Guidance to SIRE 2.0 Key Points

Ref: 006

3.2.5 Comprehensive cargo audit by a company representative (NEW) / TMSA 6.4.2

3.2.5. Was a report available onboard which confirmed that a comprehensive cargo audit by a suitably qualified and experienced company representative had been completed as declared through the pre-inspection questionnaire?

Short Question Text
Comprehensive cargo audit by a company representative

Vessel Types
Oil, Chemical, LPG, LNG

ROVIQ Sequence
Documentation, Cargo Control Room

Publications
OCIMF A Guide to Best Practice for Navigational Assessments and Audits

ROTATIONAL

Inspection questions focused on preventing/mitigating risks that could indirectly lead to a catastrophic risk event or directly lead to a lower risk event.

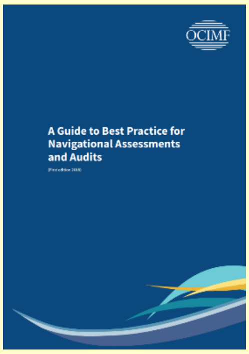
Hardware None

Process Binary

Human None

Objective

To verify the extent of company evaluation and oversight of cargo, ballast and bunkering operational standards onboard managed vessels



Please refer "A Guide to Best Practice for Navigational Assessments and Audits" for more information.

This can be downloaded from here,
https://www.ocimf.org/publications/information-papers/a-guide-to-best-practice-for-navigational-assessments-and-audits

Ballast Tank Oil Check

Potential Grounds for a Negative Observation

All: Process category Process

- The report for the comprehensive cargo audit declared through the pre-inspection questionnaire was not available onboard.
- The comprehensive cargo audit did not cover the cargo or bunker operations or was not completed during the date range as declared by the operator through the pre-inspection questionnaire.
- The details of the qualifications and pertinent seafaring experience of the assessor were not included within the report.
- The assessor did not hold or had not held a senior deck officer licence and/or had not sailed as a senior deck officer onboard tankers.
- The comprehensive cargo audit report was not substantially in alignment with the suggested best practice guidance of TMSA KPI 6.4.2
- There was no corrective action plan with defined due dates for all areas for improvement identified during the comprehensive cargo audit.
- There was no evidence that the areas for improvement identified during the comprehensive cargo audit had been closed out within the due dates indicated within the corrective action plan.