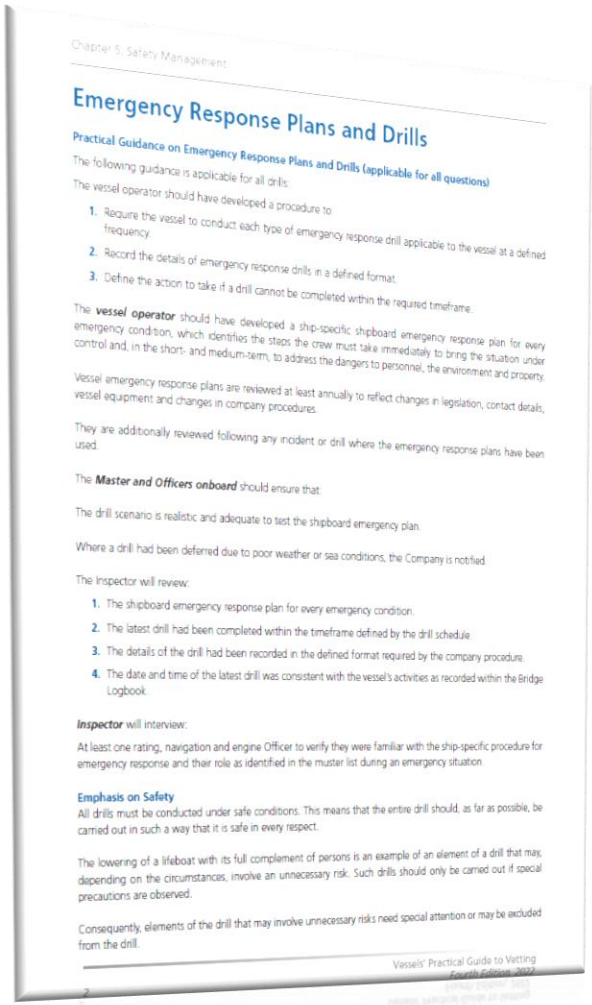


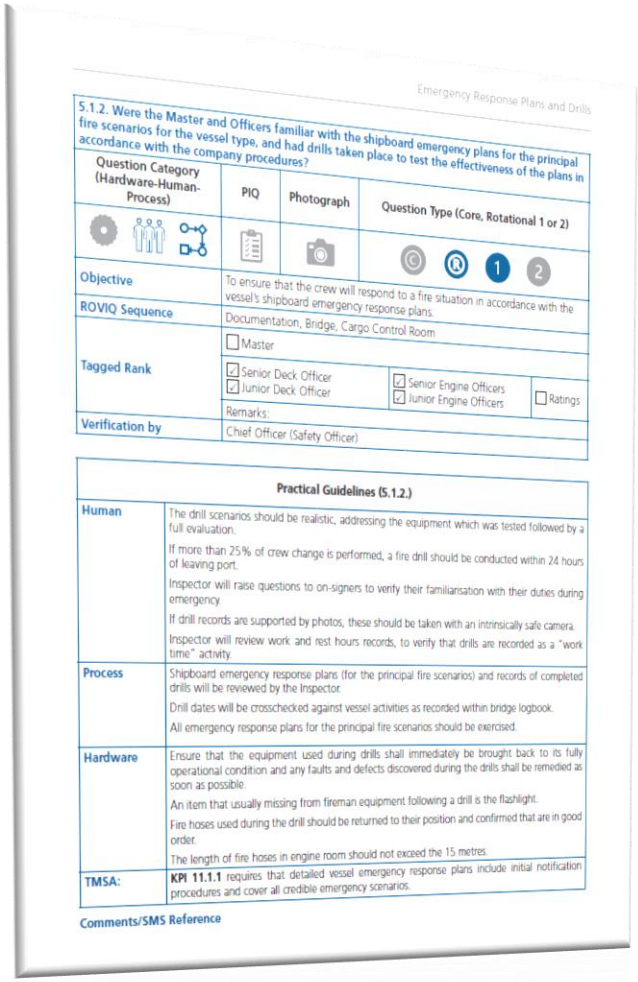
	2	3	4	5	6	7	8	9	10	11	12
Total	15.98%	12.89%	10.31%	27.32%	1.55%	2.58%	5.15%	4.12%	7.22%	12.37%	0.52%

