

The TMSA submission must be updated at least annually and demonstrate continuous improvement. Resubmitting a copy of the previous year's submission will in most cases not be accepted unless the level and quality of completion is already at the highest stage applicable for the manager's situation and no other material changes are evident.

OCIMF Harmonised Vessel Particulars Questionnaire (HVPQ)

An accurate and up to date HVPQ must be available for review on the OCIMF SIRE website.

OCIMF Vessel Incident Repository (VIR)

INEOS recognises the benefits of the OCIMF VIR initiative and encourage vessel operators to make good use of this facility to disseminate details of incidents. It will in many cases reduce communication times and assist in the vessel assessment process.

Vessel Age Policy

Chemical / Oil / Oil Products Tankers

- I. Vessels of 5,000 dwt and over must be less than 24 years of age
- II. Vessels under 5,000 dwt must be less than 25 years of age.

LPG – Must be less than 25 years of age

LNG Carriers – Must be less than 40 years of age

Dual Ship Types such as LNG/Ethylene/LPG are considered and must meet the most onerous of the age requirements.

Combination Carriers (OBO / OO) – Must be less than 15 years of age

Note: The age of a vessel will be calculated from the date the vessel was first delivered into service. In the event a vessel is subject to conversion or rebuild, the age considered for analysis will be based on the original date of delivery.

Double Hull Requirements

Double hulled vessels are mandatory.

Inert Gas Systems (IGS)

All ships that have an Inert Gas system fitted, shall use that system at all times and maintain the vessel fully inerted, unless the IGS affects the stability, safe carriage or quality of a cargo as permitted by regulation. This requirement does not apply to vessels fitted with a nitrogen generator designed only for cargo tank padding.

Condition Assessment Programme (CAP)

Vessels 15 years old, or more, and over 20,000 SDWT are required to hold a CAP 1 or 2 rating. Only certification issued by members of the International Association of Classification Societies (IACS) will be accepted. The maximum period of validity of a CAP rating is 3 years taken from the date of the last CAP survey. A Critical Area Inspection Plan (CAIP) may be accepted in lieu of a CAP rating on a case by case basis.

Maximum Summer Deadweight

For vessels with multiple load line certificates the vetting assessment will at all times be based on the maximum of the assigned deadweight's. If after the date of delivery into service a vessel is remeasured and this results in a reduced maximum deadweight, then the original maximum assigned deadweight will continue to apply.

New Build Vessels

If an operational SIRE inspection has yet to be conducted, a vessel may be considered for use where INEOS has positive experience of the technical managers and a New Build Questionnaire (NBQ) has been completed and accepted. The NBQ will only be considered for voyages that will be completed within three months from delivery and only until such time as an operational Sire inspection report becomes available during this period.

Change of Technical Managers

If an operational SIRE inspection has yet to be conducted under the new technical managers a vessel may be considered for use where INEOS has positive experience of the technical managers and a Management Change Questionnaire (MCQ) has been completed and accepted. The MCQ will only be considered for voyages that will be completed within three months from the change of management and only until such time as an operational Sire inspection report becomes available during this period.

INEOS SIRE Inspections

We have accredited SIRE inspectors available within the United Kingdom and South East Asia. All vessel variants are covered. Inspection requests can be made by email to marineassuranceteam@ineos.com

During the ship inspection process the inspector may accept electronic copies of documents provided the SIRE inspector guidance or other legislative requirements do not prohibit this and there is no reason to doubt the authenticity of the documentation provided.

Barges

Assessment Criteria – An EBIS or BIRE/SIRE inspection report which is less than 12 months old must be available for review.

Age Policy – No current limitations

Double Hull – Only double hulled barges will be considered

TMSA – As per seagoing vessel

New Buildings – In addition to an EBIS or BIRE/SIRE inspection; all new build barges must have satisfactorily performed at least one load/discharge cycle and operators confirm this to IMAS.

Change of Managers – A new EBIS or BIRE/SIRE inspection to be conducted under the new management before the vessel can be assessed further.

Offshore Vessels

Use of OCIMF OVID Inspection reports

OVID reports must be less than twelve months old and be to satisfactory standard.

Offshore Vessel Management and Self-Assessment (OVMSA)

INEOS recognises the benefits of the Offshore Vessel Management and Self-Assessment (OVMSA) programme and require a OVMSA submission to be available to INEOS via the OCIMF OVID website. A minimum of stage 1 compliance is required for each element. Managers should ensure that a sufficient level of detail is recorded to enable the assessor to review the document. A "Yes" response with no comments or a simple reference to a procedure will in most cases not be sufficient to allow an assessment to be completed.

The OVMSA submission must be updated at least annually and demonstrate continuous improvement. Resubmitting a copy of the previous year's submission will in most cases not be accepted unless the level and quality of completion is already at the highest stage applicable for the manager's situation and no other material changes are evident.

OCIMF Offshore Vessel Particulars Questionnaire (OVPQ)

An accurate and up to date OVPQ must be available for review on the OCIMF OVID website.

Age Policy

Offshore Vessels – Must be less than 25 years of age.

Note: The age of a vessel will be calculated from the date the vessel was first delivered into service. In the event a vessel is subject to conversion or rebuild, the age considered for analysis will be based on the original date of delivery.

New Build Vessels

If an OVID inspection has yet to be conducted, a vessel may be considered for use where INEOS has positive experience of the technical managers and a New Build Questionnaire (NBQ) has been completed and accepted. The NBQ will only be considered for voyages that will be completed within three months from delivery and only until such time as an OVID inspection report becomes available during this period.

Change of Technical Managers

If an OVID inspection has yet to be conducted under the new technical managers a vessel may be considered for use where INEOS has positive experience of the technical managers and a Management Change Questionnaire (MCQ) has been completed and accepted. The MCQ will only be considered for voyages that will be completed within three months from the change of management and only until such time as an OVID inspection report becomes available during this period.

INEOS OVID Inspections

We automatically receive e mail notifications for "OVID Inspection Requests" directly from the OVID system and will consider these requests on a case by case basis.

IMAS Communications

All e-mail communication must be directed to our Team e-mail address marineassuranceteam@ineos.com

Contact details

Capt. Tony Pollock
Marine Assurance Manager
Tel: +44 (0)1324 476339

Mr Ross Greig
Marine Assurance Superintendent
Tel: +44 (0)1324 476322

Capt. Andrew Davidson
Marine Assurance Superintendent
Tel: +44 (0)1324 476129

Mr. Brian Mackay
Senior Marine Assurance Superintendent
Tel: +44 (0)1324 476549

Mr John van den Hoogen
European Barge Assurance Superintendent
Tel: +31 76 57 90 340

INEOS Marine Assurance Service
PO Box 21, Bo'ness Road
Grangemouth, FK3 9XH
United Kingdom

Koch Shipping Pte Ltd

The Vice President – Shipping for Koch Supply & Trading, approves tank vessels in response to internal Koch Shipping business requests. Vessels are screened every time they are requested internally within Koch Shipping Pte Ltd. KSPL does not issue approvals in advance. That is, each time a vessel is considered by us for charter or third party use it must be vetted.

Vessels that require vetting include all cargoes where a KS&T company:

- Is the charterer of the vessel
- Owns title to the cargo on board a marine vessel
- Is the seller/receiver of a physical cargo to/from a marine vessel at a KS&T company-owned facility or a facility where a KS&T company leases the entire facility

Koch's direct documented procedures in accordance with the specifics detailed below include, but not limited to as appropriate;

- a) Statistical evidence regarding classification society, Flag State/Port State detention history, age, casualty profile, hull configuration, etc.
- b) Physical inspection by Classification Society, Flag State, Port State, OCIMF SIRE reports, CDI reports, and potentially KSI-contracted inspection.
- c) Performance history of owner, manager, and/or vessel (e.g., fleet performance, casualty and detention history, breakdown, casualty, pollution).
- d) Compliance with applicable international, state, regional, laws, treaties, conventions, protocols, and regulations and industry best practices.

KSI will take further action as appropriate, where special circumstances exist that might warrant:

- Consulting with owner/operator for clarification of alleged deficiencies.
- Conducting further review of potential risk mitigation methods to resolve deficiencies. (e.g. knowledge from previous charter, experience, cargo loss or contamination, financial stability, age of the vessel).
- Consulting management to resolve any conflicts on risk exposure.
- Documenting resolution and decisions on deficiencies.

All nominated Tanker vessels must have a current SIRE inspection report available for review as a condition of recommendation. The currency of a SIRE report depends on a number of factors including vessel age and performance.

1. Koch Shipping may inspect vessels for our own account. Most vetting reviews are completed by using an existing SIRE or CDI report.
2. All vessels require a review of an inspection report (SIRE or other) from a discharge operation.
3. Every vessel up for review must have a current, within 12 months, SIRE or CDI inspection report.
4. Vessels over 15 years age must have a SIRE or CDI report that is less than 6 months old available for review.
5. All significant "observations" in an inspection report require an owner's response, which provides "closure" to be accepted. Vessels will be evaluated on the basis of the severity of observations, number of observation and calibre of owner's responses.

Briefly, good inspection observation responses achieve "closure" by including:

- The inspection item number and observation repeated,
 - A clear analysis of the **root cause** of the observation,
 - Indication that appropriate **corrective action** has been taken to eliminate the observed deficiency, and
 - Description of changes to the vessel's procedures or equipment intended to prevent the deficiency for occurring again ("**prevention**")
6. Maximum age of vessel acceptance – 25 years.
 7. Vessel's above 20,000 DWT require CAP2 (hull only) from 15 years' age.
 8. Officer experience target is a minimum of 12 years total time in rank, aggregate, for all deck and engineering officers on board. Included in the total as follows; senior deck officers must have an aggregate of 3 years and senior engineering officers must have an aggregate of 3 years.
 9. We accept new-buildings whose owners and managers have a high approval rating in our database. Others require time in service and review of a SIRE report before they can be accepted.
 10. Vessels nominated for Time Charter require an extensive background check, and may include an office management audit review under TMSA.
 11. Written confirmations of approval are issued only for the requested business and if on long term charter are subject to periodic review.
 12. Confirmation of vetting outcome is to the internal requestor only; we do not confirm to owners or charterers directly.
 13. Details of vetting results are discussed only with owners (or technical managers); we do not discuss issues with brokers, charterers or other 3rd parties. Owners or technical managers are welcome to call the VP – Shipping to discuss the reasons why their vessel was not approved.

KOCH SIRE INSPECTIONS

Koch Shipping has a global team of approved inspectors to carry out SIRE inspections 24/7 and 365 days. We carry out Vessel inspections, barge inspections, TMSA audits, terminal inspections and STS audits to assess suitability for business. OVID inspections are done for offshore assets.

Email us your request at inspections@kochind.com and/or also email the contacts below. Your request will be answered the same day.

Please provide the following information in your email request. (Vessel Name, IMO#, Company Name, Requestor of Inspection or Contact Name, E-Mail Address, Port & Agent details, Agents Name, Agents contact details, Estimated Arrival Date, Length of Time at Berth, Cargo Operation).

Contact details

Captain Andrew C. Smiley
 Vice President – Shipping
 Email: andrew.smiley@kochind.com
 Direct Tel: + 1 713 544 5031
 Mobile: + 1 316 734 4185

Monica Ceballos
 Marine Vetting Coordinator
 Email: monica.ceballos@kochind.com
 Direct Tel: + 1 713 544 5352
 Mobile: + 1 713 516 8872

Kuwait Petroleum Corporation

Kuwait Oil Company (KOC) Vetting is responsible for managing risks associated with the use of third party vessels by Kuwait Petroleum Corporation and KPC Affiliates.

KOC Vetting considers for use only those third party vessels that:

- Meet or exceed the KOC Marine Environmental & Safety Expectations (MESE) for Industry Vessels in KPC service.
- Demonstrate an acceptable level of vessel safety management and environmental awareness. Ship operators must have provided KOC with a copy of their Tanker Management Self-Assessment (TMSA) report.

SHIP VETTING PROCESS

Vessel Inspections

Where KOC Vetting is advised a third party vessel may be required for KPC/KPC Affiliate service, the vessel's condition will be assessed by:

- An evaluation of an existing report drawn from the SIRE database, validity of which will be 12 months for vessels less than 20 years of age.
- If required, an inspection of the vessel, using the OCIMF SIRE Vessel Inspection Questionnaire (VIQ), carried out by contract OCIMF accredited inspectors on behalf of KOC.

The information in the inspection report is evaluated and compared with the KOC MESE. Copies of the MESE are available on request. The current edition is dated 2017.

For an inspection report to be evaluated it is a requirement that a current Vessel Particulars Questionnaire (VPQ) is on file in the OCIMF SIRE database.

KOC Vetting expects vessel operators to enter into the SIRE database a comprehensive response to the items raised in the inspection report confirming close out of all deficiencies. Vessel inspection reports are reviewed in order to gain information that confirms the vessel meets requirements. The objective is to identify deficiencies that must be corrected in order for the vessel to be eligible for KPC/KPC Affiliate service.

Depending on the nature of the deficiencies identified during the inspection the vessel may not be considered for KPC/KPC Affiliate service even if the deficiencies are subsequently addressed. The presence of such deficiencies may also be taken as an indication of the failure of the vessel operator's safety management system and this may lead to reconsideration of the acceptability of other vessels managed by that vessel operator.

Structural Review

Vessels over 20,000 tonnes dwt and over 15 years old are required to hold a valid Condition Assessment Programme (CAP) rating of **level 2** or higher for Hull structure only. The CAP report should include a fatigue analysis. A leading Classification Society must undertake the Condition Assessment Programme.

Operator/Owner Rating

Vessel operators are "rated" in one of a number of categories based on, among other factors, the operational and safety performance of the fleet, the maintenance program of the fleet and an evaluation of the management systems including data extracted from their TMSA report.

The information on the management systems may be supplemented or verified during an audit carried out by KOC Vetting personnel at the operator's office. Only those vessel operators rated in the higher categories will be considered for COA or Time Charter business.

Tanker Management Self-Assessment (TMSA)

An understanding and evaluation of the vessel operators' quality management system is a fundamental part of the vetting process. The TMSA initiative was developed by OCIMF to enable vetting companies and vessel operators to evaluate management systems on a common basis.

The TMSA report is evaluated as part of the vessel screening process. The receipt of a satisfactory TMSA submission at an interval of not more than 12 months is mandatory for those vessel operators offering in for any KPC/KPC Affiliate business.

Operator/Owner Meetings

KOC Vetting has meetings with/audits vessel operators. The objectives of these meetings/audits are to:

- Review the TMSA and discuss the management system.
- Gain information in order to confirm information on the operator's fleet, manning, operational procedures, incident performance, emergency response plans, and repair/maintenance procedures.
- Provide information on the vetting process.
- Update the operator rating.
- Emphasise our objective of achieving a Flawless (incident free) marine operation and share key data on safety and operational performance issues.
- Review incident investigations.

Vessel Performance Reports

During a port call at a KPC Affiliate terminal, a Port Operations representative may complete a Vessel Performance Report (VPR) Report. The objective is to comment on the performance of the vessel during port operations and identify defects in equipment, especially mooring or cargo related equipment, as well as to note any incidents that occur during the port call.

Inspection at Terminals by KOC Vetting

KOC Vetting will routinely conduct inspections of vessels at various KPC Affiliate terminals. Inspections shall be based on the Vetting Inspection Check list. The officer conducting such an inspection shall file a report on any deficiencies noted, and the same shall be taken up with the Technical Operator for close out if necessary.

Incidents involving Third Party Vessels

KOC Vetting records incidents involving third party vessels. The information is gained from the vessel operator, industry sources or the media. A vessel involved in an incident will not be approved for KPC/KPC Affiliate service until an acceptable report detailing the cause, corrective and preventative action is received.

Vessels on Spot/Time Charter & CIF Voyages

Vessels on the above voyages are evaluated based on the latest SIRE report available to KOC from OCIMF.

Vessels exceeding 20 years of age

For vessels exceeding 20 years of age, it is mandatory that a SIRE report not more than 6 months old be available to KOC from OCIMF.

New Build Vessels

Evaluation of new build vessels is done on a case-by-case basis and is subject to the availability of a SIRE report and/or the Technical Operator completing a KOC Vetting New Build Questionnaire.

Crew Matrix

The latest officer matrix from OCIMF will be reviewed and must meet the criteria below:

Rank	Years in rank combined	Minimum years in rank	Years on same type of vessel
Master	3	0.5	3
Chief Officer		0.5	2
Chief Engineer	3	0.5	N.A.
2 nd Engineer		0.5	N.A.

The submission of the officer matrix must not be more than 2 months prior to the screening of the vessel.

Berth Compatibility

Vessel acceptability is subject to vessel size limitations set out in the KPC Standard Vessel Acceptance Criteria. Deadweight restrictions are based on the Maximum Assigned Summer Deadweight of the vessel.

Ballast Water Management

Vessels must maintain a Ballast Water Management Plan in accordance with the vessel's Flag State requirements and carry out ballast water operations in accordance with such plan.

Sulfur Emission Control Area Compliance

Vessels bound for SECA regulatory areas must be equipped for compliance with SECA requirements.

Mooring Rope Requirements

Vessel acceptability at Mina Al Ahmadi ports is subject to availability of mooring ropes (wires or HMPE) ropes as per the KPC Standard Vessel Acceptance Criteria.

Following are the generic and brands of HMPE ropes accepted at MAA.

Name on Certificate	Generic/Trade name	Acceptable to MAA
HMPE (High Modulus Poly Ethylene) Or UHMWPE (Ultra-High Molecular Weight Poly Ethylene)	Generic	Yes
Aramid	Generic	Yes
Twaron	Trade Name	Yes
Kevlar	Trade Name	Yes
Technora	Trade Name	Yes
Heracron	Trade Name	Yes
Aptek	Trade Name	Yes
LCP (Liquid Crystal Polymer)	Generic	Yes
Vectran	Trade Name	Yes
Dyneema	Trade Name	Yes
Spectra	Trade Name	Yes

Vessels not meeting the above requirements will be acceptable subject to the engagement of a standby tug for the Operators account.

Vessel Screenings

Vessels are screened on each occasion they are proposed for KPC/KPC Affiliate business. A screening results in the acceptance or rejection of a vessel for the nominated voyage or transaction and takes into account, amongst other information, the following:

- TMSA report data
- Vessel owner and operator rating
- Vessel inspection data
- Terminal reports and any incident history
- Port State Detention information
- KPC Vessel Acceptance Criteria

KOC Vetting Communications

Requests for vessel inspection and operator meetings/audits as well as TMSA, screening and incident communications should be made to KOC Vetting using the email address vetting@kockw.com

LUKOIL

1. General

LUKOIL is one of the largest oil and gas vertical integrated companies in the world accounting for over 2% of crude production and circa 1% of proved hydrocarbon reserves globally. LUKOIL activity includes oil and gas exploration, production, refining, marketing and power generation.

