# SIRE 2.0: Transforming maritime inspections with technology and training



The implementation of SIRE 2.0 represents a significant advancement in maritime inspection processes, emphasising a blend of digital innovation and human-centric approaches. Mr Sharma, a key figure in this transition, has spearheaded the initiative, highlighting its detailed and dynamic nature. Speaking to Riviera Mamm, he elaborated on how inspectors are utilising tablets to capture real-time observations during inspections, which are then integrated with historical data to tailor each review more effectively.

As a result of these changes, inspections have extended to take between 10 to 12 hours due to the need for real-time data recording and stringent data requirements. "If they make any changes later, they have to explain why," noted Mr Sharma, indicating a higher level of accountability in the inspection process. Furthermore, inspectors’ movements are now monitored via GPS, which enhances the transparency of rounds but imposes additional challenges for senior officers accustomed to more predictable sequences. "Earlier, they knew that after this question, the inspector would ask me about something else. Now, they are waiting for the inspector to ask," he explained, underscoring the shift in inspection dynamics.

The adaptation to SIRE 2.0 has varied among officers, with younger personnel adjusting more swiftly than their senior counterparts, who are requiring further training and support to adapt successfully.

In addition to adopting new inspection methodologies, OSM Thome has also instigated rigorous safety measures and revamped training programmes which have resulted in improved key performance indicators (KPIs). Mr Sharma stated, “Our performance is good. With SIRE 2.0, the KPIs have hit new highs.” He attributes these advances to shared-learning initiatives across teams from different fleets that facilitate the exchange of observations and align operational approaches.

Moreover, psychological evaluations during training have emerged as a critical component in preparing crews for their responsibilities. In Mr Sharma's words, “We evaluate their body language and overconfidence during courses to ensure they are prepared for practical challenges.” Such evaluations aim to prepare crew members for real-world situations where understanding their limitations can be essential.

As the maritime sector navigates the challenges of decarbonisation, Mr Sharma views liquefied natural gas (LNG) as a pivotal transitional fuel. He has highlighted the necessity of addressing methane emissions—a potential concern in this field. The industry is now more vigilant about methane slip, with monitoring systems for small leakages and machinery issues becoming increasingly common. He remarked, “The term being strongly taken up in the industry is methane slip. Small leakages, disconnections or machinery issues are all being monitored closely now.”

Mr Sharma's insights into handling ammonia, both as cargo and fuel, are also notable. He shared a personal reflection on his initial experience with ammonia’s chemical properties. "I remember my first encounter vividly – my armpits started itching, and I was not aware of the chemical reaction at first," he recounted. The handling of ammonia demands specialised training, and Mr Sharma indicated that protocols are being developed in line with International Maritime Organization (IMO) standards to manage its unique hazards, stating, “Ammonia is very peculiar, and its carrying requirements are quite different from LPG.”

In summarising his experiences, Mr Sharma emphasised the significance of collaboration, simplification of processes, and comprehensive training. Aligning ship and shore teams is crucial for the effectiveness of operations, he remarked, "The backbone of safe operations is how the onboard operator handles equipment using set procedures in the company SMS."

Furthermore, he has indicated that teamwork between ship and shore personnel is imperative for fulfilling regulatory requirements and ensuring safety. OSM Thome's proactive approach, employing modern tools like Kaiko and SAIL, coupled with a focus on shared learning and training, demonstrates how the company is effectively adapting to the complexities introduced by SIRE 2.0. Mr Sharma's reflections illustrate a concerted effort to achieve operational excellence as the maritime industry evolves rapidly in the face of technological advancements.

Source: [Noah Wire Services](https://www.noahwire.com)

## Bibliography

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