- During 2023, the observations per inspection under VIQ 7 regime for the Members of INTERTANKO **was 2,16** observations per inspection. During Phase 3 of SIRE 2.0 regime the KPI increased **to 7.76 observations** per inspection.
- The photo categorization is related to observations related to wrong photo input or an observation related to a photo that the inspector was not able to verify the condition of the equipment. More observations are process related, followed by the human and hardware related observations with no significant difference.
- **Most observations** are raised to **Chapter 5, 2, 3**. It should be noted that a lot of observations raised on Ch. 2 are related to **PIQ or HVPQ erroneous entries** by the Operator and most observation in **Ch. 3** are related to missing **assessor's qualifications** in audit reports.

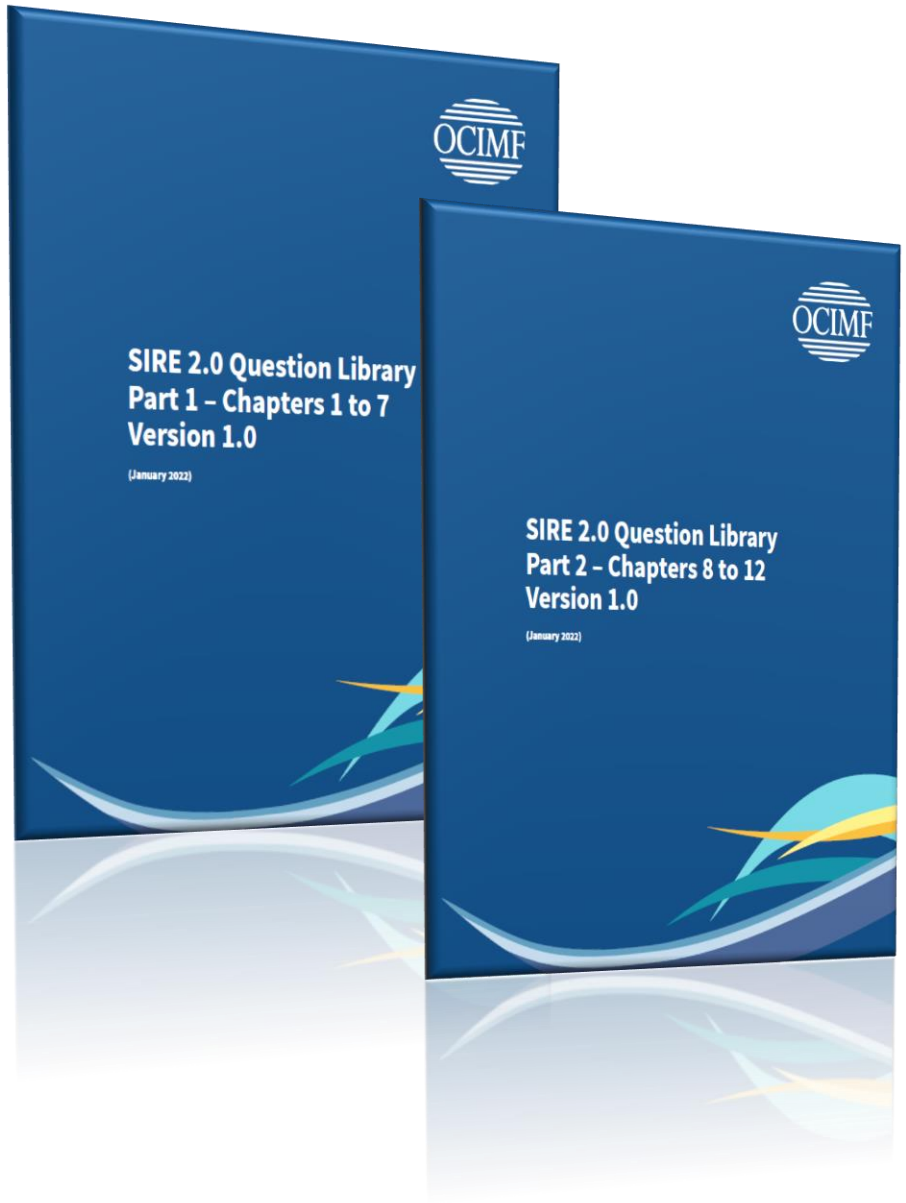
SIRE 2.0 Seafarers Practical Guide







SIRE 2.0 Question Library

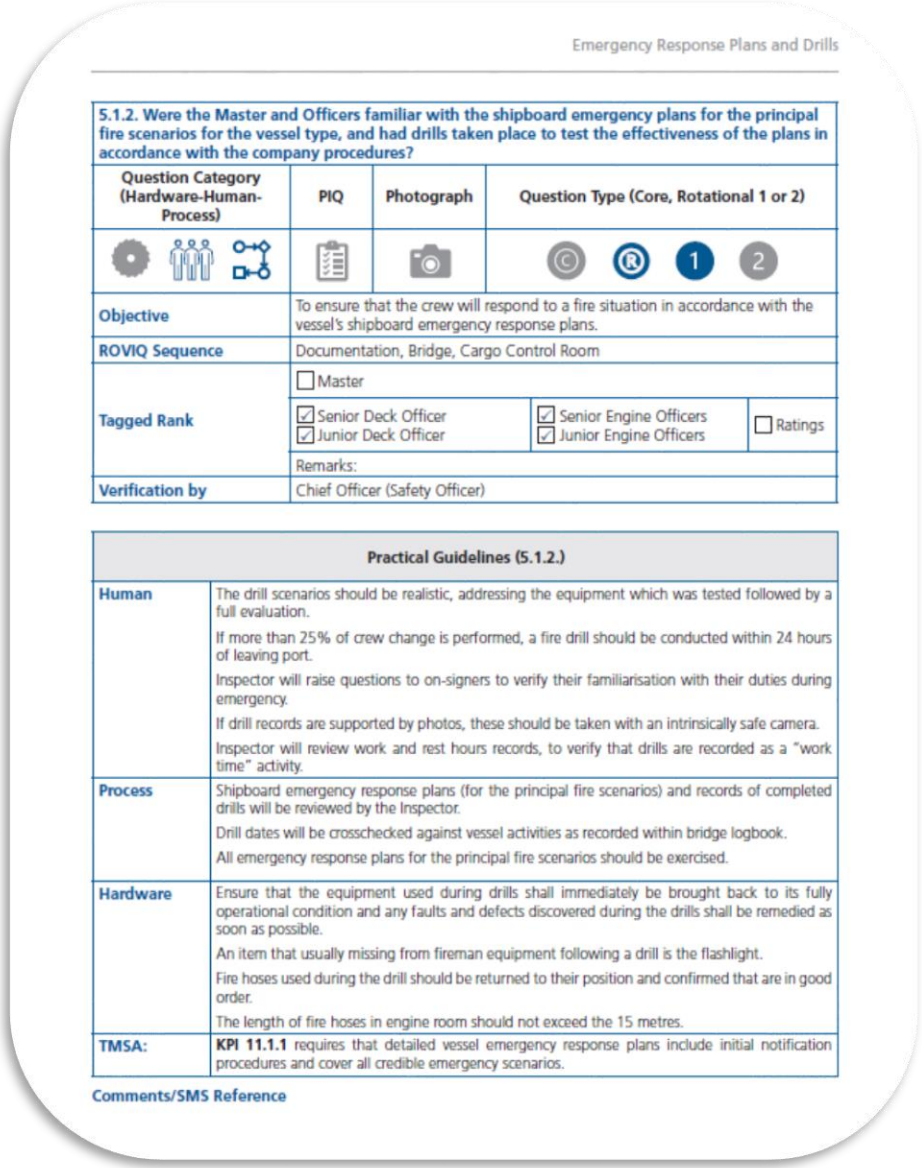


- SIRE 2.0 Question Library (Part 1 & Part 2) – 12 Chapters
- **1294** Pages (approx. **3.5** pages/question)