2. Vetting Requirements

All tankers proposed for chartering by LUKOIL Group companies or calling at LUKOIL Group terminals should undergo screening and risk assessment for verification of their capability to ensure safe carriage and handling of cargo.

Risk Assessment of seagoing tankers, proposed for LUKOIL Group business, is based on the following criteria:

Tankers 0-10 years of age:

- Risk Assessment may be performed on the basis of latest inspection reports submitted into the SIRE database within the last 6 months;
- When Risk Assessment is based on reports submitted by other SIRE Programme participants, its validity period is up to 6 months starting from the date of the last SIRE inspection;
- When Risk Assessment is based on LUKOIL SIRE inspection reports, its validity period may be up to 12 months, depending on the results of inspection.

Tankers 10-20 years of age:

The vessels are risk assessed on the basis of LUKOIL SIRE inspection.

- Depending on the results of inspection the validity period of Risk Assessment may be up to 12 months.

Tankers 20-25 years of age (exceptional):

- The vessels are risk assessed on the basis of LUKOIL SIRE inspection.
- The validity period of Risk Assessment may be up to 6 months.
- Non-double hull tankers older than 20 years are not acceptable for LUKOIL Group business.

Tankers over 25 years of age:

- Not acceptable for LUKOIL Group business.

Combination carriers older than 15 years are not acceptable for LUKOIL Group business.

The maximum age limit for vessels, carrying liquefied petroleum or natural gas, is 30 years.

At least one LUKOIL SIRE inspection within 5 years is required for all vessels.

Only vessels under IACS members' Class can be taken into consideration.

Requirements for CAP

- Minimum CAP rating 2 is required for vessels over 15 years of age and DWT over 20 000 tons.
- CAP rating 1 is required for vessels over 20 years of age and DWT over 20 000 tons.

Floating Storage Units

Floating storage units (FSU), chartered in the interests of the LUKOIL Group are regarded as LUKOIL Group terminals therefore all vessels calling (performing cargo operations) at these terminals must undergo Risk Assessment. FSU Risk Assessment should be conducted prior to entering into the charter party.

Only double hull FSU can be chartered for LUKOIL Group business.

Requirements for vessels planned for Time Charter

Tankers planned for time chartering must be assessed prior to entering into the charter party. The maximum validity period of Risk Assessment in this case will not exceed 6 months.

Requirements for new-built vessels

New-built tankers can be assessed for LUKOIL Group business on the basis of LUKOIL SIRE inspection.

3. Officer Matrix Requirements

The following minimum requirements are taken into account while performing a vessel Risk Assessment:

Deck department:

- The aggregate period (sea-service) in rank for Master and Chief Officer should be not less than three (3) years;
- The aggregate period (calendar years) with the Operator for Master and Chief Officer should not be less than two (2) years;
- The overall experience (sea-service) on tankers should be not less than five (5) years for Master and three (3) years for Chief Officer.

Engine department:

- The aggregate period (sea-service) in rank for Chief Engineer and Second Engineer should be not less than three (3) years;
- The aggregate period (calendar years) with the Operator for Chief Engineer and Second Engineer should be not less than two (2) years;

For a vessel assessment, an established form of the crew matrix must be submitted by the Owner/Operator to the SIRE database and updated accordingly.

4. TMSA

All tankers' Owners/Operators should submit TMSA report prior to Risk Assessment or screening of their vessels. TMSA reports should be updated at least every 2 years.

Tankers would not be considered for LUKOIL Group business if TMSA reports have not been timely submitted into SIRE/TMSA database by their Owners/Operators.

LUKOIL reserves the right to visit the office of Owner/Operator of the time-chartered fleet to conduct TMSA audit for verification of the latest TMSA report submitted by Owner/Operator.

5. Contacts

All messages, related to LUKOIL Vetting Policy and Procedure and incident reporting should be sent to **vetting@lukoil.com**

6. Vetting Inspections

Tanker Vetting Service Ltd (<http://www.tankervet.com>) provides vetting inspection services on behalf of LUKOIL.

Requests for LUKOIL inspections are submitted via <http://www.tankervet.com>

All messages, related to the arrangement of vetting inspections, carried out on behalf of LUKOIL, should be sent to **tv@interbravo.com**

MISC Maritime Services Sdn Bhd (MMSSB)

SCOPE

1. MISC Maritime Services Sdn Bhd formally known as PETRONAS Maritime Services Sdn Bhd is a member MISC Group. The new name and logo was changed effective on 7 July 2017.
2. Its role remains as a service provider serves PETRONAS by promoting safe, efficient and cost-effective maritime activities through the provision of high-quality marine and consultancy services to maintain the safe operation and competitive edge of PETRONAS.
3. The Ship Vetting requirements shall apply to vessels for the carriage of bulk crude oil, refined products, petrochemicals and liquefied gases intended to be:
 - a. Chartered by PETRONAS Group of Companies, OR
 - b. Calling at PETRONAS operated ports and terminals, OR
 - c. Carrying cargo in which PETRONAS has an interest.
4. In conducting the inspection, MMSSB adopts the uniform Oil Companies International Marine Forum (OCIMF) Vessel Inspection Questionnaire guidelines.

INSPECTORS

1. All IN HOUSE inspectors are based in Malaysia except our 3rd party inspection company based in Singapore and Dubai. All inspectors were OCIMF SIRE accredited.

VESSEL UTILISATION

1. Vessels are required to be screened each and every time she is nominated for PETRONAS group wide business. PMSB do not pre-approve vessels and vessels are screened each and every time they are offered to PETRONAS.
2. MMSSB also supports the OCIMF SIRE programme and encourages the use of SIRE reports through its screening process to determine if a vessel can be utilised for PETRONAS business, subject to the following criteria:
 - a. The vessel is less than 20 years of age
 - b. Vessels more than 15 years old and above 20,000 DWT shall be required to produce a Condition Assessment Programme (CAP) certificate to qualify for this review.
 - c. The SIRE report shall be less than 6 months old.
 - d. Request to screen a vessel based on SIRE reports shall be raised solely by PETRONAS charterer only.

3. Notwithstanding the above MMSSB may on a case to case basis impose a physical inspection to verify, confirm or re-assess the use of a vessel. Case to case refers to a situation where the outcome of the review has raised significant risk that may impact PETRONAS assets or operations.

INSPECTION

1. A process of physical examination and verification of a vessel's operational safety condition by MMSSB inspector(s) based on the OCIMF Vessel Inspection Questionnaire (VIQ).
2. All SIRE inspection reports shall be uploaded into the OCIMF SIRE database.
3. All inspection requests shall be made by completing an online PETRONAS Inspection Request Form (PVIR) via MMSSB's website: <https://vis.petronas.com.my>



4. The inspection shall be carried out at the request of the vessel operator. Requests are to be submitted to PMSSB at least four (4) working days for Malaysia / Singapore ports and seven (7) working days for other countries prior to the inspection.
5. Acceptance of an inspection request shall be at the discretion of MMSSB with due regards to operational requirement.
6. Inspection shall be conducted within port limit, at convenient location and safe environment. Any deviation from these conditions must take into consideration the rest hours of ships personnel and consent from the Manager, Ship Vetting Department.
7. Inspection shall be conducted whilst vessel is performing cargo operation either loading or discharging.
8. Ideally, no inspection shall be considered when vessel is in dry-dock, anchorage, in idle condition, bunkering or at PETRONAS operated ports and terminals or facilities.

AGE CRITERIA

1. Vessel more than twenty-five (25) years old from date of delivery shall not be utilised for PETRONAS use. Date of delivery shall be based on date of delivery from original builder.
2. LNG vessels more than twenty-five (25) years old from date of delivery may be considered for PETRONAS business subject to satisfactory submission and review of a longevity assessment to access residual life such as an Enhanced Structural Inspection or similar Structural Inspection to extend a ship's service period.

CAP REQUIREMENT

1. Oil, Chemical and LPG vessels more than fifteen (15) years old above 20,000 deadweight tonnage (DWT) and all LNG vessels more than twenty (20) years old from date of delivery shall have at least a Condition Assessment Programme (CAP) rating two (2) for hull/structure, machineries and cargo systems.
2. Vessel more than twenty (20) years, and above 20,000 DWT shall also be required to submit a Fatigue Analysis Report.
3. A CAP report shall be valid up to thirty-six (36) months from the date of completion of the survey by CAP provider.

CREW MATRIX

The following is PETRONAS minimum crew matrix requirement:

Rank	Master and Chief Officer	Chief Engineer and 2nd Engineer
Service with current operator	2*	2*
Services in rank	3	3
Service on type of tanker inspected	6	6

Note:

- (*Asterisk) Refers to combined calendar years.
- (NON * asterisk) refer to combined sea time.

Contact details

MISC Maritime Services Sdn Bhd (MMSSB)
(Formally known PETRONAS Maritime Services Sdn Bhd (PMSSB))
Level 16, Menara Dayabumi
Jalan Sultan Hishamuddin
50050 Kuala Lumpur
Malaysia
Tel: +603 22753476 – Vetting Manager, Hamzah Arbain
Tel: +603 2275 3418/ 3366 (Main Line)
Email: hamzah.arbain@pmssb.my

Motor Oil (Hellas) Corinth Refineries S.A.

1. An overview of the vetting and clearance process

MOH's objective is to ensure that its dangerous cargoes in bulk are transported safely, environmental friendly and efficiently with respect to its employees and the community in general and only by vessels which, are operated and maintained to the highest industry standards and which are in compliance with:

- International Conventions & Regulations
- Flag State laws and regulations
- Classification Society Rules & Regulations
- Port State and Local Authority Regulations and Requirements
- Provisions and recommendations of the maritime industry such as those contained in the latest editions of the IMO, OCIMF, SIGTTO & ICS
- MTM – MOH Minimum Safety Criteria

It is Motor Oil (Hellas) S.A. policy to employ and allow to call to its terminals only vessels which, after evaluation are found to be operated and maintained to the highest maritime industry standards and in any case to meet "MTM – MOH MINIMUM SAFETY CRITERIA" as well as to be in compliance with the International Rules and Regulations.

The vessels evaluations are based:

- On all available information collected from different sources, including but not limited to MTM Vetting Database, PSC databases, Terminals' databases, etc
- On the recent, (less than 4 months old if the vessel is older than 15 years in age and less than 6 months old if the vessel is less than 15 years old in age), reports available in the OCIMF-SIRE database
- On the particular vessel performance reports received from Oil Terminals
- On the involvement of the particular vessel in Marine Incidents

2. Best practice guidelines and where to find them

MOH's detailed vessel's acceptance policy as well as the minimum safety criteria can be provided to Owners upon request to vetting@medtrustmarine.gr

3. Officer Matrix Requirements

Manning and competency of all the officers and ratings must be in compliance with STCW and IMO resolution on safe manning as amended.

4. How CDI and/or SIRE reports are utilised

We use only OCIMF SIRE reports.

5. TMSA Requirements

We promote the use of the TMSA as best practice for tanker Operators in the hydrocarbon shipping market and we use this tool as part of vessel and owner assessment process, provided that the report submitted by the Operator is not older than 12 months.

We require Operators to submit a completed TMSA report at intervals not exceeding the 12 months, or earlier if same is deemed necessary and we expect that they have achieved at least stage 2 on all elements of the TMSA.

6. Age Limitations

We do not have limitations on the age of the vessels.

7. CAP Requirements

Presently there are not CAP rating requirements. Vessels must be classified with an IACS Classification Society.

8. Electronic copies of ISM Audits, Reports and Ships' Trading Certificates

We do not have any objection for the vessel to have onboard electronic copies of SMS, reports and her trading certificates, provided that the same are easily accessible by the inspector and in a format that do not allow any interference by any party and at any time after the original issuance.

Contact Details

Ms. Katerina KRITHARAKI
Ships Vetting & Clearing – Marine Risk Assurance
Med Trust Marine Ltd

Tel: +30 210 8094392
Mobile: +30 6932 764922
Email: vetting@medtrustmarine.gr



Neste Oil

1. Overview

Neste Marine Risk Management is responsible for acceptance of all marine transportations within Neste Group. Decision of marine vessel suitability for Neste use is based on the evaluation of the vessel and its management company performance. Quality of operations is expected especially in the areas of safety and environmental management.

Vessels are screened on voyage basis i.e. every time they are requested internally within Neste Group.

Neste utilises SIS3 (www.sis3ng.com) database and shares ship related information with Statoil, Preem, Borealis, Phillips66, ConocoPhillips, Circle K, Petrobras and Gassco. It is reminded that acceptance and rejections are always based on each SIS3 partners own conditions.

For the purpose to initiate screening process, Vessel Management Company must submit Ship Questionnaire (SQ) in SIS3 truly, fully, accurately and appropriately completed. Incomplete questionnaires will not be processed. SQ must be updated at least on monthly basis.

Vessels under evaluation must have a continuous, regular history of inspection reports available at the SIRE. New SIRE inspection must be made available every 6 months. Sire reports are valid for 6 months when done during discharging operation.

Chemical and gas vessels must have valid inspection report in SIRE databases.

2.1 TMSA 3

Neste Marine Risk Management encourages vessel management companies to take full advantage of using TMSA 2 and TMSA 3 from 01.01.2018.

Neste Marine Risk Management utilises TMSA 3 self-assessments in vessel evaluation process.

Every Vessel Management Company liable to Neste Marine Risk Management approval must have TMSA 3 in place, submitted to OCIMF TMSA database and made available for Neste Marine Risk Management approval. The minimum acceptable level of TMSA 3 self-assessment is stage 2 in every element.

Verification audits are done by the following triggers:

- Before entering in to T/C contract, minimum stage 2 in every element required.
- Before or during direct or indirect COA, minimum stage 2 in every element required.
- As a result of gap between ship inspection observations and TMSA 2 self-assessments.
- Identification of high quality operator, supported by statistical analysis.

2.2 Hull Type and Age Limitations

For MARPOL Annex 1 & 2 cargoes, only vessels with double hull are accepted.

The following age restrictions are in effect as 01.01.2016:

- For all tankers maximum acceptable age is less than 20 years.

Vessels over 15 years require a valid condition assessment according to the Condition Assessment Programme. The CAP rating must be a minimum 2 for hull, engines and cargo handling Equipment.

- For gas vessels maximum acceptable age is 23 years.

Vessels over 15 years require a valid condition assessment according to the Condition Assessment Programme. The CAP rating must be a minimum 2 for hull, engines and cargo handling equipment.

CAP certificates by IACS member Classification Societies are accepted. CAP certificate must include fatigue analysis.

3. Additional Requirements for Vessels

In addition to legal requirements and industry standards Neste Marine Risk Management highlights the requirements described in this chapter in its vessel selection process.

The vessel must follow the Flag State requirements as well as international agreements, laws and regulations for the specific vessel class. The vessel must also meet the possible additional requirements of nations which the vessel may go to.

3.1 Officer Matrix Requirements

Minimum required officer staffing and combined experience for vessel key positions must be at least the following:

Minimum officer staffing is master and 3 Officer of the watch. Master and C/O (Class 1 or 2 Certificate): at least 3 years combined on-board service in rank in similar type of vessel, or at least 6 years combined on-board service as Chief officer in similar type of vessel.

- C/E and 2/E (Class 1 or 2 Certificate): at least 3 years combined on-board service in rank in similar type of vessel, or at least 6 years combined on-board service as 2nd engineer in similar type of vessel.
- All officers and crew members must be in all respect fit for duty and certified according STWC. No exemptions.
- Maximum working period on board for senior officer's is 6 month
- Minimum acceptable, manning level on board 10 person. All must hold STWC certificate of competence.
- Vessel using paper charts and ECDIS must have Master, Chief Officer and 3 watch keeping officers.

3.2 P&I Insurance

Vessel must always have P&I insurance in force. It is strongly recommended that insurance is taken from a P&I Club which is a member of the International Group of P&I Clubs.

The vessel must have P&I coverage of USD 1 billion at minimum for an oil spill. Vessels with coverage less than USD 1 billion will be rejected.

3.3 Crew Conditions of Employment

Vessels sailing under flag of convenience and calling ports or terminals in Northwest Europe must have a valid ITF Blue Certificate. The vessel's operator must provide proof of valid agreement upon request. The Green Certificate under IBF agreement may be considered as equal to Blue Certificate.

3.4 Flag State

Vessel's Flag State must be listed in Paris/Tokyo MOU White or Grey list. Vessels with Flag State on black list must meet special predefined requirements.

3.5 New Buildings and Change of Management

New buildings and new vessels in Management Company's fleet must meet special predefined requirements. Evaluation of such vessels is based on Takeover Questionnaire, which is available on website <https://www.sis3.com> (Neste SIRE)

3.6 Feedback, Incident and Accident Background

Negative feedback, incidents (including LWI cases) and accidents within latest 12 months must be investigated properly and corrective actions must be implemented or there must be an effective plan for implementation. Vessels without proper investigation report or with unsolved matters will be rejected until sufficient evidence of the foregoing is received and assessed. Port State Control findings Vessel must have good performance in Port State Control Inspections.

3.7 Certificate of Class and Class Status

The vessel must be classified by a classification society which is a member of the IACS. The vessel must have no overdue or unexplained remarks from its classification society.

The vessel's owner or operator must provide with the vessel's latest Class Status Report with history data upon request.

3.8 Crew Management

The vessel's crew must comply at least with the vessels Minimum Safe Manning Document. Please note that with minimum manning level it is not necessary guaranteed that the crew will receive adequate rest time if the vessel is, for example, in short-sea trading or in ice conditions.

In the interests of safety of all operations, the vessels trade and trading area and any special circumstances thereof must be carefully considered and taken into account by the Vessel Management Company when considering the vessels manning and work shift system.

3.9 Drug and Alcohol Policy

Vessel must have monthly unannounced Alcohol on board test initiated by the company. All persons on board must be tested at the same time.

3.10 Navigation

Navigation and bridge procedures must be vessel specific as applicable, documented and controlled by the Vessel Management Company. Company procedures and instructions must be followed.

The vessel must have procedures and instructions for the planning and conduct of safe passage. Also the necessary familiarisation and training needed for personnel involved in these operations must be included.

The vessel must be sufficiently equipped so that safe marine transportation is possible according to international and local agreements, laws and regulations.

All navigation equipment, regardless being mandatory or not, must be fully operational and updated.

All charts and publications for intended voyage must be updated.

The Vessel Management Company must have written guidelines for the manning of the bridge in areas with high traffic densities such as the Belts and the Sound and the Gulf of Finland.

Proper use of administration approved ECDIS is MUST. In addition, SMS must include procedures for the use of Integrated Navigation System, meeting the standards set out in MSC/Circ.1061.

3.10.1 UKC policy

The vessel Management Company must have written under keel clearance policy and related procedures. It must at least cover the following:

- Static under keel clearance.
- Dynamic under keel clearance with applicable water level factors, ship related factors and bottom factors taken into account.
- Net under keel clearance. The minimum distance between hull and bottom below which the vessel must not go under any circumstances.

