

Guidance to SIRE 2.0 Key Points



Ref: 038

5.1.1 Records of mandatory and company defined emergency drills (Observed in Trial Inspection) / TMSA 11.1.1

5.1.1. Were the Master and officers familiar with the onboard emergency response plans, and were records available to demonstrate that all mandatory and company defined emergency drills had been completed and documented as required by company procedures?

Short Question Text

Records of mandatory and company defined emergency drills

Vessel Types

Oil, Chemical, LPG, LNG

ROVIQ Sequence

Documentation, Bridge, Cargo Control Room

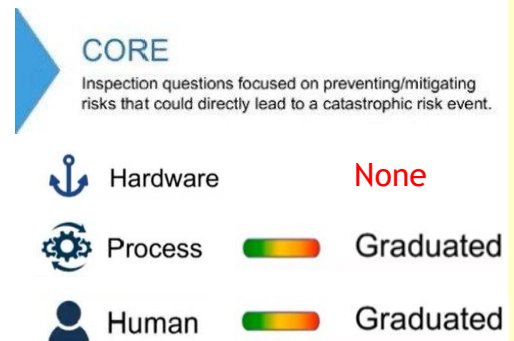
Publications

IMO: ISM Code

IMO Resolution A.1072(28) Revised guidelines for a structure of an integrated system of contingency planning for shipboard emergencies.

Objective

To ensure that vessel staff can manage onboard emergencies through a consistent and structured process.



Following Negative Observations were issued in trial inspection.

A procedure for the actions to take if a drill could not be completed within the required timeframe was not available in the SMS but sent out as annual safety and information notice (equinor).

There was no company procedure which defined the requirements when drills could not be completed within the allowable timeframe (Chevron).



Potential Grounds for a Negative Observation

- There was no company procedure which defined the requirements to conduct onboard emergency response drills, record the outcome and track drills to ensure completion within the defined time frame.
- There was no uniform system of shipboard emergency contingency plans available.
- There was no requirement to record the details of a drill which included:
 - The contingency plan(s) used for a drill.
 - The drill scenario.
 - Any safety considerations for conducting the drill.
 - A summary of the drill activities.
 - The equipment used or demonstrated during the drill.
 - Any lessons learnt from the drill.
 - Any training requirements identified during the drill.
 - Any areas for improvement to the contingency plan identified during the drill (and communicated to the company).
 - Any supplementary information that must be attached to the drill record, such as, risk assessments, permits etc.
- The accompanying officer was unfamiliar with the system of shipboard emergency contingency plans.
- The accompanying officer was unfamiliar with the company procedure for conducting drills, recording the details of drills and what to do if a drill could not be completed within the required due date.
- There was no schedule of emergency response drills required to be conducted on board to test the shipboard contingency plans.
- The schedule of drills was not aligned with the requirements of ISM, SOLAS, MARPOL, IGC, IGF or ISPS.
- Drills were overdue for completion.

