

Guidance to SIRE 2.0 Key Points

Ref: 029

3.2.(5,6,7) Comprehensive (cargo, engineering, mooring and anchoring) audit by a company representative
(Observed in Trial Inspection) / TMSA 6.4.2, 4.4.5, 6A.4.3

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

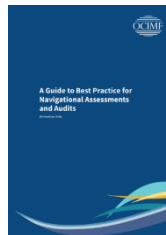
Oil, Chemical, LPG, LNG

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

PIQ
(Pre-Inspection Questionnaire)

If the answer is "No" in the TMSA, the PIQ should also be "No" respectively. As this question is "conditional", the inspector will check the on-board records if the answer to the PIQ is "Yes".



Following Negative Observation was issued in trial inspection (equinor).

Audit carried out as part of the ISM Internal audit and not as a separate comprehensive (cargo, engineering, mooring and anchoring) audit.

No procedure for mooring and anchoring audits.



Process

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.