Under keel clearance must be documented in the passage plan and charted where necessary.

3.11 Cargo and Ballast Operations

Cargo and ballast handling procedures must be vessel specific as applicable, documented and controlled by the Vessel Management Company. Company procedures and instructions must be followed.

The vessel must have procedures and instructions for the safe handling of cargo, ballast, waste oil and water as well as bunker and lubricant supply. Also the necessary familiarisation and training needed for personnel involved in these operations must be included.

3.12 Use of Inert Gas

If vessel is equipped with inert gas system, regardless it being mandatory or not, it must always be kept in good working condition and to be used at all times.

3.13 Cargo Tank Overfill Protection

Cargos tanks must be loaded so that the level in tanks is not to exceeding overfill alarm set level during cargo carriage and discharging.

3.14 Structural Condition

There must be a Classification Society's report on the assessment/repair of structural damages to the vessel caused, e.g. by storms or collision with vessels or fixed structures.

3.15 Engine Department

It is strongly recommended that engine room and maintenance procedures are vessel specific as applicable, documented and controlled by the Vessel Management Company. Company procedures and instructions must be followed.

The vessel must have procedures and instructions for the safe operation of engines and equipment. Also the necessary familiarisation and training needed for personnel involved in these operations must be included.

3.16 General Appearance and Condition

The vessel's general appearance must be tidy and equipment in working condition. To achieve this, the vessel must comply with the maintenance policy specified and controlled by the Vessel Management Company. The vessel must also maintain a high hygiene level in crew, galley and storage facilities. All vessel areas must be clean, painted and in good structural condition.

3.17 Navigation in Winter and Ice Conditions

In the winter special attention must be paid to the vessel's ability to cope with the conditions in question. If the vessel has no previous experience of winter and ice navigation, the operation poses major risks. Adequate ice class (Finnish Maritime Administration traffic regulations) enables the vessel to be prepared for dangerous ice conditions. Yet only a competent and experienced crew with proper gear can perform under challenging sub-zero temperatures.

3.17.1 Classification and Certification

In the event the vessel is repeatedly used in the northern Baltic Sea or Gulf of Finland in ice conditions the vessel must have required ice class notation and a respective certificate of ice class acceptable to Finnish Maritime Administration.

3.17.2 Training

Vessels navigating officers must have completed basic ice navigation training. Training may be in form of simulator or CBT training and at least cover operating in low temperatures, ice navigation and icebreaker escort.

Senior officers must have Simulator training or they must have objective evidence of previous sailing experience at operating lced and sub-zero condition during past 5 years.

3.17.3 Equipment

Wheelhouse windows must be fitted with de-icing system.

Vessel must be equipped with at least 2 search lights. Power of halogen searchlight must be at least 2000 watts each. Power for xenon searchlight must be at least 1000 watts each.

Vessel must have systems in place to keep sea chests free of ice. Vessels propeller must be kept sufficiently submerged in expected ice conditions. Vessel must have adequate accommodation heating system. The Crew must be equipped with appropriate level of equipment and gear for winter conditions.

3.17.4 Fatigue Caused by Ice Navigation

The Vessel Management Company must pay close attention to the length of the key officers' shift lengths and hours of rest during the winter months. Necessary actions to ensure safety and compliance must be taken.

3.17.5 Procedures and Precautions for Winter and Ice Navigation

The vessel Management Company must provide formal and documented ice navigation and cold weather risk assessment guidance.

Procedures and guidance for ice navigation and icebreaker escort must be available on the vessel. Checklists must be established to facilitate the use of procedures.

The vessel Management Company must ensure that vessel is receiving adequate and up to date ice navigation information, including ice charts, satellite images, ice breaker info etc.

The vessel must have procedures and instructions for keeping following equipment and systems operational and free of ice in sub-zero conditions:

- Firefighting systems
- Lifesaving appliances
- Mooring equipment and other deck machinery and instrumentation
 - Cargo and ballast systems, including: valves, venting arrangements,
 - Deck seals, p/v breakers, mast risers, pumps, educator's, stripping systems, COW and tank cleaning systems, tank heating systems,
 - Cargo and ballast lines, steam lines, pump room, oil discharge monitoring equipment, emergency showers and eyewash stations.

- Cooling system intakes (sea chests)
- Stern tube arrangements
- Engine room and accommodation ventilation
- Domestic and distilled water tanks and lines
- Emergency generators and batteries
- Compressed air systems
- Rudder and steering gear
- Lubrications and oils

The vessel must have procedures for prevent and mitigate:

- Ice accumulation caused by sea spray
- Equipment to de-ice vessel structures
- Safe moving and working on ice-encrusted vessel

The Crew must be equipped with appropriate level of equipment and gear for winter conditions. All working clothes on deck must be certified to be suitable for intended use.

3.17.6 Procedure Required For Operation at Port In Cold Climate And Sub-Zero Condition

The vessel Management Company must provide documented procedures for operation in port in sub-zero condition.

4. Requirements for Barges

This chapter 6 defines minimum criteria that must be complied with in order to accept a barge for Neste use. Requirements of this chapter do not apply to other types of vessels than barges SIS3 Ship questionnaire. SIS3 SQ duly filled via www.sis3.com

4.1 Hull Type

All barges regardless of cargo type must have double hull.

4.2 Age Restrictions

Max age of all kind of barges is less than 30 years.

4.3 Barge Questionnaire, SQ and Vetting Request

For the purpose to obtain acceptance from Neste, Owner or Vessel Management Company must submit Barge Questionnaire in SIS3 truly, fully, accurately and appropriately completed. Excluding US barges when FOB terms.

Incomplete questionnaires will not be processed and barge might be rejected.

Questionnaire must be updated at least every 12 months unless otherwise requested.

4.4 P&I Insurance for Oil Pollution and/or COFR

Vessel must always have effective P&I-insurance. It's strongly recommended that P&I club is a member of the International Group of P&I Clubs and the Barges shall have P&I coverage of USD 500 million at minimum for an oil spill or COFR in the USA.

Barges of whose P&I club is not member of International Clubs will be handled on case by case basis. P&I club will be analysed together with Risk Management and Insurance department.

List of member clubs: <http://www.igpandi.org/>

4.5 Feedback, Incident and Accident Background

Negative feedback, incidents and accidents within latest 12 months must be investigated properly and corrective actions must be implemented or there must be an effective plan for implementation. Vessels without proper investigation report or unsolved matters will be rejected until sufficient evidence of the foregoing is received and assessed.

SIS 3 will be checked for feedback, incident and accident background.

<https://www.sis3.com>

4.6 EBIS and/ or Sire Report Validity

Barge and /or inland vessel must have continuous history of BIRE or EBIS inspections. New Bire inspection report must be available in 12 months interval for barges up to 20 years old. Vessels with latest Sire/EBIS report older than 12 months will be rejected. Validity of EBIS inspection is 12 month.

Barges more than 20 years old must have BIRE inspection done not more than 12 months old and EBIS inspection not more than last 12 month.

Risk assessment according MRM Principle NOQD-139/EN must be carried out for each observation separately in the report.

4.7 Additional Requirements for US Barges

Each U.S. Barge, Tug or Towboat being considered for a potential Marine Movement must meet the following criteria:

4.7.1 Hull Type

Any double hull barge 15 years or older must have a UT report available that is not more than 10 years old.

5. Additional Requirements for Vessel Management Companies

Recognising the responsibility of Vessel Management Companies, Neste Marine Risk Management emphasises functional requirements of Vessel Management Company's Safety Management System (SMS) in its vessel selection process.

Vessel Management Companies failing to show commitment to the Safety Management System in managing its vessels are subjected to rejection until proven otherwise by the particular company.

Rejection of Vessel Management Company means rejection of vessel offered to Neste or all vessels under the same management, depending on the severity of the breach.

5.1 Safety and Environmental Protection Policy and Objectives

The Vessel Management Company must have a clear, consistent and truthful policy which describes how safety and environmental-protection objectives are achieved.

Objectives must ensure that the safety at sea, prevention of human injury or loss of life and avoidance of damage to the environment and to property are taken into consideration.

Safety and environmental policy and related procedures must be implemented, monitored and continuously improved at every level in the Vessel Management Company organisation, on shore and aboard.

5.2 Continuous Improvement

The Vessel Management Company must verify, review and evaluate SMS by conducting vessel inspections, incident investigations, internal audits, management reviews and use the information obtained through them to identify trends and put effective measures in place through SMS.

5.3 Safety Management System, SMS

To meet the objectives, the Vessel Management Company must maintain effective Safety Management System which must be in compliance with mandatory rules and regulations and ensure that applicable codes, guidelines and standards recommended by IMO, administrations, Classification Societies and maritime industry organisations are taken in to account.

5.4 Identification and Management of Risks

The Safety Management System must include a formal risk assessment procedure in order to identify and manage risks and changes on board the vessel and ashore.

The SMS must include procedures and instructions for safe operation of ship and its equipment. Such procedures and instructions must establish controls against all identified risks.

5.5 Qualification of Personnel

The Vessel Management Company must ensure that the master of the vessel is properly qualified for command, fully familiar with company SMS and its implementation and reviewing.

The Vessel Management Company must ensure that its vessels are manned with qualified, certified and medically fit seafarers and that they have understanding of company SMS as relating to their duties on board.

5.6 Familiarisation and Training of Personnel

The Vessel Management Company must ensure that personnel are properly familiarised to their duties and relating SMS procedures and instructions.

The Vessel Management Company must identify and provide training for personnel to support safety management objectives.

The Vessel Management Company must ensure that SMS documentation is in a working language or languages of personnel and that the personnel are able to communicate effectively on their duties.

5.7 Emergency Preparedness

The Vessel Management Company must have written instructions and action plans for emergencies. The performance of emergency actions must be practiced regularly on the vessel and ashore by keeping drills and exercises.

The Vessel Management Company must have a system capable to respond any hazard, accident or emergency at any time involving its ships.

5.8 Reporting of Non-Conformities and Hazardous Occurrences

The Safety Management System must include effective and clear procedure for reporting non-conformities and hazardous occurrences of any kind. Such procedure must include investigation, analysis and corrective action elements.

5.9 Maintenance of the Vessels

The Vessel Management Company must have procedures and instructions in its SMS for effective and proactive operational maintenance.

Such procedures must include regular inspections, reporting and recording as well as identification and management of safety and environmentally critical systems.

The Vessel Management Company must have procedures and instructions for engine room and engine maintenance practices.

5.10 The Safety Management System Documentation

The Vessel Management Company must ensure that SMS documentation is ship specific as applicable, valid, available, reviewed and approved by the company and that no obsolete documents are in use.

There must be clear instructions for the use of personal protective gear. Each crew member must use protective gear according to this guideline when working in a hazardous area or exposed to hazards.

The vessel's Fleet Management Company must have an accident reporting system that supports the maintenance of accident statistics in line with the OCIMF Marine Injury Reporting Guidelines.

Neste strongly supports, that these investigation reports will be uploaded to the OCIMF-Sire incident database by the vessel operator.

6. Escort Towing

Vessels calling Neste terminals which are subject to compulsory escort towing as set out in Neste instructions and rules with regard to escort towing.

Vessel's which do not comply with Neste requirements with regard to bollards for escort towing will be rejected.

Neste Marine Risk Management duty officer may and will order additionally Escort Towing for vessel calling Neste Terminal if deemed necessary for Risk Mitigation.

7. Safety Vetting

Neste may under its sole discretion decide to carry out Safety Vetting's of vessels at Neste's terminals.

8. SIRE Inspections

Neste utilises a global network of Neste approved inspectors to carry out SIRE inspections.

Neste Ship Inspection Request form is available on website <https://www.sis3.com/>.

Vessel on TC or COA contracts with Neste must have Neste Sire on-board in last 24 Month. Other vessels must have Neste Sire within last 36 month.

Validity of Sire inspection when done during discharging operation is 6 month and when done during loading operation is 3 month.

Vessel's trading in sub-zero and iced area during winter period (01.11 - 30.03) must have chapter 13 done on her last Sire inspection.

8.1 Compulsory Ice Advisory

Vessel which do not comply above mentioned requirement having chapter 13 done in her last Sire may get permit to arrive Porvoo or other Neste Terminals in Finland by ordering Winterisation advisory during her stay at Neste Terminal by Neste acceptable party. These winterisation advisories will stay on board during the vessel's stay in Finland.

All Cost involved will be for owners account.

Contact Details

Common email: Vetting@neste.com

Neste Marine Risk Management: +358 50 458 5001 will be automatically transferred to the duty officer.

OMV

INTRODUCTION

The application of this document and associated processes will help to ensure that the risks involved in upstream marine activities are effectively managed, and consistent with the Company's vision for safety, health, environment, reliability and efficiency.

We strongly believe in the maxim of "Prevention is Better than Cure" and therefore take every preventive measure to AVOID incidents WITH Crude Oil/Product Tankers.

The intention of this statement is to provide a clear and concise guide for all OMV personnel who may become involved in any aspect of the employment of Crude Oil/Product Tankers, Chemical Tankers and Gas Carriers at sea. The main theme within the Guide is to emphasize to all that the issue of the quality of the tonnage employed is of paramount importance throughout the decision making process. We have tried to simplify the process as much as possible to ensure that it is practical and transparent to all that due diligence has been followed throughout the Vetting procedure.

Vessels nominated to OMV Group Companies

Any Vessel under discussion for OMV Group employment has to be cleared by OMV Vetting Department and has to be nominated in writing either by Chartering or Operations person directly involved in the deal.

The nomination has to include as minimum an updated Q88 in INTERTANKO format and an updated Crew Matrix in OCIMF format (both not older than maximum 4/5 days).

OMV Vetting Department will use all available sources and information such as previous vetting inspection(s) conducted by OMV; inspection report(s) extracted from SIRE (preferably not older than 3 months, respectively 6 months for positively OMV TMSA audited Operators); information extracted from Equasis, PSC Inspections, Casualty reports, Voyage & Terminal reports, information published within the Industry media, etc. After screening of all of the required information, OMV Vetting Department will advise if the vessel is acceptable or not for the intended voyage.

Approvals will only be given on a voyage-by-voyage basis. If the vessel is approved on one occasion, it will only be valid for the proposed voyage. If the vessel should be proposed for a subsequent voyage, the Vetting Department will screen her again and any previous approval for the vessel does not automatically generate a re-approval.

At all times, acceptance or rejection of a vessel for any reason has to be at the absolute discretion of the OMV Vetting Department

Vessel Requirements

All vessels must fully comply with the OMV MSC (Minimum Selecting Criteria):

All vessels must be double hull.

Crude Oil/Product or Chemical tankers: the maximum acceptable age limit is 15,0 years.

Gas Carriers (LPG & LNG): the maximum acceptable age limit is 25,0 years.

Gas Carriers (LPG & LNG) older than 20,0 years, must hold a CAP Certificate (Condition Assessment Program) with a rating 1 or 2 for Hull & Machinery and Cargo System (vessels of less than 10.000 dwt are required to submit a hull structural fatigue analysis).

The vessel's age is to be calculated from the date of the first delivery.

OBO Vessels (Ore Bulk Oil) are to be avoided; when carrying dry cargo in their last voyage the vessel will be rejected. OBO vessels will be considered only, if no double hull tanker is available, with three previous liquid cargoes and at least one COW operation performed.

New Buildings on their maiden voyage will be considered only if Operators positively passed an OMV TMSA Audit and on a case-by-case basis.

Operators should provide a plan of actions that are in place to manage a potential risk and a procedural control. Additionally they should increase the manning with an additional deck Officer and a fleet Superintendent on board during OMV voyage.

Vessels should not be accepted in case of first voyage after dry-dock. This will especially apply when loading a cargo that is required to be heated or is paraffinic in nature. They will be considered only if Operators positively passed an OMV TMSA Audit and on a case-by-case basis.

Operators should provide all necessary information as early as possible (e.g. dry-dock survey checklist, list of maintenance work done during dry-dock), and plans of action that are in place to manage/mitigate a potential risk. Furthermore, the Operator accepts a fresh inspection during discharge to be performed by a SIRE accredited inspector nominated by OMV. Inspection fee and travel costs are at Owner's time and expenses.

Vessels must have no any outstanding safety issues or violations and must operate in a safe and environmentally responsible manner expected of a vessel under first class Ownership.

Vessels must have all the statutory certificates valid; with annual, intermediate and special surveys carried out by the Classification Society within the required date range.

If, at any time during the validity period, there is evidence of relevant modification concerning safety and/or operational systems, changes of name/owner/flag etc., the status of the mentioned vessel could be subject to a physical re-inspection (Vetting and Safety Inspection).

For vessels older than the agreed limits, any approval will be considered on exceptional basis, for a single voyage only, after a written authorisation from the OMV Senior Management.

All vessels engaged in transfer operation at open sea (STS operation), must comply with the OMV MSC. A STS approved plan and relevant risk assessment for all vessels involved must be in place and presented in due time. All STS Transfer Operations must comply with all international, national and local regulations guidelines and legislation and all industry codes of practice, guidelines and recommendations, including those issued by ISGOTT, SIGTTO, ICS and OCIMF. The STS Transfer Operation must be supervised by a superintendent/mooring master, professionally trained and experienced in STS transfer operations. Where OMV is involved in STS operations, OMV reserves the right to send an additional inspector (on Owner's account), who will remain on board on behalf of OMV during the entire operation.

Vessels should be SIRE inspected by OMV Vetting Department within the period applicable, to the date of the nomination, as shown in the table below:

0 - 5, 0 years old	every 12 months
5, 1 - 10, 0 years old	every 9 months
10, 1 - 15, 0 years old	every 6 months

Any major deficiencies (as defined by OMV Vetting Department) and/or technical deficiencies might impair the safety and the performance of the vessel. Deficiencies and detentions as a result of PSC and/or USCG inspections which have been detected within the last 3 months shall be assessed and evaluated on a case-by-case basis and may lead to ship's rejection.

- **Vessels used under a TC** (time charter contract) or potential time charter: Operators have to perform and attain a positive OMV TMSA Audit to verify compliance with OCIMF standards prior to the contract. A Vetting Inspection of the vessels has to be performed by a SIRE accredited Inspector nominated by OMV Vetting Department before entering into a contract and thereafter as per previous table;
- **Vessels used under a COA** (contract of affreightment): Operators have to perform and pass an OMV TMSA Audit to verify compliance with OCIMF standards prior to the contract. A Vetting Inspection of the vessels has to be performed by SIRE accredited Inspector nominated by OMV Vetting Department before entering into a contract and thereafter as per previous table;
- **Vessels used under SPOT Contract:** If a Vessel was never before SIRE inspected by OMV or the date of last OMV SIRE inspection is not within the above mentioned ranges based upon the age of the vessel, Operator must accept a fresh Vetting Inspection while under discharge to be performed by SIRE accredited Inspector nominated by OMV Vetting Department, before any vessel fixture is reconfirmed.

