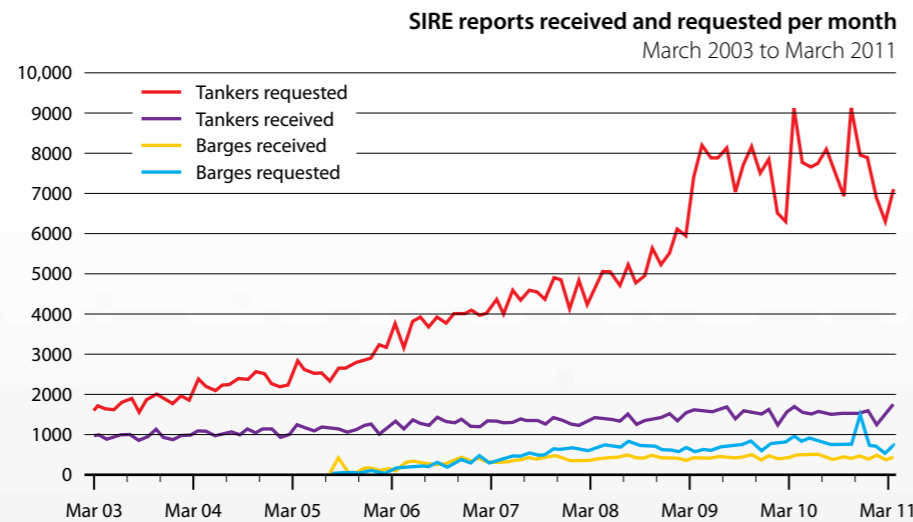




The SIRE system is operated to the ISO 9001 (2008) Standard and is fully compliant with all relevant international or European Union and United States legislation.



Ship Inspection Report (SIRE) programme

Prospective inspectors for each of the three categories of vessel are selected by OCIMF member organisations. They must attend an initial four-day accreditation course and pass a formal examination. To complete the accreditation process, prospective inspectors must then be successfully audited during an inspection.

The SIRE accreditation process is cyclical and each accreditation period runs for three years. Every accredited inspector must submit a minimum number of inspection reports each year, attend at least one refresher course, and successfully complete an audited inspection during each three-year accreditation cycle.

Training and refresher courses take place at various international locations throughout the year. For dates of scheduled courses, please contact OCIMF.

Compliance

A set of governing documents defines the processes, standards and behaviours expected of all participating individuals and organisations – inspectors, report submitting companies, tanker or barge charterers and report recipients. These documents cover a wide range of issues, from potential conflicts of interest, to the quality and integrity of reports. All SIRE inspectors are required to sign (electronically) an updated ethics agreement and declaration at the beginning of each year.

A Compliance Manager, appointed by OCIMF, ensures that participants in SIRE adhere to the principles set out in the governing documents, manages the complaints process and follows up any reported concerns or potential conflicts of interest.

Port state control

OCIMF cooperates with the International Maritime Organisation (IMO) the Paris Memorandum of Understanding (Paris MoU), the UK Marine and Coastguard Agency (UKMCA), the Australian Maritime

Safety Agency (AMSA) and other port state control administrations with a view to eliminating sub-standard ships. Port state inspectors are invited to participate in specialised tanker training and to attend relevant seminars and events. In addition, SIRE inspection reports are made available free of charge to Port Authorities.

Looking ahead

Since its creation in 1993, SIRE has developed and improved in line with the wishes of OCIMF members and in the light of key external developments. Improvements have been made to all aspects of the programme, from Inspection Questionnaires and training programmes, to the database itself. Looking ahead, we expect further developments as IMO standards evolve and as issues arise that demand updated documentation or more in-depth inspector knowledge.

For further information contact the SIRE Programme Manager on sire@OCIMF.com

What is SIRE?

The SIRE programme is a unique tanker and barge risk assessment tool used by charterers, terminal operators and government bodies to assist in the assurance of vessel safety. First launched in 1993 to provide a standardised inspection format, with objective reports capable of being shared, it has now gained industry-wide acceptance as a benchmark for vessel inspections and standards. Today, SIRE inspections take place from the Pacific Islands to Rotterdam, from San Francisco to Melbourne and are widely recognised as an invaluable tool for raising ship safety standards.

At the heart of the SIRE system is a large database of objective technical and operational information about a range of vessels used for carrying oil, gas and chemicals. The information helps inform vetting decisions on vessels ahead of charter as well as focusing attention on the importance of meeting and driving improvements in vessel quality and safety. Over the years the rapidly increasing use of SIRE information right across the world has corresponded closely to the increasing efforts made by the oil industry to better ascertain whether the vessels they utilise are well managed and maintained.

SIRE history

- 1993 SIRE introduced
- 1997 Uniform Inspection report introduced
- 2000 SIRE Inspector Training and Accreditation Programme introduced
- 2004 SIRE extended to barges and small vessels
- 2009 Compliance Manager role created



How does it work?

OCIMF member companies commission vessel inspections and appoint an accredited SIRE inspector to conduct an inspection. The inspector accesses the vessel particulars from the SIRE database along with the appropriate Vessel or Barge Inspection Questionnaires (VIQ/BIQ) before carrying out an on-board inspection of activities ranging from cargo handling processes to the vessel's pollution prevention measures. The resultant report contributes to the member company's risk assessment in advance of charter. The report is also uploaded to the SIRE database, where,

for a nominal fee, it can be accessed by registered companies who charter tankers or operate terminals. Free access to all SIRE reports is provided to government agencies engaged in port state control activities.

Benefits of SIRE

By establishing a standardised, objective inspection process that systematically examines tanker operations and that is shared by OCIMF members and other authorised recipients, SIRE has been instrumental in driving up expectations and behaviours relating to operational and safety

standards in the industry. In addition, since its launch, SIRE has contributed to:

- Improved operational standards and a reduced number of incidents.
- The establishment of uniform standards and training for ship inspectors.
- A reduction in the number of repeat inspections on the same vessel, thereby reducing the burden on the vessel's crew.

SIRE database and documentation

The central SIRE database houses in excess of 18,000 reports. User interface is possible 24/7 via a simple website replicated in London, Dallas (US) and Hong Kong. All reports are accessed electronically together with key documents such as the various VIQs/BIQs and crew matrices.

Inspector training, accreditation and auditing

Confidence in SIRE relies heavily on the quality and integrity of the inspection process. This, in turn, is supported by the Ship Inspector Training and Accreditation Programme which plays an important role in increasing and maintaining the skills of SIRE inspectors.

SIRE has now gained industry-wide acceptance as a benchmark for vessel inspections and standards.



SIRE statistics

- 7737 tankers have their statistics lodged in the system (as at March 2011)
- 37,785 tanker reports in the system (as at March 2011)
- On average 1389 tanker reports are received each month
- On average 7583 reports are requested every month
- 216, 859 reports have been submitted since inception
- 4548 barge reports in the system
- On average 740 barge reports are requested each month
- On average 433 barge reports are received each month
- ~ 650 accredited inspectors

At the heart of the SIRE system is a large database of objective technical and operational information about a range of vessels.

Vessels covered

For inspection purposes, the vessels covered by SIRE are grouped into three categories:

<ul style="list-style-type: none"> • Oil tankers • Chemicals tankers • LPG carriers • LNG carriers • Combination carriers 	Categories 1 and 2 depending on tonnage
<ul style="list-style-type: none"> • Offshore barges • Inland barges (manned and unmanned) • Integrated barges 	Category 3