Question Structure:

- Short Question Text
- Vessel Types
- ROVIQ Sequence
- Publications
- Objective
- Industry Guidance
- TMSA Reference
- Inspection Guidance
- Suggested Inspector Actions
- Expected Evidence
- Potential Ground for a Negative Observation

SIRE 2.0: Seafarers Practical Guide



Emergency Response Plans and Drills

5.1.2. Were the Master and Officers familiar with the shipboard emergency plans for the principal fire scenarios for the vessel type, and had drills taken place to test the effectiveness of the plans in accordance with the company procedures?

Question Category (Hardware-Human-Process)	PIQ	Photograph	Question Type (Core, Rotational 1 or 2)
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Objective	To ensure that the crew will respond to a fire situation in accordance with the vessel's shipboard emergency response plans.		
ROVIQ Sequence	Documentation, Bridge, Cargo Control Room		
Tagged Rank	☐ Master		
	☑ Senior Deck Officer ☑ Junior Deck Officer	☑ Senior Engine Officers ☑ Junior Engine Officers	☐ Ratings
	Remarks:		
Verification by	Chief Officer (Safety Officer)		

Practical Guidelines (5.1.2.)	
Human	The drill scenarios should be realistic, addressing the equipment which was tested followed by a full evaluation. If more than 25% of crew change is performed, a fire drill should be conducted within 24 hours of leaving port. Inspector will raise questions to on-signers to verify their familiarisation with their duties during emergency. If drill records are supported by photos, these should be taken with an intrinsically safe camera. Inspector will review work and rest hours records, to verify that drills are recorded as a "work time" activity.
Process	Shipboard emergency response plans (for the principal fire scenarios) and records of completed drills will be reviewed by the Inspector. Drill dates will be crosschecked against vessel activities as recorded within bridge logbook. All emergency response plans for the principal fire scenarios should be exercised.
Hardware	Ensure that the equipment used during drills shall immediately be brought back to its fully operational condition and any faults and defects discovered during the drills shall be remedied as soon as possible. An item that usually missing from fireman equipment following a drill is the flashlight. Fire hoses used during the drill should be returned to their position and confirmed that are in good order. The length of fire hoses in engine room should not exceed the 15 metres.
TMSA:	**KPI 11.1.1** requires that detailed vessel emergency response plans include initial notification procedures and cover all credible emergency scenarios.

Comments/SMS Reference

Top level question is reproduced exactly as displayed in the SIRE 2.0 Question Library Parts 1 & 2.