Inspection fee and travel costs are at Owner's time and expense.

Certification

Vessels, Crew and Management should comply with:

- Local and International Conventions, European Union Regulations and Directives, Rules and Regulations of Flag State, Ports and other places and waters where the Vessels will sail, dock or call;
- Classification Societies Rules and Recommendations;
- IMO Rules and Recommendations, to be verified through the implementation of a reliable Safety Management System (SMS); International Conventions, Rules and Regulations;

The provisions contained in the latest edition of OCIMF / ICS / ISGOTT / SIGTTO / STCW / SOLAS / MARPOL / STCW / IBC / IGC / BCH / ISM.

Manning

The manning on board should be suitable to cover in all aspects and in all watch levels established by the Company, the local and international rules.

The Senior Officers (Master /Chief Officer – Chief Engineer /1st Ass. Engineer) must have at least:

- Combined aggregate experience of 2 year with the Operator – tanker sea-service (Combined experience respectively for Master and Chief Officer and for Chief Engineer and 1st Ass. Engineer),
- Combined aggregate experience on the specific type of tanker of 3 years in rank – tanker sea-service (Combined experience respectively for Master and Chief Officer and for Chief Engineer and 1st Ass. Engineer),
- Combined aggregate experience on all types of tankers of 4 years in rank – tanker sea-service (Combined experience respectively for Master and Chief Officer and for Chief Engineer and 1st Ass. Engineer),

For Chemical and Gas Tankers, in addition to the above, the Master and Chief Officer must have a minimum of 1 year senior officer experience on Chemical/LPG/LNG vessels.

An Operator policy for a suitable handover period for all four ranks must be in place. The Officer's experience will be evaluated case by case according to the trading area and the cargo handled.

A well detailed Operator policy in respect of the mitigation of fatigue on board must be in place.

Drug and Alcohol policy must meet OCIMF requirement, with monthly on board tests.

Not more than 5 different nationalities are allowed; if more, the vessel will/could be rejected.

Barges including Bunker barges

- Must be double hull;
- A Vetting Inspection of the vessels must be performed by SIRE accredited Inspector nominated by OMV Vetting Department before entering into a COA and an agreement for further inspections at least twice a year;
- Must comply and operate their equipment in compliance with the Local and International Regulations and Conventions.

TMSA

OMV Group considers the TMSA report, if it is submitted by the Owner/Operator and not older than 12 months. At least stage 1 and 2 of the TMSA must be fully implemented on board and ashore.

OMV reserves the right to conduct a TMSA Audit, in order to verify the effective implementation of the TMSA stage 1 and 2.

Due to the nature of the self-assessment, OMV Vetting Department does not consider the TMSA as a part of the single voyage assessment for a named tanker.

Situations that might lead to an OMV TMSA Audit:

- two or more negative vetting results (also on different vessels of the same Operator)
- any particular case that OMV Vetting Department considers as a high risk

A positive OMV TMSA Audit is valid for 3 years.

Inspection fee and travel costs are at Owner's time and expense.

Chartering Policy

The Chartering Policy of OMV Group is to source the most modern, best quality tonnage available, at the most competitive rate, under the prevailing market conditions. Rate considerations are to take second place to quality issues at all times.

The vessel's quality always has to meet the OMV Minimum Selecting Criteria and this should be checked and ratified by OMV Vetting Department before that any vessel fixture is re-confirmed.

Compliance with Regulation and Convention

Vessels employed for OMV Group, or vessels carrying a cargo in which OMV has an interest, must operate in compliance with the Local and International Conventions and Regulations.

Safety inspection

If there are any doubts about the status of a vessel, OMV reserves the right to conduct a Safety Inspection on board during the entire discharging time by a Safety Inspector nominated by OMV Vetting Department.

Inspection fee and travel costs are at Owner's time and expense.

P&I Insurance

The Operator has to guarantee to have a valid membership in an industry accepted P&I club.

Special note

Notwithstanding, prior acceptance of a vessel, OMV shall have the right to reject the vessel on any reasonable grounds that could jeopardise safety. This includes false or incomplete declaration during the clearance process, if the vessel's safety aspects are not maintained after a successful OMV Inspection, or if such a vessel is involved in any incident that could compromise the safety of the load and/or discharge operation.

If such an incident/situation happens, or information in respect of any previous incident is not reported or is not in the public domain at the time of acceptance, even after the acceptance, OMV shall have the right to reject the vessel.

Vessel inspection requests to be addressed to the following OMV Vetting Department contact:

OMV Vetting

Mr. Jan-Martin Kusztrich
Vetting Manager

Pipeline JV & Shipping

OMV Refining & Marketing GmbH

Trabrennstrasse 6-8

1020 Wien /Vienna - Austria

Tel: +43 (1) 40440 23027

Mobile: +43 664 8567572

Email: vetting@omv.com

ADRIATIC VETTING S.r.l.

TPVC - formally registered in the OCIMF system

Via Beccaria 13

34133 Trieste / Italy

Tel: +39 (040) 630588

Fax: +39 (040) 5708035

Email: trieste@adriaticvetting.it

P.M.I.® Trading Ltd

P.M.I.® Trading Limited (PMI) is part of the international trading arm of PEMEX, Mexico's State-owned oil company. It is PMI's policy to evaluate all third party vessels nominated (i) for being chartered by PMI, (ii) for transporting cargo in which PMI has an interest or (iii) vessels calling at PEMEX marine terminals, in order to secure their compliance with the international safety and environmental rules and regulations.

Such evaluation or vetting activity, seeks as its main objective to identify and support vessels that:

- i) are in good condition,
- ii) are properly managed (in terms of operation and maintenance),
- iii) meet all the provisions of the applicable conventions of the International Maritime Organization (IMO), their Flag and Port State Control Authorities, and
- iv) comply with rules and recommendation of Class Societies, Oil Companies International Maritime Forum (OCIMF), ISGOTT (International Safety Guide for Oil Tankers and Terminals) and Society of International Gas Tanker & Terminal Operators Ltd (SIGTTO)

PMI's vessel assessment is divided in two stages:

1. Vessel Screening Process

Vessels are screened each and every time they are considered (i) for being chartered by PMI, (ii) for transporting cargo in which PMI has an interest, or (iii) to call at PEMEX terminals. In the past, PMI had a PMI Questionnaire (PMIQ) which was submitted to our internal database via Q88.com. This is no longer needed as the process has changed and necessary information is obtained in a different way.

PMI honors the OCIMF VPQ (Vessel Particulars Questionnaire) as the main source of information for the vessel and therefore request to owners / operators to have a VPQ in the SIRE database of maximum one month of update. For the information not obtainable from the VPQ, Vessel owners / operators receive an Email from their counterparty in PMI, with a link to a form named "Custom Questionnaire", which is a set of only very few questions, in order to have the most accurate information for the screening process and once it is submitted, it is uploaded in our internal database. In case an owner / operator wants to nominate again such ship in the future, link received previously can be used for updating such customq info for PMI, instead of waiting to receive a new Email.

The vessel screening process is performed at the request of PMI's Chartering, Operations or Commercial team members by nominating the vessel via the vetting administration system. PMI's Marine Safety team by itself will not evaluate any vessel unless it is nominated for such purposes as described above.

PMI strongly recommends vessel operators to provide all dates and other information as accurate as possible in order to expedite the screening process. The main sources of information for the assessment of tankers are:

- PMI's prior vetting inspections
- SIRE inspection reports
- CDI inspection reports
- Port State Control information such as: Equasis, PSIX USCG, Tokyo, Viña del Mar and Paris MoU
- Terminal feedback
- Information about casualties and/or detentions provided by specialised data services

- Press releases and media resources
- SIRE Programme Vessel Particulars Questionnaire

Based on its findings, PMI might require further information from the operator.

Vessels will be evaluated in accordance with the product they are intended to carry, either oil or chemical. The SIRE report must correspond to an inspection performed while the vessel was carrying the same type of product.

SIRE and CDI reports

PMI downloads reports from SIRE and / or CDI systems. However, the most recent vessel inspection date and the type of the vessel will prevail for purposes of evaluation.

- PMI requires a tanker to have a SIRE / CDI inspection with satisfactory results at maximum six months intervals.
- PMI requires barges and tugs to have a SIRE / CDI inspection with satisfactory results every twelve months intervals if operating in the USA and every six months in other countries.

General Policies

PMI's current vessel screening criteria under normal circumstances is:

- Sound structural condition.
- Good maintenance.
- Critical systems in full operation.
- Good record of Port State Control and Flag Inspections.
- Conditions of class attended within the first window imposed.
- All vessels must be covered by a P&I Club which is a member of the "International Group of P&I Clubs".
- Vessels must be classed with a company member of the International Association of Class Societies.

Specific Policies

- For vessels (tankers, LPG and chemicals) and barges to be chartered by PMI, the maximum age is 20 years old.
- For vessels (tankers, LPG and chemicals) and barges non - chartered by PMI, the maximum age is 20 years old.
- For OBO's and PROBO's the maximum age is 15 years old and subject to a detailed screening.
- For dry-bulk cargoes, the maximum age is 15 years old and the ship should have insurance issued by an International Group of PANDI member.
- For vessels and barges non-chartered by PMI, in cabotage and inland navigation operating in USA, Europe, Panama and Singapore, special provisions apply for its acceptance, and they are considered on a case by case basis.
- STS operations which involve vessels chartered by PMI, require the use of a recognised STS Service Provider, supervising and coordinating the operation and assuring compliance with local requirements and international recommendations, including but not limited to the latest ICS/OCIMF Ship-to-Ship Transfer Guide and the filling and submission of STS provider questionnaire and self assessment forms.

CAP

PMI requires the following CAP certificates rated 1 or 2 for hull, cargo and machinery systems:

- After their third special survey for conventional oil tankers.
- After their fourth special survey, for chemical and gas carriers.
- After their second special survey for OBOs and PROBOs.

CAP surveys can be carried out by any of the top five companies member of IACS but it is strongly preferred that such company is not related to the classification status of a vessel.

The maximum period of validity of a CAP rating will be 3 years, concurrently with the dates of the Special Hull Survey and the Intermediate Survey. CAP ratings will also include a comprehensive fatigue analysis and report on areas of substantial corrosion either within the cargo area or any other particular compartments within the vessel or an equivalent service.

After their third special survey, PMI strongly recommends vessels to attend all their intermediate surveys in dry-dock, regardless of the type of vessel. PMI does not consider vessels exercising the option of underwater survey in lieu of dry-docking survey as part of the intermediate survey.

Officer Matrix

PMI reviews the officer matrix for each vessel, either chartered or non-chartered, available in the SIRE database and it should be updated at least every 30 days. PMI strongly prefers vessels with the following ship officers experience standards:

Deck and engine departments, senior officer (combined by department): equal or more than two calendar years with vessel's current operator; equal or more than three years in rank (sea time) and equal or more than five years on the type of vessel inspected.

PMI strongly prefers vessels manned with captain, chief mate, second and third officers; chief engineer, second, third and fourth engineer. English proficiency for officers is required.

TMSA (Tanker Management Self Assessment)

PMI promotes the use of the Tanker Manager's Self-Assessment (TMSA) and makes it mandatory for all vessels screened for PMI operations that the owner has a report published in the OCIMF TMSA3 system, with the last update within the previous 12 months and all elements reaching, at least, the stage 1 complete.

USCG's Qualship21 and Green Award

PMI considers vessels that have qualified for the USCG Qualship 21 program list and vessels that have been certified by the Green Award Foundation as "preferred vessels". In addition, in order to enlist a vessel as "preferred vessel", PMI will also review the class status and history of incidents occurred to the vessel and to the shipowner's fleet.

2. Vessel Inspection Process

After the screening process has taken place, PMI may need to inspect the vessel. Vessel operators may request PMI's Marine Safety team to perform a vetting inspection, in such event the inspections shall be for operator's account. If SIRE or CDI contain a satisfactory report of an inspection performed to the vessel during the last six months, and the reference found in the sources of information listed above reflects that the vessel is safely managed and operated, PMI may decide not to carry out the inspection and accept the vessel based on such information.

All vessels considered by PMI to be chartered on a time charter or COA basis must be inspected and are required to obtain satisfactory results prior to its use.

Vessel inspection process will take place in accordance with the following:

- a) Vetting inspections requested by vessel operators shall be charged by PMI at an agreed rate per day which shall include inspection fee, traveling time, administration costs, travel expenses at cost (e.g. air tickets, ground transportation, hotel and / or stand-by days). The estimated time in which the inspection might take place is one and a half days.
- b) PMI vetting inspection reports will be uploaded to the SIRE Programme.
- c) PMI recommends a minimum of three working days notice to arrange an inspection.
- d) Operators must inform the vessel Master and agents about the inspection.
- e) PMI strongly prefers to perform vetting inspections during daylight hours and discharging operations.
- f) PMI will not inspect vessel that are being inspected by other entities (multiple inspections).
- g) After the inspection is performed, a list of deficiencies and/or observations will be issued and discussed with the vessel Master for clarification purposes to whom a copy of the document will be provided.
- h) Operator will receive from SIRE a document integrated by the Comments Cover Sheet and the Inspection Report. Operators have 14 days to submit comments related to the report. Either on expiry of the 14 days, or upon receipt of comments by the vessel operators, whichever is the earlier, the report becomes available to SIRE Report Recipients.

Change of shipowners or operators as well as the occurrence of serious incidents or accidents to the vessel will render invalid any previous satisfactory vetting inspection result.

Contact details

P.M.I. @ TRADING LTD.
Av. Marina Nacional 329 Torre Ejecutiva piso 20
Col. Petróleos Mexicanos
México, D.F. Mexico, C.P. 11311

PMI Marine Safety

Email: marinesafety@pmicim.com

Juan Eduardo Baltazar

Tel. via Houston: +1 713 567 0249
Tel via Madrid: (3491) 131 0428 Ext. 0249
Tel Mexico: +(52 55) 1944 0249
juan.baltazar@pmicim.com

Eduardo Gallegos

Tel. via Houston: +1 713 567 0251
Tel via Madrid: (3491) 131 0428 Ext. 0251
Tel Mexico: (52 55) 1944 0251
eduardo.gallegos@pmicim.com

Petrobras – Petróleo Brasileiro S/A

Petrobras Vetting Policy requires that all third party vessels nominated for chartering by Petrobras and its affiliate companies or for transportation of cargo in which Petrobras has an interest have to be screened and approved by its Clearance and Vetting Group.

The Clearance and Vetting Group of Petrobras is located within the Logistics Department and is based in its headquarters, in Rio de Janeiro.

All vessels submitted to Petrobras Vetting must have a Ship Questionnaire (SQ) updated at the SIS3 website (www.SIS3.com) within the last 30 days.

Clearance for vessels nominated for a single voyage chartering in which Petrobras has an interest is done by means of screening of information gathered from several sources, such as SIRE reports, CDI reports, terminal feedbacks, Port State Inspections, as well as the past experience with the Owner and Technical Operator of the vessel. The OCIMF-SIRE Incident Repository Database, as well as any other source of incident reports is also used in the vetting process. Owners and operators are encouraged to record incidents and the corresponding investigation process at the OCIMF database.

It is important to note that the Clearance and Vetting Group of Petrobras reviews vessels in response to internal requests only (Petrobras charterers and traders) and does not grant acceptance for periods of time, meaning that vessels have to be screened each and every time they are nominated for Petrobras service.

Vessels nominated for Term Chartering to Petrobras are also evaluated by the Clearance and Vetting Group. Initially, a preliminary evaluation is carried out based on all available information about the vessel. If the vessel succeeds in this preliminary evaluation, she then must be submitted to a Condition Survey before final approval by Petrobras. A TMSA-3 based assessment of the Technical Operator is also carried out when deemed necessary.

Petrobras also performs vetting inspections according to OCIMF/SIRE VIQ and submit its inspection reports to the system. Requests for inspections can be made through the SIS3 website (www.SIS3.com). Due to limited resources, inspections are restricted to vessels potentially to be of service to Petrobras.

For further information, please contact:

Petrobras - Petróleo Brasileiro S/A
Logistics - Shipping - Vetting
Av. Henrique Valadares, 28 - 12th floor - Tower A
Rio de Janeiro - Brazil - 20231-030
Tel: +55 21 2166 8470 or +55 21 2166 7244
E-mail: vetting@petrobras.com.br
vettinsp@petrobras.com.br

The following requirements are applicable for vessels tendered for **voyage chartering** for Petrobras:

1) Tanker Vessels (oil carriers, chemical carriers and gas carriers)

1.1 Inspection Reports

All ships subject to Petrobras acceptance, irrespective of their age, shall have a SIRE or CDI report available, with the inspection carried out within the previous 6 months.

Change of technical operator, Classification Society or Flag after the inspection makes the report of this inspection invalid, being necessary to carry out a new SIRE or CDI inspection to allow the evaluation of the ship.

1.2 Age

The age limit for acceptance of oil carriers and chemical carriers with deadweight above 5,000t is 20 years.

The age limit for acceptance of oil carriers and chemical carriers with deadweight below and equal to 5,000t is 25 years.

The age limit for acceptance of LPG carriers, independent of the deadweight, is 22 years.

The age limit for acceptance of LNG carriers is 30 years.

In case of ship submitted to conversion of great extension ("major conversion") or "re-builds", the age considered for analysis will be the original building age.

1.3 CAP (Condition Assessment Program)

The oil/product carriers, chemical carriers and LPG carriers with deadweight above 20,000t and age above 15 years must have CAP1 or CAP2 for hull.

The LNG carriers with age above 20 years must have CAP1 or CAP2 for hull.

The CAP validity will be considered until the next dry-docking. CAP issued by a Classification Society member of IACS will be accepted.

1.4 OFFICER MATRIX

The aggregate time of the Deck Senior Officers (Master and Chief Mate) and the aggregate time of the Engine Senior Officers (Chief Engineer and 1st Engineer) must comply, each one, with the following minimum time established below:

Years in rank	Years with Technical Operator
3 years	2 years

The years on tanker vessels of each Deck Senior Officers (Master and Chief Mate) and the aggregate time on tanker vessels of the Engine Senior Officers (Chief Engineer and 1st Engineer) must comply with the following minimum time established below:

Years on tanker vessels	
Master	4 years (see remark below)
Chief Mate	4 years (see remark below)
Chief Engineer + 1st Engineer	5 years

Remark: The minimum time in tankers for the Master and Chief Mate may be considered 3 years, provided the below criteria are complied with:

Years on tanker type	Years in rank	Years with Technical Operator
Minimum 2 years	Minimum 1,5 year	Minimum 6 months

1.5 Hull Type

All ships tendered for chartering (voyage charter, term charter or COA) must be provided with double hull, irrespective of type, size or employment.

