



REMINDER

CDI 10th Edition Ship Inspection Report (SIR) Launch

CDI reminds all stakeholders that the 10th Edition Ship Inspection Report will be launched and go live on the 5th February 2024

Further to earlier CDI announcements in August and November 2023 - CDI reminds all stakeholders that the new and expanded 10th edition Ship Inspection Report (SIR) will go live on the 5th February 2024.

CDI also draws stakeholders' attention to the clarification in **Notes 1, 2 and 3** below and the availability of printed (blank) inspection reports.

At the request of CDI Chemical companies CDI-Marine has expanded its vessel type inspection scope to also include LNG, Product and Dry Bulk, in addition to the current Chemical and LPG inspections. This is to ensure that CDI's marine inspection scope covers the entire chemical global supply chain.

1. 10th Edition SIR vessel Inspection Scope is expanded.

The 10th Edition SIR is now produced in a single core questionnaire for all vessel types: with separate vessel specific questionnaires for each vessel type i.e. all chapters in the 10th Edition SIR are generic to all vessel types, **except** chapter 5 which includes 5 different designated chapter 5's for the 5 different specific vessel types. Consequently, the following vessel types will exist in CDI-Marine:

When submitting a 10th Edition SIR CDI ship inspection request to CDI it is important that you define the vessel type to be inspected and the inspection type required for that vessel i.e.

Select the "**Vessel Type**" from the drop down menu that you wish to have inspected i.e.:-

- Chemical Tanker
- LPG Tanker
- LNG Tanker
- Product Tanker
- Dry Bulk Carrier
- Combination

"ONLY IF" you select "Combination" vessel type, will an additional drop down appear enabling you to indicate the "**Inspection Type(s)**" required for that combination vessel i.e.

- Chemical Tanker
- LPG Tanker
- LNG Tanker
- Product Tanker
- Dry Bulk Carrier

NOTE 1: Ships can be inspected as either a Chemical Tanker, Product Tanker, Dry Bulk Carrier, LNG or LPG Carrier, and will hold a separate report for each requested vessel type/Inspection type on the active database.

(26th January 2024)

NOTE 2: For CDI's purposes a vessel type "*Combination*" could for example be a "Product/Chemical tanker" or a "Gas/Chemical tanker" etc.

NOTE 3: Only a combination vessel can request more than one inspection type to be conducted at the same time, but doing so will generate a separate report for each requested inspection type.

- i. For combination chemical/product tankers requesting a chemical and a separate product tanker report: the chemical and product inspection report will be a 12-month active report if loading or discharging a chemical or oil cargo.
- ii. For combination chemical/gas tankers requesting a chemical and a separate gas inspection report: the gas inspection report will only be a 12-month active report if loading or discharging gas, the chemical inspection report will only be a 12-month active report if loading or discharging chemical.

2. New environmental benchmarking facility (EEXI, EEDI, CII)

Existing benchmarking functionality will remain within CDI-Marine. However, a new environmental benchmarking facility regarding EEXI, EEDI and CII will also be available for both ship operators and charterers.

Allowing ship operators and chemical company members to analyse the environmental ratings of the ship and ship operators fleet against all other (anonymous) ships available in the CDI-Marine database.

This new benchmarking facility will have access to all the real-time data in the CDI-Marine system. The reports used in the benchmarking will be based on the same questionnaire revisions, but the benchmarking facility will be able to work with different questionnaire versions (in separate benchmarking calculations).

3. The Revised 10th Edition SIR launch schedule remains as follows

3.1 How to access blank 10th edition SIR's

PDF versions: can download PDF versions of (version 10.5) of the 10th edition core questionnaire and vessel type Chapter 5 supplements from the CDI download page at <https://www.cdim.org>

Printed A5 hard copies: Printed copies of the 10th edition SIR Core questionnaire and Chapter 5 supplements are now available to purchase directly from CDI. Please contact info@cdim.org

3.2 Transition of the 9th SIR edition to 10th edition SIR

3.2.1 Prior to the 5th February 2024

- CDI inspectors will be emailed instructions regarding the new 10th edition online inspector software
- All inspection requests which have an appointed inspector prior to the 5th February 2024 must be conducted under the 9th edition, even if the inspection takes place after the 5th February 2024.

3.2.2 From the 5th February 2024

- All inspection requests which have an appointed inspector from the 5th February 2024 will only be processed as a 10th edition SIR.

Reminder regarding the Self-Inspection process.

- All CDI ships will continue to be eligible to complete the Self Inspection question sets in the 10th edition SIR, via a revised Online Self Inspection Document (Online SID).
- All SI (Self-inspection Questions) will continue to be indicated in the 10th edition SIR by **SI**.
- All the Inspection Questions will continue to be indicated in the 10th edition SIR by **I**.
- **All the Self-Inspection Questions will continue to be available in a free online web application known as the Online Self Inspection Document (Online SID). This will be available to access on the CDI web site free of charge from the 5th February 2024.**
- The ship operator will continue to be able to electronically complete the SID at any time and provide this to the CDI inspector in advance of the inspection, who will then import the fully completed online SID into his inspection report.
- The CDI Inspector will continue to randomly sample 15% of the SI questions during his inspection.
- Where an Inspector finds that the 15% random sample of SI questions have not been answered correctly, the Inspection will revert to a full inspection of the ship.
- Therefore, Ships operators should not only complete a SID prior to the CDI inspection but ensure the SID is completed accurately as doing so will be hugely beneficial to the ship operator and the inspection process
- It will be the responsibility of the Ship Operator to ensure that the Self-Inspection Document (SID) is provided to the Inspector prior to the inspection. Failure to provide a SID to the inspector will always result in a full inspection.