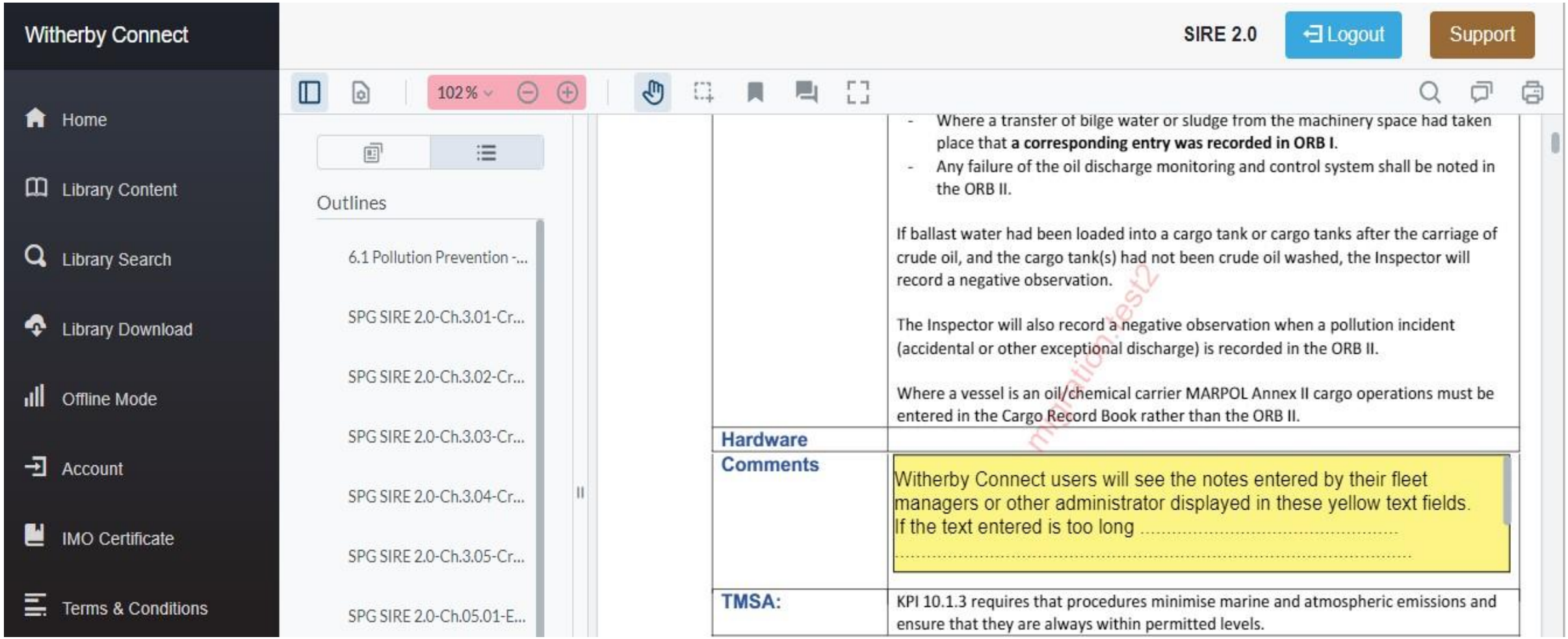
Key Features

Use of pictograms for :

- *Question Category (Hardware-Human-Process)*
- *Question Type (Core or Rotational 1 or 2)*
- *Pre-Inspection Questionnaire (PIQ) reference.*
- *Photograph Repository Reference.*

- **Tagged Rank** : indication of tagged rank
- **Verification by** :Editable text to be completed by the Operator
- **Practical Guidelines for:** Human, Process and Hardware
- **TMSA KPI** identification
- **Comments/SMS Reference:** Editable text box to be completed by the Operator

SIRE 2.0: Seafarers Practical Guide



Advises to Members

- New mindset required – focus on soft skills
- Review your TMSA submission with the clarity from the new question set and PIQ.
- Once the opportunity arises, do conduct transition SIRE 2.0 inspections (phase 3) on every type of vessel in your fleet (LNG, LPG, Shuttle, etc)
- Identify the PIQ questions that are static and dynamic to ease the submission / update of PIQ.
- Start preparing your photos and ensure that numbering and specifications meets the OCIMF guidance.
- Raise awareness amongst crew and train them / give them the necessary material; take advantage of INTERTANKO's Seafarers Practical Guide
- A SIRE 2.0 Inspection is your crew's moment to shine. Positive observations.
- Align Superintendent inspections with new requirements, methodology
- Educate charterers (and brokers), terminals, other stakeholders to be aware about SIRE 2.0 expectations
- Look at the overall picture, don't just count negative observations.
- Prepare for extra administrative burden in the office

Thank you.

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