1.6 Classification Societies

All ships must be classed by a Classification Society full member of IACS (International Association of Classification Societies).

Ships which the dry-dock survey has been postponed beyond the limit window of the class survey date will not be accepted.

1.7 New Build Vessels

Employment of new build vessels on her maiden voyage will be considered on a case-by-case basis, taking into account the past experience with the owner and the technical operator, and will be subject to the vessel being submitted to a Condition Survey.

1.8 TMSA (Tanker Management Self-Assessment)

The Technical Operator of the ship must have a report published in the OCIMF TMSA3 Program, with the last update within the previous 12 months and all elements reaching, at least, the complete stage 1.

2) Combined Vessels (OBO and ORE-OIL)

In addition to the requirements applicable to conventional tankers (1.1 to 1.8 above), the following requirements are applicable to combined vessels (OBO and ORE-OIL):

2.1 Maximum age: 20 years;

2.2 Ship Questionnaire (SQ) updated at the SIS3 website (www.SIS3.com) within the last 30 days and updated Class Status Report sent to the Vetting Department, without Class or significant recommendations, memoranda or notations.

3) Dry Bulk Carriers

The following requirements are applicable to dry bulk carriers:

3.1 An updated Class Status must be presented;

3.2 Maximum age: 20 years;

3.3 The ship must be classed by a Classification Society full member of IACS.

Phillips 66

Phillips 66 Company (PSX) headquartered in Houston, Texas is an advantaged downstream energy company with segment-leading Refining and Marketing (R&M), Midstream and Chemicals businesses with R&M operations including 13 refineries with a net crude oil capacity of 2.2 million barrels per day.

As a marine shipper of bulk hydrocarbons and related chemicals (commercial cargo) globally, Phillips 66 participates in several industry organizations such as Oil Companies International Marine Forum (OCIMF), American Petroleum Institute (API), Western States Petroleum Association (WSPA), American Waterways Association (AWO), European Barge Inspection Scheme (EBIS), and International Liquid Terminals Association (ILTA). Phillips 66 incorporates the international Regulations, guidelines, recommendations and best practices set forth by these industry forums and regulatory agencies within its global vetting criteria.

Phillips 66's objective is to meet its Marine Transportation needs in a responsible manner by placing emphasis on protecting people, the environment, corporate assets and reputation. Phillips 66 expects to achieve this by using well operated, good quality vessels and marine terminals with the goal of being accident and pollution free.

Phillips 66 Vetting and Audit Criteria Summary

Phillips 66, in partnership with other oil companies, utilises the Vetting Database "Ship Information System" (SIS). The SIS database is used to house important marine assurance documentation and process available 'vetting' information regarding:

- a) vessels used in the transportation of commercial cargo.
- b) third-party-owned marine terminals where Phillips 66 delivers, receives and/or throughputs Phillips 66 titled commodities/cargoes.

The most recent version of the Phillips 66 Global Marine Vetting and Audit Criteria Summary is always posted at the SIS Website – <https://www.sis3.com/#/phillips66> within the Phillips 66 Section (see snapshot on page 242).

SIRE Inspections of Tankers, Barges and Tugs

As a member of OCIMF, Phillips 66 participates in the OCIMF SIRE Program as a submitting Member, having a global network of experienced, accredited SIRE Inspectors to provide optimum coverage for SIRE inspections.

Requests for Phillips 66 sponsored SIRE inspections can be made on-line at <https://www.sis3.com/#/phillips66>. A company Login/Password is required for SIS access, and can be obtained by clicking the "Apply for access to SIS" button on the right hand side.

Instructions to submit a SIRE Inspection request via SIS:

1. Login to SIS using your username and password.
 - > No SIS username and password? Click above the blue "login" button, "apply for access to SIS" and a username and password will be sent via email reply.
2. After logging in to SIS, click the "Inspection" tab at the top of the page.

3. Under the "Functions" section, click the button "Request Inspection".
4. Complete the fields with the red asterisks; in the "Recipient" section, click the drop down arrow and select "Phillips 66", then click the "next" button.
5. For "Vessel Search", **search for the vessel you wish to submit an inspection request by the IMO Number for ships, and the VIN for tugs/barges in the US**; do not use the IMO Number as there may be multiple vessels with the same name.
6. For "Vessel Information", complete the fields with the red asterisks. The "location" field is the port you want the inspection to be – not the last inspection.

Enter any comments in the "Other Comments" field which are relative to the inspection.
7. Click the "add vessel" button after completing all required fields and complete the rest of the requested information.

Queries related to SIRE inspections can be sent to shipinspection@p66.com

Marine Terminal Assurance and Terminal Feedback to Phillips 66

Phillips 66 fully supports OCIMF's Marine Terminal Information System (MTIS) Program and as such expects all Phillips 66 and contracted Marine Terminals participate within this program.

Detailed terminal feedback from vessel operators calling to Phillips 66 owned and/or operator Marine terminals is welcome. The P66 Terminal Feedback Form is located on the P66 SIS Webpage (noted overleaf), and may be sent to MarineTerminalAssurance@p66.com

Phillips 66 Vetting System - SIS (Snapshot)



SIS - Ship Information System

- to ensure the environmentally safest transportation of oil and gas products.

Partner Information

Phillips 66 Marine

Address 2331 CityWest Blvd
Houston
TX 77042
Country USA
E-mail ShipVetting@P66.com
BargeVetting@p66.com
ShipInspection@P66.com

Global Marine Vetting and Audit Criteria Summary [Read Phillips 66 Vetting and Audit Criteria V 12.0 - PDF](#)

Incident Reporting Vessel (Ships) [Read Phillips 66 Global Vessel Incident Reporting Procedure - PDF](#)
[Read Phillips 66 Vessel \(Ships\) Screening Information V 3.0 - PDF](#)

Screening Information Criteria [Read Phillips 66 global vessel incident reporting procedure - German - PDF](#)
[Read Phillips 66 Vessel Fueling Questionnaire V 1.0 - DOC](#)

Vessel fueling Questionnaire [Read Phillips 66 Vessel \(Barges, Tugs, ATBs\) Operators HSE and Operational Performance Questionnaire - XLSX](#)

Vessel (Barges, Tugs, ATBs) Operators HSE and Operational Performance Questionnaire [Read Phillips 66 Vessel \(Barges, Tugs and ATB's\) Screening Information V 1.0 - PDF](#)

Vessel (Barges, Tugs, ATBs) Screening Information [Read Phillips 66 Terminal Feedback Form V 1.0 - DOC](#)

Terminal Feedback Form [Read Phillips 66 Anti-Piracy Assessment Criteria - DOCX](#)

Anti-Piracy Assessment Criteria [Read Phillips 66 Vessel \(Ships\) Operators HSE and Operational Performance Questionnaire - XLSX](#)

Vessel (Ships) Operators HSE and Operational Performance Questionnaire [Read Phillips 66 2017-03 Safety Alert - High Water - PDF](#)

P66 Marine Safety Notices [Read Phillips 66 2017-02 Safety Alert - Social Media Postings - PDF](#)
[Read Phillips 66 2017-01 Safety Alert - Safety Events and Stand-Down Consideration - PDF](#)
[Read Phillips 66 2016-05 Safety Alert - Use of Smart Watches and Fitness Bands - PDF](#)

[Read Phillips 66 2016-04 Safety Alert - Emergency & Auxiliary Steering Testing and Training - PDF](#)
[Read Phillips 66 2016-03 Safety Alert - Smoking at Phillips 66 Terminals - PDF](#)

[Read Phillips 66 2016-02 Safety Alert - Inflatable Personal Floatation Devices \(PFD\) Near Miss - PDF](#)

[Read Phillips 66 2016-01 Safety Alert - Adverse Mississippi River Conditions - PDF](#)

[Read Phillips 66 2015-03 Safety Alert - A Close Call - PDF](#)

[Read Phillips 66 2015-02 Safety Alert - Emergency Services - PDF](#)

[Read Phillips 66 2015-01 Safety Alert - Call Home Deck 3 Missed - PDF](#)

Functions

SIS Log On [Apply for access to SIS](#)
[Login](#)

P66 Vetting Criteria

Marine Terminal Feedback Report

About Phillips 66

Built on more than 130 years of experience, Phillips 66 is a growing energy manufacturing and logistics company with high-performing Midstream, Chemicals, Refining, and Marketing and Specialties businesses. With this integrated portfolio, the company processes, transports, stores and markets fuels and products globally.

Headquartered in Houston, the company has 14,800 employees who are committed to operating excellence and safety. Phillips 66 had \$52 billion in assets as of Dec. 31, 2016.

Phillips 66's R&M operations include 13 refineries with a net crude oil capacity of 2.2 million barrels per day, 10,000 owned or supplied branded marketing outlets, and 15,000 miles of pipeline systems.

In Midstream, the company primarily conducts operations through its 50 percent interest in DCP Midstream, LLC, one of the largest natural gas gatherers and processors in the United States, with 7.2 billion cubic feet per day of gross natural gas processing capacity.

Phillips 66's Chemicals business is conducted through its 50 percent interest in Chevron Phillips Chemical Company LLC, one of the world's top producers of olefins and polyolefins with a large global presence with 35 manufacturing sites and more than 33 billion pounds of net annual chemicals processing capacity across its product lines.

The company also markets lubricants in 65 countries, and has several other specialty businesses, including base oil, petroleum coke, waxes, solvents and polypropylene.

For more information, visit www.phillips66.com or follow us on Twitter [@Phillips66Co](https://twitter.com/Phillips66Co)

Preem AB

PREEM AB vetting is responsible for the acceptance of all vessels calling PREEM AB owned and operated terminals.

PREEM AB is also responsible for the acceptance of the vessels carrying cargo for PREEM and for all vessels chartered by PREEM.

PREEM AB share a ship information database SIS3 with certain other oil companies. All information available in the database is evaluated during screening for vessels acceptance. However vessels acceptance and rejections are individual for each partner.

PSC reports, incident history, class records by an IACS class society, TMSA, operators office vetting records are evaluated and all vessels to be covered by a P&I Club which is a member of the International Group of P&I Clubs.

All vessels must be managed by an operator with complete written and documented guidelines for vessel operations and crewing. All crew and officers to fulfill all requirements in MSMC and fully certified and adequate experienced for all their duties. All audits, documents certificate must be valid and update. Vessels can be accepted basis adequate electronic copies of documents.

All vessels must have an updated valid SIRE report not older than six months available for screening, or to be inspected for acceptance. Inspections are executed by accredited inspectors selected by PREEM AB vetting department.

Tanker Management Self Assessment (TMSA)

An understanding and evaluation of the ship operators quality management system is a fundamental part of the vetting process. The submission of a TMSA report less than 12 months old is a requirement for those tanker shipping companies offering in for PREEM AB business.

The minimum acceptable level of TMSA 2 self-assessment is stage 1 in every element.

Officer Matrix

Minimum required officer staffing and combined experience for vessel key positions must be at least the following:

- Minimum officer staffing is Master and 3 Officer of the watch.
- Master and C/O shall have a combined minimum of 3 years onboard service in rank.
- C/E and Second Engineer shall have a combined minimum of 3 years onboard service in rank.

SIRE Inspections

PREEM AB will continue to carry out SIRE inspections of vessels and to that effect will continue to manage a pool of SIRE accredited inspectors. PREEM SIRE inspections will be carried out on vessels where there is added value and increased assurance to PREEM.

PREEM Ship Inspection Request form is available on website <https://www.sis3.com/>

Vessel on TC contracts with PREEM must have a PREEM SIRE conducted in last 24 month. COA vessels must have PREEM SIRE-inspection within last 36 month.

Validity of Sire inspection when done during discharging operation is 6 months and when done during loading operation is 4 months.

Vessels are screened on each occasion they are proposed for PREEM business. If the vessel is approved on that occasion such an approval would be valid only for that voyage. If the vessel is proposed for a subsequent voyage, it will be screened again by the vetting team.

Age limitation and CAP requirements

For all Oil and Chemical tankers maximum age is 20 years. Tankers over 15 years of age will be required to hold a valid Condition Assessment Programme (CAP) rating of Level 2 or higher for hull, machinery and cargo handling systems.

For Gas Carriers maximum acceptable age is 23 years. Gas carriers over 20 years require a valid Condition Assessment Programme (CAP) rating of Level 2 or higher for hull, machinery and cargo handling systems.

CAP certificates issued by classification societies who are members of IACS are accepted.

PREEM strongly supports the use of Vessel Incident Repository (VIR) in the OCIMF-SIRE system.

All vessels over dwt 20000 MT must be equipped with escort towage outfits as per recommendations given by OCIMF.

FOC vessels must have a valid ITF agreement, and all questionnaires such as VPQ, SIS3 SQ and Q88 must be updated.

Contact details

All queries related to vetting should be addressed to:

Email vetting@preem.se

Vetting coordinator 1

Tel: +46 10 4501098 or +46 70 4501098

Vetting coordinator 2

Tel: +46 10 4501451

PTT Marine Group

An Overview of the Vetting and Clearance Process

- a) Owner reputation must be positive reported and TMSA rating required at least Stage 2 for normal spot vessel.
- b) Ship Inspection report:
 - SIRE Report: Validation for 6 months and Inspection required during Loading or Discharging operation;
 - Fresh report considering;
 - Same Inspecting company will be accepted only 2 times consecutive inspections;
 - Specific inspection checklist will be limited to product that she planned to carry i.e. Oil, Chemical and Gas, latest inspection should be the same checklist of carrying product.
- c) Good Terminal/Charterer feedback: Reported of Positive Terminal acceptance history.
- d) Registry and changes: if Management reported recently changed, new inspection is required but not within 3 months after new Management took over the vessel. Thereafter, active inspection is required for vessel further review.
- e) No report of recently Casualty History
- f) Guidelines to Crew Matrix (Senior ranks: Master + Chief Officer/Chief + First or Second Engineer):
 - Aggregate Year with Operator: 1 Year
 - Aggregate Year in Rank: 2 Years
 - Aggregate Year on this type of tanker: 3 Years
- g) Vessel Class: IACS.
- h) Age: Currently there is no limitation provided that she is compliance with MARPOL and Flag State requirements.
- i) Port State Inspection recorded:
 - Recent recorded must not show in Detention list otherwise new inspection required;
 - The PSC closed out or Rectification report are required before reconsidered her with Group business.
- j) After completed Dry Dock: new inspection is strongly required for her further review.
- k) New built vessel: Pending for 3 months and she must provide with active inspection which must be available to review after 3 months of delivery before considering of her status.
- l) Time Charter/Long Term Contract Vessel: Management review and PTT Own Inspection is required to be carried out before considering of her status.

Best Practice Guidelines and where to find them

N/A

Officer Matrix

Senior Rank	Aggregate Year with Operator	Aggregate Year in Rank	Aggregate Year with all Type of Tanker
Master	1 Year	2 Years	3 Years
Chief Officer			
Chief Engineer	1 Year	2 Years	3 Years
1st or 2nd Engineer			

How CDI and/or SIRE Reports are utilised

PTT is OCIMF member, SIRE Inspection system is fully applies to all vessel type calling for PTT Group business. CDI is not considered.

TMSA Requirements

At least Stage 2 up for all spot vessel. For T/C another In house process will be implemented.

Vessels those considered for Time Charter or Long Term contracts required TMSA to be reviewed and result should be reported positive.

Vessel Age Limitations

Currently there is no limitation provided that compliance with MARPOL and Flag state requirements.

CAP Certification Requirements

If available CAP would be certified by IACS.

Electronic Copies of ISM Audits, Reports and Ship's Trading Certificates

All copies of relevant Certificates must be provided on board.

Any other specific Vetting Policy that would be relevant to the Industry

- PTT Group unities to combat the relocation of substandard vessel, vessel must be provided with positive record of PTT Group Terminal feedback at all times.
- PTT Group provides highly qualified of Inspectors to conduct tanker inspections for all type within Asia Pacific region and other area upon business requested.
- OBO and ORE-OIL Vessels are not acceptable

Contact Details

All vetting or inspection enquires should be sent to vettingteam@pttplc.com

Qatar Petroleum

The following information is for vessels nominated to lift Regulated and Non-Regulated Products at Qatar Petroleum Ports and Qatari Offshore Terminals ("QPP & QOT") exclusively.

QP operates a ship quality assurance system to screen all tankers intending to call at QP controlled ports and terminals. All tankers over 500 gross tons must be screened each and every time it is nominated through the commercial chain of the corresponding producer and in accordance with the requirements of the regulations of the respective port.

Each vessel be owned by or demise chartered to a member of the International Tanker Owners Pollution Federation Ltd (ITOPF).

Ship Screening Criteria

As and when a vessel is nominated to QP and/or other Qatar producing entities, the vessel will require screening. Acceptance or rejection will be determined immediately upon such screening. In addition, QP reviews inspection reports on a fleet wide basis as part of its analysis of the performance of the vessel operators' safety management system. Poor fleet performance is a factor that is taken into consideration during each screening. QP supports the requirement of international conventions such as SOLAS, MARPOL, ISM, and STCW, as well as the guidelines set forth by OCIMF, ISGOTT, SIGTTO, IMO and ICS.

As a minimum, QP screens tankers according to the following criteria:

Ship Inspection Report Program ("SIRE") and Chemical Distribution Institute ("CDI") Reports

As an integral part of the vessel vetting process, QP requires that all tankers and gas carriers have a SIRE or CDI inspection report no more than 6 months old. The preference is that the inspection was undertaken during Discharge operations and whilst under the current operator. In the event there is a change in the technical management of a vessel, i.e. a change of operator, then the vessel is required to be re-inspected during discharge operations for the purpose of providing an insight to the vessel under the new vessel managers safety management system.

Tanker Management and Self-Assessment (TMSA)

OCIMF's TMSA is built upon the International Safety Management (ISM) Code and is used as a tool to assist operators assess, measure and improve their safety management systems against key performance indicators as listed by OCIMF and each of those indicators carry with it as best practice guidance. As and when QP is selected by an operator as a recipient in OCIMF, QP would be able to review the operator's TMSA details. In order for a vessel to be considered for a business involving QP or another Qatar producing entity, the operator must have submitted a TMSA (expressly stating the date of creation with a validity of no more than twelve (12) months) and achieved Stage 1 compliance in respect to every element (twelve (12) in total) as detailed in TMSA. Further updated TMSA should be submitted to OCIMF whenever changes to the operator's safety management system impact the attainment of TMSA.

Operator Rating

Vessel operators are designated a quality category based on, amongst other things, operational and safety performance of their fleet, reliability of the vessels and evaluation of the management systems including data extracted from their TMSA report. The information on the management systems may be verified during an audit at the operator's office.

Port State Inspection, Casualty and Incident Report

Information received on Port State Inspection, Casualty and Incidents are used by QP as part of the screening process. A vessel involved in an incident may be excluded from service until an acceptable report detailing the cause, corrective and preventative actions taken is provided to QP.

Structural Assurance

The conditions set out below apply to oil, chemical, LPG carriers and LNG carriers:

Oil, chemical and LPG tankers greater than 16,500 deadweight tonnage (dwt) must, as a minimum, hold a Condition Assessment Program (CAP) 2 rating. This is required when the vessel reaches fifteen (15) years of age, or by the end of the 3rd special survey, whichever is earlier.

LNG vessels must, as a minimum, hold a CAP 2 rating. This is required when the vessel reaches twenty (20) years of age, or by the end of the 4th special survey, whichever is earlier.

The CAP rating shall be issued by a member of the International Association of Classification and must include fatigue analysis. The maximum period of validity of a CAP rating is three (3) years taken from the date of the last CAP survey.

Drug and Alcohol ("D&A") Policy

Tanker operators are required to have a D&A policy that meets or exceeds the standards set forth in the ICS/OCIMF publication "Guidelines for the Control of Drugs and Alcohol Onboard Ships", as amended from time to time. QP will usually consider a positive answer to the D&A question of a valid SIRE/CDI report as a confirmation that the vessel meets the D&A policy requirement.

Tanker Performance Report ("TPR")

The screening process provides a comprehensive risk assessment of tanker quality prior to port entry.

QP receives performance reports from QP controlled ports and terminals on navigation, moorings, cargo handling, pollution prevention, safety management, crew proficiency, and general vessel appearance. Any TPR rated as "unacceptable" will result in the vessel being placed on hold until the deficiency is closed out to the satisfaction of the respective port and/or terminal.

THE INFORMATION PROVIDED ABOVE IS FOR REFERENTIAL PURPOSES ONLY AND MAY BE SUBJECT TO CHANGE WITHOUT NOTICE.

All email communication should be directed to our team email address below. This will ensure that all correspondence is managed timely and effectively.

Contact details

Qatar Petroleum
Doha, State of Qatar
Email: Serdalteam@qp.com.qa

REPSOL Trading S.A

I. Purpose and preliminary comments

It is Repsol policy to employ only vessels which have been screened for compliance with all applicable International and/or National Regulations and with other marine safety standards. The purpose of this document is to explain the process for such screening (the Vetting Assessment).

Compliance of vessels with the requirements described below or vessels being rated as Acceptable in the vetting process does not grant the Owner or Operator any right whatsoever to have the vessel chartered or employed by Repsol, nor imposes on Repsol any duty or obligation to charter or employ the vessel.

Repsol nor any of its employees, agents or contractors, shall be under no liability whatsoever to any Owner, Operator or Third Party by reason of acceptance/non-acceptance of a particular vessel.

II. Scope of Application

This procedure applies to vessels tendered for chartering or owned by Repsol, vessels transporting Repsol's cargoes, and also to vessels visiting terminals owned or operated by Repsol.

The following is excluded from this process:

1. Compatibility with Terminals

Compatibility of the vessel with the terminals or berth and acceptance of cargoes in transit rests with the Terminal directly

2. Fitness to the nominated cargo

3. Requirement of use of Inert gas

Repsol Terminals require all chemical and product vessels carrying products with low flash point (below 60° C) must be fitted with appropriate and operational inert gas (IG, IGG, N2) systems and must be in use in when on Repsol employment. Low flash point transit cargoes and Residual fuel oils must be inerted as well.

III. Effective date

01st August 2017

IV. Abbreviations

- **ARPA:** Automatic Radar Plotting Aid
- **BIQ:** Barge Inspection Questionnaire
- **BPQ:** Barge Particulars Questionnaire
- **CAP:** Condition Assessment Programme
- **CCR:** Cargo Control Room
- **COA:** Contract Of Affreightment
- **DB:** Double Bottom
- **DH:** Double Hull
- **DS:** Double Side
- **EBIS:** European Barge Inspection Scheme
- **ESD:** Emergency Shut Down
- **ESP:** Enhanced Survey Programme
- **GPS:** Global Positioning System
- **IACS:** International Association of Classification Societies

- **ICS:** International Chamber of Shipping
- **IMO:** International Maritime Organization
- **ISM:** International Safety Management
- **ISO:** International Standard Organization
- **LNG:** Liquid Natural Gas
- **LPG:** Liquid Petroleum Gas
- **MOU:** Memorandum of Understanding
- **NB:** New Building
- **OBO:** Oil Bulk Ore
- **OCIMF:** Oil Companies International Marine Forum
- **OHSAS:** Occupational Health and Safety Assessment Series
- **OO:** Oil Ore
- **P&I:** Protection and Indemnity
- **PSC:** Port State Control
- **SDWT:** Summer Dead Weight Tonnage
- **SH:** Single Hull
- **SIRE:** Ship Inspection Report Programme
- **SOLAS:** Safety of Life at Sea
- **STCW:** Standards of Training, Certification and Watchkeeping
- **TC:** Time Chartered
- **TMSA:** Tanker Management Self Assessment
- **USCG:** United States Coast Guard
- **UTI:** Ullage Temperature Interface
- **VIQ:** Vessel Inspection Questionnaire

V. Definitions

For the purpose of these procedures the following definitions apply:

- **Acceptable** means the vessel can be used within the scope described above, and is the only rating that allows such use. This rating results from a favourable assessment based on information that we have deemed positive and sufficient. The rating of the vessel may be affected by any changes concerning safety and operational systems, changes of name, technical operator, crew, Flag, etc., as well as any incident, casualty or terminal negative feedback report, PSC detention or Memoranda or condition of Class. (See also "Vetting Assessment")
- **Barge**, for the purpose of these procedures, means a vessel carrying goods in rivers, inland navigation, lakes and ports, not sailing on open sea or bays and restricted by Flag Administration to inland water navigations.
- **EBIS Barge**, for the purpose of these procedures, means a vessel carrying goods in European rivers and not sailing in open water or at sea.
- **CAP**, an independent and thorough scheme of inspections of the actual condition of the Hull, Machinery and Cargo Systems of a vessel. It is applicable as defined in the present Rules and of the Classification Society.
- **Cargo** means any kind of material subject to a contract of transportation, mainly crude oil, oil products, chemical products, LPG, LNG, Lubricants, Liquid fertilizers and dry bulk cargoes.
- **Charter Party** means contract of affreightment signed between shipowner and charterer when hiring a vessel for the carriage of goods.
- **Chief Officer** and **2nd Engineer** terminology considered equivalent to 1st Officer and 1st Asst. Engineer for the purpose of these procedures.
- **Class or Classification Society**, a non-government organisation that established and maintains standards for the construction and classification of vessels.
- **COA Vessel** means vessels included in a contract of affreightment to lift a fixed or determinable quantity of cargo of a specified type over a given period of time.

- **EBIS**, is used to evaluate barges, tugs and dumb barges used to distribute oil and chemicals within Europe.
- **ESP**, this is applied to all tankers and bulk carriers of 150 meters or more in length as stated in SOLAS XI-1/2 and as defined in Resolution A.744 (18).
- **Floating storage** means any vessel used to store cargo for commercial reasons but does not include FSO/FPSO.
- **Heavy grade Oil:**
 - crude oils, having a density at 15° C higher than 900 kg/m³;
 - oils, other than crude oils, having either a density at 15° C higher than 900 kg/m³ or a kinematic viscosity at 50 ° C higher than 180 mm²/s; or;
 - bitumen, tar and their emulsions.
- **Incident** means all specific events that occur during the work or activity of the vessel which results in:
 - Injuries to people or damage to their health,
 - Damage to the vessel and/or cargo,
 - Damage to the environment,
 - Damage to the company's image.
 - Damage to third parties.

ISM Code means the International Management Code for the Safe Operation of Ships and for Pollution Prevention as adopted by IMO.

Non Accepted means vessel that has been rejected as result of Vetting assessment process.

Non Assessed means a vessel that has not undergone a Vetting assessment process.

Non-propelled barge means a barge without self-contained propulsion and manned only during cargo operations.

Observations - non-compliance with:

- International and/or national regulations as well as OCIMF and ICS recommendations.
- Repsol Vetting Process & Criteria and Marine Safety Criteria.

OCIMF is a voluntary association of Oil Companies with an interest in the shipment and terminalling of crude oil, oil products, petrochemicals and gas with a focus on marine safety and technical matters.

On Hold means vessel which Vetting assessment process has been not completed or interrupted.

P&I Full entry certificate showing cover as per the standard P & I Rules of the Club in which the vessel is entered.

Poor coating condition general breakdown of coating over 20% or more and hard scale at 10% or more in areas under consideration.

Preliminary Evaluation means a vessel screening process has taken place which includes but is not limited to compliance with Repsol Marine Safety Criteria, latest information available from different sources such as official publications, Terminal's reports, PSC reports, SIRE reports, Repsol Vetting Questionnaire etc.

Repsol Vetting Department the technical unit within Repsol responsible for establishing guidelines for safety and environmental evaluation process for each type of vessel used within the Repsol system, monitor the compliance with the rules applicable to them and managing the preliminary assessments and physical inspection when required.

Safety Inspection non-announced inspection carried out on vessels rated as acceptable by Repsol Vetting. The inspection can be restricted, focusing only on crew manning, inert gas system safe use, engine room housekeeping, etc. or it can be a complete inspection focusing on all the areas of the vessel, safety management system, etc.

SDWT means the number of tonnes of cargo and bunkers, including stores, lubricating oil and fresh water that a vessel can transport on a summer draft.

Self-propelled barge means a barge with a self-contained propulsion system.

Single voyage means period between first port of loading and last port of discharging operations of a certain cargo under a charter party. It should not exceed three months.

SIRE Inspection – Repsol Inspection follows a standardised format laid down in the OCIMF VIQ and is submitted, if there is prior agreement with the vessel's owner's / operator's, to the OCIMF/SIRE database.

Spot vessel means vessels contracted for a single voyage and not included in a COA.

Summer draft is the vertical distance between the summer load line and the bottom of the hull.

Substantial corrosion means average wastage in excess of 75% of the allowable local limit recorded in the last Class survey report.

Technical Operator means an entity dealing with the responsibility for operation of the ship and which, on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed by the ISM code and, where applicable, holds the Document of Compliance.

TC vessels means vessels contracted for a fixed period.

TMSA a best practice guide completed by tanker operators to indicate the standard of their safety management system against listed key performance indicators as defined in OCIMF publication "Tanker Management Self-Assessment, a best-practice guide for vessel operations".

Towboat or push tugboat means a boat which is acting as the propulsive unit of a non-self-propelled barge.

Tugboat means a boat that manoeuvres self-propelled vessels by pushing or towing them.

Type of tanker means oil tankers, chemical tankers or gas tankers of any size.

Vessel means a craft engaged in the carriage of goods by river/sea or engaged in towing or pushing such craft, including oil tankers, chemical carriers, gas carriers, general cargo vessels, push tugs which are part of integrated tug barge units, time chartered tugs, non-propelled barges and self-propelled barges.

Vetting Assessment means the process whereby a vessel's suitability for Repsol use is determined resulting in the status of "Acceptable" or "Non Accepted" being assigned. The ship-shore compatibility or its fitness for nominated cargo is not considered in this Assessment.

VI. REPSOL VETTING PROCESS

VI.1 VESSELS UNDER REPSOL GROUP COMMERCIAL INTEREST

The Vetting Process starts with an online request from any Commercial department within Repsol Group or from third parties and consists of two main parts: preliminary evaluation and physical inspection. The commercial request must be received with enough time to carry out a proper assessment.

1. Preliminary Evaluation:

- a. If the result of the Preliminary Evaluation is negative, then the Vessel will be rated as Non Accepted.
- b. If the result of the Preliminary Evaluation is favourable, then, depending on type of contract and vessel age the process will continue as described in sections A and B below.

A. SPOT and COA Vessels

A.1 Vessels newly built in their maiden voyage will only be considered in a case-by-case basis. See Section VI.14 of Repsol Marine Safety Criteria for details.

A.2 For vessels aged less than 1 year; the vessel will be evaluated every voyage.

A.3 For vessels aged 1 to 14 years; that have not been detained during the previous 12 months and whose Flag is not blacklisted by Paris MOU, USCG or Tokyo MOU a review of the latest SIRE inspection not more than 6 months old.

- a. If the assessment result is satisfactory, the vessel will be rated as Acceptable and a new evaluation normally will not be necessary for a period of 6 months from the date of the Preliminary Evaluation.
- b. If the latest SIRE report is indicating non high risk observations, the vessel will be deemed Acceptable for only one voyage and subject to a physical inspection during that voyage.
- c. If the latest SIRE report is reflecting very high risk observations and/or the Operator's corrective actions are deemed insufficient, then the vessel will be rated as Non Accepted.
- d. If there is not a SIRE inspection available within the previous 6 months, the vessel will be deemed Acceptable for only one voyage and subject to a physical inspection during that voyage.

A.4 For vessels aged 15 to 19 years; will only be considered for a single voyage and subject to a physical inspection during that voyage when there is a SIRE available and performed within the previous 6 months without non high risk observations.

A.5 For vessels aged 20 years and older; will only be considered for a single voyage and subject to a physical inspection during that voyage when there is a SIRE available and performance within the previous 6 months without non high risk observations and have been inspected by Repsol Vetting within the previous 12 months.

B. TC Vessels

B.1 For contracts of less than 6 months:

New contracts and renewals: the vessel will require a re-evaluation to confirm that it is rated as Acceptable (based on a Repsol physical inspection or on a SIRE inspection from a third party) before lifting the vetting subjects of the agreement.

B.2 For contracts of 6 months or more:

- a. New contracts: the vessel will require being rated as Acceptable based on a new physical inspection before lifting the vetting subjects of the agreement.

If the latest Repsol physical inspection is not older than three months, and she has been rated as Acceptable, then a new physical inspection will not be required for lifting the vetting subjects.

- b. Renewals: If the current status of the vessel is Acceptable and a new physical inspection is not required in the next three months, then the vetting subjects can be lifted. In any other case, the closing of the contract requires an Acceptable status based on a new physical inspection.

B.3 New buildings: additional to the requirements mentioned in section VI.14 of Repsol Marine Safety Criteria,

- i. Attendance at sea trials, including gas trial for LNGs
- ii. Before delivery, review the operator's TMSA assessment. If the latest assessment is not older than 24 months, a new assessment is not required.

2. Physical Inspection

Vessels deemed Acceptable for only one voyage as result of the preliminary evaluation are subject to a physical inspection during that voyage.

The physical inspection will follow OCIMF guidelines. Concurrent physical inspections will not be authorised at Repsol Terminals. Repsol has the preference of inspection at its own Terminals.

The inspection report will only be uploaded to SIRE database, provided there is prior agreement between the Repsol Vetting head office with vessel's Technical Operator.

Based on the Inspector's report, the Repsol Vetting Department will produce an Official Inspection Report with a list of observations and recommendations, if any, which will be transmitted to the Technical Operator. The Technical Operator will have to reply with comments and/or corrective actions taken, following the pattern recommended by OCIMF. These responses and the inspection report will be used then to conclude the assessment of the vessel. A document with result of this evaluation will be then sent to Technical Operator indicated in Repsol Questionnaire.

The vetting inspection will be charged to the Owner's account. It is performed independently and has no legal connection whatsoever with any possible Spot or Time Charter Agreement that might be signed with the Owners of the vessel.

If vessel has been rated as Acceptable as result of a Repsol Vetting inspection, then a new inspection will normally not be required for a period of:

- **6 months** for vessels of 15 years old or more
- **12 months** for vessels aged less than 15 years

If the intended employment of a vessel extends beyond the aforementioned periods, such vessel will need to be rated as Acceptable as a result of a new assessment.

VI.2 VESSEL INSPECTION REQUEST

A Technical Operator interested in getting a particular vessel inspected by Repsol Vetting, must submit, at least 5 days in advance a written formal request by e-mail to vetting@repsol.com apprising port, date, local agents and type of operations.

The Vetting Process will consist of:

1. Preliminary Evaluation:
 - a. If the result of the Preliminary Evaluation is negative, then the Vessel will be rated as Non Accepted.
 - b. If the result of the Preliminary Evaluation is favourable, then
2. Physical inspection: as described in section VI.1.2

VI.3 FOLLOW UP VESSEL STATUS

Beyond above process, additional direct information may be gathered:

1. During any Repsol voyage, the vessel could be subject to "unscheduled and non-announced safety inspections" during operations. These inspections would be carried out as Safety Terminal Inspection by one Repsol vetting Inspector.
2. "Terminal feedback reports" submitted to us by the Repsol Terminal Loading Master where the vessel has operated.

Information reviewed through steps 1 and 2 may result in the rejection of the vessel (i.e. the vessel being rated as Non Accepted) at any time. More generally, **the status of the vessel may be affected by any changes concerning safety and operational systems, changes of name, technical operator, crew, Flag etc, as well as any incident, casualty or terminal negative feedback report, PSC detention or Memoranda or condition of Class.** Technical Operators are kindly requested to report to Repsol Vetting any of the mentioned events whenever they occur.

VI.4 REASSESSMENT OF A VESSEL RATED AS NON ACCEPTED

To be reassessed, the vessel must undergo a physical inspection by Repsol during daylight hours during cargo operations outside Repsol terminals without any Repsol cargo on board, prior to visiting a Repsol Terminal or prior to taking any Repsol cargo.

If there has been changes of Technical Operators after rejection, a new assessment could be completed in order to determine if rejection still in force.

If the latest available inspection is reflecting observations of any nature, the Operator will be required to provide evidence that corrective actions have been taken before a physical inspection can be scheduled.

Vessels rejected by Repsol on two consecutive inspections will not be considered for a new assessment before three months from the last rejection, and such new assessment will require a physical inspection.

VI.5 PROCESS FOR SPECIAL VESSELS

A. Floating storage:

If they are less than 15 years old, they will be required to have a SIRE inspection no older than 6 months without high risk observations.

If they are 15 years old or more, they will be required to have a SIRE inspection no older than 3 months without high risk observations.

B. Dry cargo and container vessels will be evaluated before every voyage.

In case of vessels used three times in a period of 60 days, they will be inspected during the third voyage.

C. Vessels calling in our terminals only for: **fuel oil bunkering, nitrogen blanketing and slops discharge** could be acceptable, exclusively for such operation, once we receive and review an updated Listing of Survey Conditions of Class and Memoranda and certificate of P&I Full entry. These are to be sent to vetting@repsol.com.

D. If as a result of physical inspection the **tugboat** has been rated as acceptable, then a new inspection will normally not be required for a period of 12 months, regardless of tugboat's age.

E. **EBIS Barge** assessment will be based in the review of last EBIS report which must be performed within the previous 12 months.

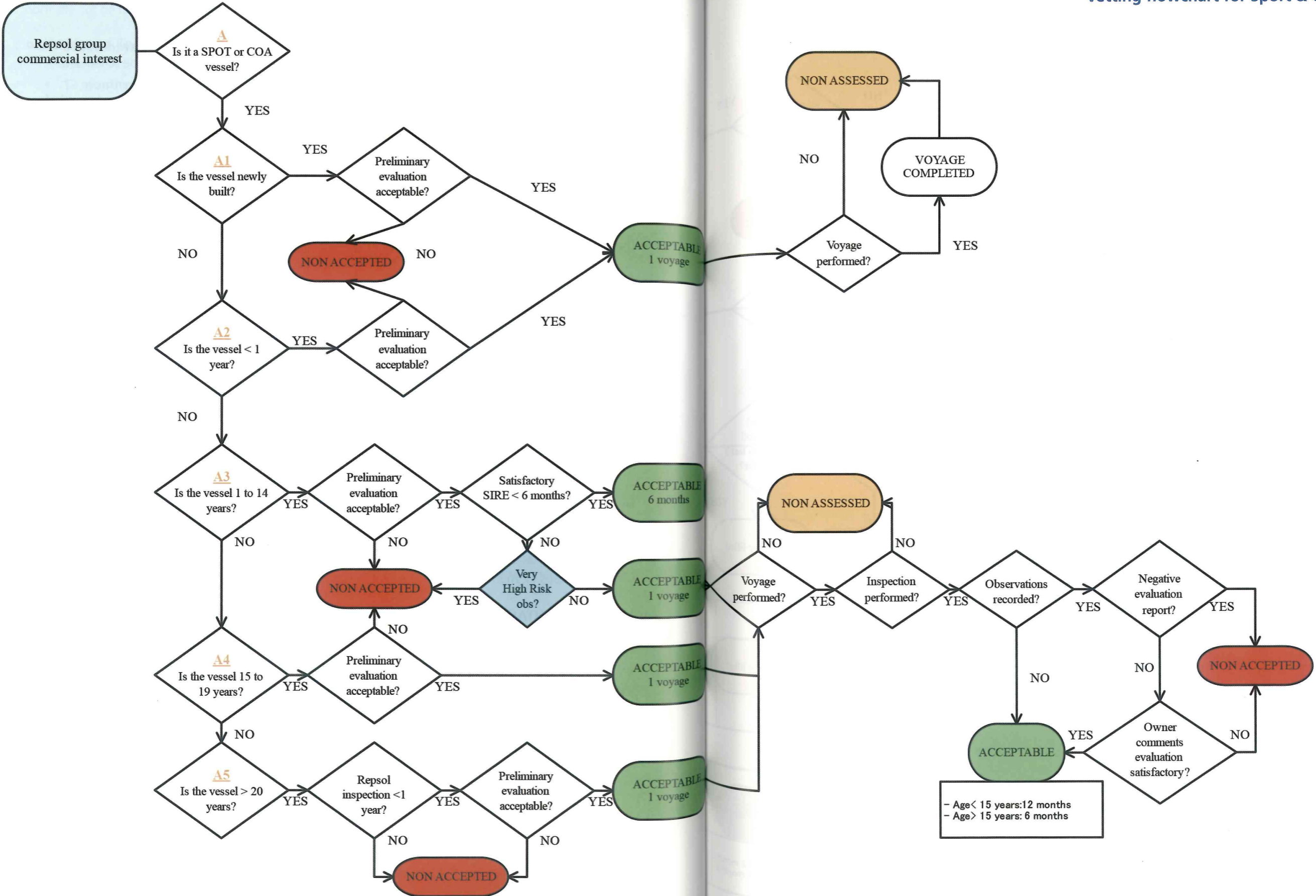
VII. USEFUL CONTACT DETAILS

Vetting issues: vetting@repsol.com

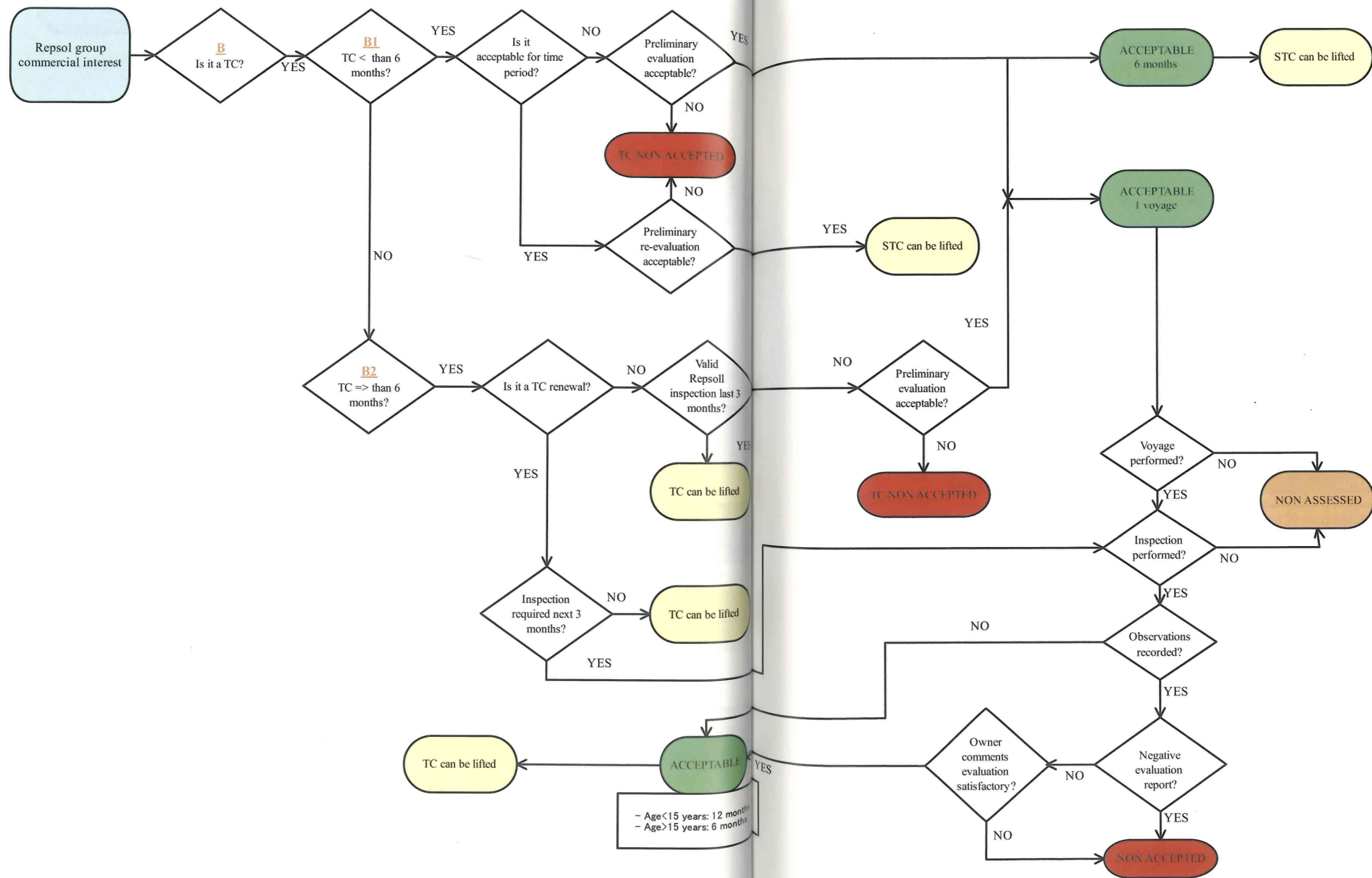
Operator meetings and TMSA issues: vetting@repsol.com

Casualty/Incidents notification:

- o Vessels chartered by Repsol, vessels transporting Repsol's cargoes, and vessels visiting terminals owned or operated by Repsol: incidentshipping@repsol.com
- o Other cases: vetting@repsol.com



Vetting flowchart for TC Vessels



REPSOL MARINE SAFETY CRITERIA

I. Purpose and preliminary comments

It is Repsol policy to employ only vessels which have been screened for compliance with all applicable International and/or National Regulations, industry best practice and with other marine safety standards. The purpose of this document is to explain the marine safety criteria required during the Vetting Assessment process.

Compliance of vessels with the requirements described below or vessels being rated as Acceptable in the vetting process does not grant the Owner or Operator any right whatsoever to have the vessel chartered or employed by Repsol, nor imposes on Repsol any duty or obligation to charter or employ the vessel.

Repsol nor any of its employees, agents or contractors, shall be under no liability whatsoever to any Owner, Operator or Third Party by reason of acceptance/non-acceptance of a particular vessel.

II. Scope of Application

The marine safety criteria applies to vessels tendered for chartering or owned by Repsol, vessels transporting Repsol's cargoes, and also to vessels visiting terminals owned or operated by Repsol.

III. EFFECTIVE DATE

01st August 2017

IV. ABBREVIATIONS

See section IV of the Repsol Vetting Process document.

V. DEFINITIONS

See section V of the Repsol Vetting Process document.

VI.1 Age

Vessel Type	Age Limit (less than)
OBO / OO	15 years
Tanker (Crude/Oil/Bitumen/Chemical)	25 years
Bulk carrier/general cargo	25 years
LPG	30 years
Bunker barge/barge/tug	40 years
LNG	40 years

a) Vessel age limits are indicated in the table above. A table based points system on the age of a vessel will apply.

b) The age of a vessel is calculated from its initial delivery date. Rebuilding dates will not be taken into account.

VI.2 Ballast tanks and void spaces' coating condition and substantial corrosion.

Ballast tanks and void spaces' coating must not be in poor condition and no areas of substantial corrosion must exist.

VI.3 Casualty Reports

Records of casualties, incidents and investigation reports will be evaluated.

VI.4 Classification Society

Vessels classed by Societies which are not full members of IACS will be rejected.

VI.5 Class Recommendations

Class recommendations and memoranda may result in vessel rejection. Technical Operators are encouraged to close any class recommendations and memoranda before the date fixed by Class.

Vessels in a shipyard without definitive Class documentation could be acceptable provided that Technical Operators warrant that the vessel will sail from shipyard without any conditions of class.

VI.6 Condition Assessment Programme (CAP) and thickness measurement reports

a) Thickness measurement carried out during the previous special survey will be reviewed for vessels 15 years old, or more and 5000 MT SDWT or less.

b) Vessels 15 years old, or more, and over 20000 MT SDWT, will need at least a CAP 2 (GOOD) rating for hull, machinery and cargo handling system upon the 15th anniversary of her delivery date. Evidence of completion of this survey and the rating reached must be provided when final certificates are not available. Such certificates will have a validity of 3 years taken from the date of the completion of the survey (effective date).

c) Vessels 20 years old, or more, and over 5000 MT SDWT, will need at least a CAP 2 (GOOD) rating for hull, machinery and cargo handling. Such certificates will have a validity of 3 years taken from the date of the completion of the survey (effective date).

VI.7 Crew

A table based points system on the number of nationalities on board will apply.

a) OCIMF Officer Matrix will be reviewed.

	Rank	Calendar time with Technical Operator	On board sea time in Rank	On board sea time on Type of Tanker
SPOT and COA	Master & Chief Officer	Aggregate not less than 2 years	Aggregate not less than 3 years	Aggregate not less than 6 years
	Chief Engineer & 2nd Engineer	Aggregate not less than 2 years	Aggregate not less than 3 years	Aggregate not less than 6 years
	2nd Officer & 3rd Officer	N/A	Aggregate not less than 1 years	N/A
TIME CHARTERS	Master	Aggregate not less than 2 years	Aggregate not less than 3 years	3 years
	Chief Officer			2 years
	Chief Engineer	Aggregate not less than 3 years	3 years	
	2nd Engineer		2 years	
	2nd Officer & 3rd Officer	N/A	Aggregate not less than 1 years	N/A

b) A drug and Alcohol Policy meeting OCIMF requirements or similar minimum equivalent requirements must be in force. The Policy must include an unannounced alcohol and drug test by an external body at intervals not exceeding 12 months.

VI.8 Dry Docking

- a) For any vessel, the interval between Special Surveys will never exceed 60 months.
- b) Vessels 15 years old, or more, must have been inspected out of water by Class, within the last 36 months, and twice between special surveys.

VI.9 SIRE Reports

SIRE reports may be used for each vessel's assessment.

VI.10 Flag

A table based points system on the lists issued by Paris MOU/Tokyo MOU/USCG will apply.

VI.11 Hull design

Table points based on hull design (DH, DS, DB, SH, etc.) will apply.

- a) Vessels carrying crude oil must always be double hull.
- b) Vessels used as floating storage must be double hull.
- b) Vessels over 600 SDWT which are not double hull, will be rejected.

VI.12 Hull Structural Fatigue Analysis

Vessels bigger than 150 m in length and older than 20 years will need a comprehensive fatigue analysis.

VI.13 Name change

A table based points system on the number of name changes will apply.

VI.14 New Building Vessels

Technical operator will provide the following documents, in addition to the usual documents for the preliminary evaluation:

- A. Two matrix:
 1. One with the vessel's Senior Officers (Officer Qualifications, Nationality, Certificate of Competency, Issuing Country, Tanker Certificate, Specialised Tanker Training, Years with Operator, Years in Rank, Years on this type of tankers, Years on all types of tanker, weeks stood by in yard). (Master & Chief Officer; Chief Eng. & 2nd. Eng must have by pairs 8 weeks of aggregate stay in shipyard before new build delivery).
 2. One with the Site Team (Names, Nationality, Qualifications, Years with Company, Years new build experience, Arrival date on site).
- B. Complete the questionnaire on the webpage www.vetting.repsol.com and provide all supporting documentation including the Interim Class Certificate plus any relevant conditions of class applied to the vessel at the time of delivery and a copy of the Continuous Synopsis Record.
- C. Experience with Owner/Technical Operator will be duly considered.

VI.15 Port State Control

Records of deficiencies and detentions detected, and corresponding corrections will be evaluated.

Vessels either detained twice or more over the last three years, detained in its last PSC or black-listed by the European Union will be rejected.

Vessels detained in their last PSC inspection or with serious deficiencies in all PSC inspections in the previous year will be not be Acceptable for Time Charter.

VI.16 Protection and Indemnity clubs (P&I)

Owners guarantee that they (and/or Operators) shall maintain full entry of the chartered vessel in a P&I Club which is a member of the International Group of P&I Clubs. A copy of a P&I Certificate of entry of a vessel not insured with a member of the International Group of P&I Clubs will be reviewed by the Repsol Insurance Department on a case-by-case basis.

VI.17 Technical Operator

- a) All vessel Technical Operators are requested to submit their TMSA evaluation to the OCIMF web site as one of the compulsory documents required for the vessel's Preliminary Evaluation.

In order to evaluate the technical operator performance, the TMSA must be updated at intervals not exceeding twelve months. Comments on how each element/stage is complied with should be recorded in the TMSA evaluation reports uploaded onto the OCIMF web site.

- b). Technical Operators might be subject to audits.
- c) Company certification such as ISO 9001, ISO 14001, OSHAS 18001 and Green Award will be considered for rating.
- d) Should 30% of the entire fleet of a particular Technical Operator be rated as Non Accepted, its entire fleet will be deemed as Non Accepted.
- e) Significant changes in the vessel's safety management such as a change in the Technical Operator/ Owner and/or crew must be reported at least 30 days in advance. Such changes may cause the vessel to be rejected.

VI.18 Vessel history with Repsol

Repsol vetting inspections and terminal feedbacks will be evaluated.

VI.19 Other important criteria:

- A. Deck seal of the dry type shall not be accepted for oil tankers.
- B. The following groups of Officers will not be changed at the same time: Master and Chief Officer, Chief and 2nd Engineer. No more than two thirds of the total number of Ratings and no more than half of the total number of Officers are to be changed at the same time.
- C. Time chartered vessels whose common working language is neither English nor Spanish language should fill in the Official Log Books in one of these languages, additionally to the Flag requirements.

VI.20 Documents Required:

	Crude/Oil/ Chemical	Gas Carrier	Dry Cargo/ Container	OBO / OO	Inland waters	Tugboat	
Repsol Vetting Questionnaire	✓	✓	✓	✓	✓	✓	
Listing / Class Status Report	✓	✓	✓	✓	✓	✓	
IOPP Supplement	✓	✓		✓	✓		
Last PSC Report	✓	✓	✓	✓	✓	✓	
Crew Matrix	✓	✓					
Fitness		✓					
CAP	✓	✓	✓	✓	✓	✓	≥15 years & >20000 SDWT; ≥20 years & >5000 SDWT
Condition Evaluation Report / ESP	✓			✓	✓		≥15 years & ≤5000 SDWT
Thickness Report	✓	✓	✓	✓	✓	✓	≥15 years & ≤5000 SDWT
Fatigue analysis	✓	✓	✓	✓	✓	✓	>20 years & >150mts length

VI.21 Crew and Level of Certificates Criteria

- a) Operators of seagoing vessels must ensure that it is not necessary for the Master to keep regular watches by adopting a three-watch system. It is strongly recommended to have a Master plus three deck Officers as the bridge manning team.
- b) All Officers must be certified for the type of tanker on which they serve. Qualification must be in accordance with STCW Regulation V/1 paragraph 2.2 complemented by Section A-V/1 paragraph 8, 15 or 22. For Officers not holding appropriate special qualification course, the Operator must provide it as soon as practicable.
- c) All Deck Officers must attend Bridge Resource Management or Bridge Team Management course which meets the requirements detailed in Table A-II/1 of the 2010 Manila amendments to the STCW Convention

and Code. For Officers not holding an appropriate qualification for this course, the Operator must provide it as soon as practicable.

- d) Senior Engine Officers must attend main and auxiliary machinery operation simulation course in accordance with Engine Room Simulator – IMO model course 2.07. For Officers not holding appropriate qualification course, the Operator must provide it as soon as practicable.

VI.22 Safety Management Criteria

- a) A safety management system which complies with ISM code requirements or an equivalent standard must be implemented on board.
- b) A fixed fire detection and alarm system must be provided in the Engine Room, Cargo Pump Room, Forecastle and Accommodation area. If installation is not yet available, it should be provided not later than the vessel's next dry dock.

VI.23 Bridge Equipment and Procedures Criteria

In addition to the standard SOLAS requirements vessels must be fitted with:

- a) Ship of 3000 tonnes gross tonnage or more must be fitted with two (2) radars.

It is strongly recommended for one of them to be fitted with an Automatic Radar Plotting Aid (ARPA).
- b) Two sets of satellite positioning systems i.e. GPS.
- c) Course recorder. If the recorder is not yet available it should be provided not later than the vessel's next dry dock. An equivalent system will be considered.

VI.24 Pollution prevention Criteria

- a) A cargo pump room bilge high-level alarm, with at least two (2) sensors (dual safety), located at port and starboard side preferably is to be fitted and fully operational. If installation is not yet available it should be provided not later than the vessel's next dry dock.
- b) Storage and service bunker (fuel oil and gas oil) tanks must have high-level alarms.

VI.25 Cargo and ballast system Criteria

- a) A fixed monitoring system with optical and acoustic alarm for detection of flammable gases in void spaces and ballast tanks is strongly recommended to be fitted and operational. Alarm signals are to be automatically displayed in the Engine Control Room, Cargo Control Room and Navigation Bridge. If a system is not fitted, procedures for daily monitoring of above mentioned spaces must be implemented, and records with gas concentration readings shall be made available for inspection.
- b) All cargo and slop tanks must be fitted with high level alarms and independent (from main fixed ullage monitoring system) high-high level alarms (98%).
- c) Cargo handling operations must be performed under closed system condition. When the fixed closed ullaging system is temporarily out of service and loading or discharging operations are carried out, this must always take place in a close condition. In this case, ullaging of each cargo space will be carried out through the vapour locks, with one UTI tape, available for every cargo tank being worked simultaneously, must be on board. The sonic hermetic tapes must be checked annually and certified. Certificates must be available on board.
- d) Cargo pumps emergency stop activation points must be provided and are to be located in the Cargo Control Room (if fitted), on the main deck at the manifold area (Port and Starboard), in the cargo pump-

room at its entrance and at the lower platform and in addition on the poop deck if a stern discharge line is fitted. If installation is not yet available, it should be provided not later than the vessel's next dry dock.

- e) All the control equipment including but not limited to reference pressure gauge and thermometer, all other pressure gauges, vacuum gauges, thermometers as well as alarms, trips, etc. must be checked annually and results recorded.

VI.26 Engine Room & Steering Gear Criteria

Engine room must be fitted with a high-level bilge alarm, with at least two (2) sensors.

VI.27 Additional requirements for LPG/Gas Carriers

1. The minimum allowable cargo tank temperature must be clearly displayed at the vessel's manifold as well as on each cargo tank domes.
2. A clear indication in metres of the sounding corresponding to the cargo tank high level alarms must be displayed in the CCR (Cargo Control Room) or in the place from where the topping up is carried out.
3. The vessels must be provided with at least 3 remote positions for manual activation of the ESD (Emergency Shut Down) fail-safe design.
4. It is strongly recommended that accessory and instrumentation lines in cargo piping have screwed couplings to be isolated from main lines by two valves.

Additionally to the ESD valve test required by applicable Gas code, a pressure test against these valves must be done at least annually and results recorded.

VII. ADDITIONAL CRITERIA FOR SPECIAL VESSELS

A. Vessels dedicated to bunker delivery:

- a. Delivery operations must be performed with a sealed counter, which must be checked and certified annually by shore service.
- b. New crewmember familiarisation: every new crewmember, before taking over cargo responsibilities, must participate in at least three bunker loading and discharge operations.

B. Oil/Bulk/Ore (OBO) vessels:

- a. 10 years old, or more, which in her last port operated with dry cargo will not be Acceptable,
- b. Of any age, will not be Acceptable for Time Charter.

Oil/Bulk/Ore (OBO) and Oil/Ore (OO) vessels will need to have tunnels monitored for the presence of hydrocarbon gases. See section VI.25.a) for requirements.

C. Dry cargo and container vessels:

Must comply with the marine safety criteria except for the following items: VI.7.a), VI.9, VI.11.c), VI.14 A1, VI.17.a), VI.19.b), VI.21.b), VI.24 and VI.25.

D. Tugboat

Must comply with the marine safety criteria except for the following items: VI.7.a), VI.8, VI.11.c), VI.14 A1, VI.17.a), VI.19.b), VI.21 and VI.23.

E. Vessels exclusively dedicated to operate in inland waters

Must comply with the marine safety criteria except for the following items: VI.7.a), VI.8, VI.14 A1, VI.17.a), VI.19.b), VI.21 a) c) & d) and VI.23.

Such vessels must always comply with the national safety regulations.

F. EBIS Barge

Must comply with the marine safety criteria except for the following items: VI.7.a), VI.8, VI.9, VI.14 A1, VI.17.a), VI.19.b), VI.21 and VI.23.

G. US Barge and Towboat:

- a. Must always comply with the national safety regulations.
- b. Ocean going must be classed by a Classification Society which is a member of IACS. Those vessels used on inland waterways only may not be required to be classed with a Classification Society.
- c. Must have a SIRE BIQ available which was performed during cargo operations within the previous 12 months.
- d. Must have a BPQ available and updated within the previous 12 months.
- e. Must comply with the marine safety criteria except for the following items:
 - i. Barge: VI.7.a), VI.8, VI.14 A1, VI.17.a), VI.19.b), VI.21 and VI.23.
 - ii. Towboat: VI.7.a), VI.8, VI.14 A1, VI.17.a), VI.19.b), VI.21 and VI.23.

Annex I: REPORT QUESTIONNAIRE OF VESSEL VETTING

- 1 Vessel's name
- 2 Previous Name
- 3 IMO Number
- 4 Flag
- 5 Owners
- 6 Delivery date
- 7 Technical operator (The company)
- 8 Date operator assumed responsibility for the vessel
- 9 a) Summer deadweight tonnage (SDWT)
- 9 b) Does vessel have multiple SDWT? Yes/No
- 9 c) If yes, what is the maximum assigned deadweight?
- 10 Maximum Displacement (Summer loadline)
- 11 Gross tonnage (G.R.T.)
- 12 Net tonnage (N.R.T.)
- 13 Summer draft
- 14 Length Over all (L.O.A.)
- 15 Extreme Breadth (Beam)

- 16 Moulded Depth
- 17 a) Cargo capacity m3 98% excluding slops
- 17 b) Slops capacity m3 98%
- 18 a) Parallel body length in S.B.T. or normal ballast condition
- 18 b) Parallel body length in loaded condition (summer deadweight)
- 19 Type of vessel as per class notations

OPERATIONAL INFORMATION

- 20 Is all equipment working properly? Mooring - firefighting - steering gear - lifesaving - navigation - cargo - engine
If no, full description
- 21 a) Inert gas system fitted
- 21 b) Inert gas system operational
- 22 Deck seal type (Dry / wet / semi-wet/ double valve)
- 23 Is manifold derrick or crane fitted and operational?
- 24 Safe working load (S.W.L.)
- 25 SBT Capacity %
- 26 Type of hull SH / DB/ DH / PL/ DS
- 27 a) Does vessel meet the requirements of Marpol Annex I reg. 18.2 regarding double hull requirements (previously Reg. 13. F)?
- 27 b) Is fitted with centreline bulkhead in all cargo tanks?
- 27 c) Is fitted with centreline bulkhead in all ballast tanks?
- 28 a) Maximum freeboard - normal ballast condition
- 28 b) Minimum freeboard - summer deadweight condition
- 29 a) Max. height of manifold above sea level (normal ballast or SBT condition)
- 29 b) Min. height. of manifold above sea level (S.D.W. condition)
- 29 c) Distance center manifold to ship's rail
- 29 d) Height of center manifold above deck
- 29 e) Bunker connections fitted at both sides of vessel (port and starboard)?
- 29 f) Bunker connections fitted at both sides of each cargo manifolds (Fore & Aft)?
- 29 g) Number x size of cargo connections at manifold
- 29 g 1) Cargo manifolds number x size (mm.)
- 29 g 2) Fuel manifolds number x size (mm.)
- 29 g 3) Diesel manifolds number x size (mm.)
- 29 g 4) Vapour Manifolds number x size (mm.)
- 30 a) Distance from bow to center manifold (B.C.M.)
- 30 b) Distance from stern to center manifold (S.C.M.)
- 30 c) Distance bridge front to center of manifold
- 31 Is a vapour return system fitted?
- 32 Is the propeller submerged during all its stay at the terminal?
- 33 Can the vessel maintain at least 30% S.D.W. all the time?

- 33 a) Cargo / deballasting / resumed cargo
- 33 b) Ballast segregated with double valve
- 34 a) Max. height of full mast at normal ballast (airdraft)
- 34 b) Max. height of collapsed mast at normal ballast (airdraft)
- 35 a) Is the vessel equipped and operated in accordance with recommendations contained in the ICS/OCIMF International Safety Guide for Oil Tankers & Terminals or Safety in Liquefied Gas Marine Transportation and Terminal Operations (ISGOTT/SIGTTO) and OCIMF Recommendations for Oil Tanker Manifolds and associated Equipment?
- 35 b) Have all reducers and blank flanges sufficient space for the operations of QC/DC? (Hinges are not allowed in some Repsol Terminals, check Terminal pre-arrival instructions)
- 36 Is the vessel equipped with mooring winches in main deck (fore & aft)?

SURVEYS

- 37 Classification Society
- 38 If the classification society changed, date of change
- 39 List of major oil vetting approvals, if any
- 40 P & I club full style, member of the International Group of P&I Clubs where full entry is guaranteed
- 41 Amount of pollution & comprehensive general liability coverage according to Club Rules (US\$)
- 42 Owner warrants that vessel is member of ITOPF and will remain so for the entire duration of this voyage/contract:
- 43 Type of corrosion control policy for ballast tanks and empty spaces
- 43 a) Anodes
- 43 b) Coated
- 44 a) Does the vessel have a computerized planned prevention maintenance programme (PPM)?
- 44 b) If yes, is the computerized planned prevention maintenance system approved by Ship's Class?
- 45 a) Does the vessel have a statement of compliance issued under the provisions of the Condition Assessment Scheme (CAS)
- 45 b) If yes, what is the expiry date?
- 46 If ship has condition assessment programme (CAP) rating, what is the latest rating?
- 46 a) Hull Structure
- 46 b) Machinery
- 46 c) Cargo System
- 47 Issue date of C.A. P.
- 47 a) Hull Structure
- 47 b) Machinery
- 47 c) Cargo System
- 48 Fatigue Analysis report issue date.
- 49 Date of last special survey
- 50 Date of last dry dock
- 51 Date of last annual survey
- 52 Enhanced Survey Programme (ESP)

EXPIRY DATES OF CERTIFICATES

- 53 Safety equipment
- 54 Safety radio
- 55 Safety construction
- 56 Loadline
- 57 International Oil Pollution Prevention Certificate (IOPPC)
- 58 a) C.L.C. (Civil Liability Certificate)
- 58 b) C.L.B.C. (Civil Liability for Bunker Oil Pollution Damage Convention Certificate)
- 59 Fitness (if applicable)
- 60 International Management Safety Certificates
 - 60 a) DOC
 - 60 b) SMC
- 61 International Ship Security Certificate
- 62 Type of cargo

LATEST CARGOES

- 63 Last three cargoes, charterers and terminals
 - Cargo
 - Charterers
 - Load Port
 - Discharge Port

CREW MANAGEMENT

- 64 Nationality of
 - Master
 - Officers
 - 1.
 - 2.
 - 3.
 - 4.
 - 5.
 - Crew
 - 1.
 - 2.
 - 3.
 - 4.
 - 5.
- 65 What is the common working language onboard?
- 66 Do officers speak and understand English?
- 67 Do officers and crew fulfil the STCW Code 1.995 as per latest issue and amendments?
- 68 Do the Captain, Chief Engineer, Chief Officer and 2nd Engineer comply with the minimum experience required by Repsol Vetting?

SINGLE POINT MOORING (SPM) EQUIPMENT

- 69 Does vessel comply with the latest edition of OCIMF 'Recommendations for Equipment Employed in the Mooring of Vessels at Single Point Moorings (SPM)'?
 - 69 a) How many chain stopper(s) are fitted?
 - 69 b) Safe Working Load (SWL) of chain stopper(s)?
 - 69 c) Distance between the bow fairlead and chain stopper/bracket:
 - 69 d) Is bow chock and/or fairlead of enclosed type of OCIMF recommended size (600mm x 450mm)? If not, give details of size
 - 69 e) How many closed fairleads are fitted?
 - 69 f) Maximum height between chain-stoppers and water-line:

BULK CARRIERS

- 70 Is the vessel fitted with a continuous cargo deck, without deck obstructions (cranes, derricks, deck houses...) to loading/unloading operations?

OTHER INFORMATION

- 71 Does the vessel's owner abide by the OCIMF Guidelines for the Control of Drugs and Alcohol on board the ship?
- 72 Latest Port State Control
 - 72 a) Place
 - 72 b) Date
 - 72 c) Deficiencies noted
- 73 Last SIRE Inspection
 - 73 a) Date
 - 73 b) Performed by
- 74 a) Has vessel been involved in a pollution, grounding, serious casualty, collision incident or detention during previous 12 months?
 - 74 b) If yes, provide details.
- 75 Name and address of the company as per S.M.C
 - 75 a) Company IMO Number
 - 75 b) Company name
 - 75 c) Telephone no.
 - 75 d) Fax no.
 - 75 e) E-mail
- Name of person responsible for vetting
 - a) Telephone no.
 - b) Fax no.
 - c) E-mail

INSPECTION REQUEST

- 76 Discharge port
- 77 Estimated arrival time (ETA)
- 78 Estimated number of days the vessel will stay at port
- 79 Agent
- 79 a) Name
- 79 b) Address
- 79 c) Postcode
- 79 d) City
- 79 e) Country
- 79 f) Telephone no.
- 79 g) Fax no.
- 79 h) E-mail
- 79 i) Contact Name
- 80 Date of questionnaire
- 80 a) Place
- 80 b) Address
- Name of person filling the questionnaire and contact details
- Telephone no.
- Fax no.
- E-mail
- 81 Invoice to be headed to (c/o not accepted)
- 81 a) Company Name (registered office full style)
- 81 b) Address
- 81 c) Postcode
- 81 d) City
- 81 e) Country
- 81 f) VAT No.
- 81 g) Telephone no.
- 81 h) Fax no.
- 81 i) E-mail
- 82 Invoice to be sent to:
- 82 a) Company Name
- 82 b) Address
- 82 c) Postcode
- 82 d) City
- 82 e) Country
- 82 f) Telephone no.
- 82 g) Fax no.
- 82 h) E-mail
- 82 i) Contact Name

RightShip

RightShip is a leading provider of third-party vetting services to the global petroleum and chemical industry, servicing customers from large refiners, charterers, traders, terminals and FPSOs.

RightShip currently:

- has around sixty OCIMF members as customers worldwide who utilise all classes of petroleum, chemical and gas tankers, Barges and OSVs for their business activities
- conducts over 13,000 petroleum vets per annum
- co-ordinates SIRE inspections on behalf of our customers who are OCIMF submitting members
- delivers responsive 24/7 service through its offices in Melbourne, London and Houston
- has almost thirty OCIMF and CDI members screening vessels for energy efficiency through RightShip's Greenhouse Gas (GHG) Emissions Rating
- screens tankers according to each client's individually negotiated vetting criteria and requirements
- offers its customers the ability to directly interface with Q88 to allow efficient handling of owners' vetting information
- meets all OCIMF Third Party Contractors acceptance criteria and has procedures that are certified ISO/IEC 27001 and ISO 9001
- encourages proactive close-out of PSC, casualty and incident reports to reduce any delay in the screening decisions (all such reports should be sent to **petroleum@rightship.com**)
- co-ordinates a common pool of over 5,000 terminal performance feedback reports per annum
- works with customers, allied organisations and peak industry bodies to promote ship safety and energy efficiency; and uses its own service to deliver both encouragement and commercial reward for those who choose to use quality vessels and operators
- is an INTERTANKO Associate Member
- supports the goals of the Poseidon Challenge, and
- is aligned with AUSMEPA, CYMEPA, HELMEPA, NAMEPA, SSI, the World Ocean Council and TRACE International.

Online ship vetting through RightShip Qi

RightShip's online vetting platform, RightShip Qi, can be accessed 24/7 through **www.rightship.com**. Harnessing predictive analytics, Qi is easy-to-use and provides real-time assessments, supporting customers to make fast and accurate decisions.

Over 50 weighted risk factors are analysed to develop a risk assessment that assists customers' business decisions, including specific rules tailored for a particular customer or oil terminal.

RightShip Qi contains vetting critical information on all tankers above 500DWT, including performance information on vessels, owners and managers. Each customer's global vetting activities are securely housed and are visible only to that particular customer.

Vessel screening is undertaken by designated officers with maritime expertise (former Masters and Chief Engineers) who interrogate RightShip Qi and other data sources for information on the ship, and then determine the acceptability (or otherwise) of the vessel for the specific operation being considered in accordance with the customer's own vetting criteria.

Each time a vessel is nominated, it is screened using the latest available information to ensure risk decisions are based on the most accurate and up-to-date data possible.

Vessel age limitations are dependent on the customer. Whilst CAP requirements are also customer specific, RightShip recommends CAP for vessels over 15 years issued by an IACS Classification Society.

RightShip also securely hosts vetting systems for third party petroleum companies, but in these cases does not provide vetting advice.

Best-practice guidelines and further information regarding RightShip's vetting criteria can be found on www.rightship.com or by contacting petroleum@rightship.com

Terminal Questionnaires & Berth Fit

Based on the known physical dimensions of a vessel (such as LOA, beam & draught) it is possible to determine a ship's suitability for a specific terminal to assist with the scheduling and allocation process.

Utilising vessel data gathered from custom terminal questionnaires, Q88 and VPQ / SIRE, RightShip can automate a "physical fit" assessment combining terminal specifications and analysis of an individual vessel's configuration.

RightShip are able to administer Terminal Compatibility / Mooring Studies in accordance with customer requirements and the latest OCIMF Effective Mooring guidelines. This assessment is aligned with both ISO9001 and ISO27001 business processes and include a detailed assessment of Mooring compatibility with terminal / currents / forces (OPTIMOOR).

Once completed, the outcome of Terminal Compatibility / Mooring Studies will be housed in RightShip Qi and a fully auditable date stamped record will be visible to users.

Terminal Feedback

RightShip's user community unites to combat the relocation of substandard vessels. Once a vessel has loaded at a subscriber's terminal, feedback from the terminal staff is recorded against the vessel for future reference.

The reports follow a standardised assessment structure and includes dropdown response fields and freeform commentary to create minable records in a date stamped and auditable environment. Any issues with the vessel or its performance are then taken up directly with the owners / managers.

All subscribers are able to participate in this forum and benefit from "peer performance reviews" and corrective and preventative measures implemented as a result of previous poor performance.

Vessel screening is undertaken by designated officers with maritime expertise (former Masters and Chief Engineers) who interrogate RightShip Qi and other data sources for information on the ship, and then determine the acceptability (or otherwise) of the vessel for the specific operation being considered in accordance with the customer's own vetting criteria.

Each time a vessel is nominated, it is screened using the latest available information to ensure risk decisions are based on the most accurate and up-to-date data possible.

Vessel age limitations are dependent on the customer. Whilst CAP requirements are also customer specific, RightShip recommends CAP for vessels over 15 years issued by an IACS Classification Society.

RightShip also securely hosts vetting systems for third party petroleum companies, but in these cases does not provide vetting advice.

Best-practice guidelines and further information regarding RightShip's vetting criteria can be found on www.rightship.com or by contacting petroleum@rightship.com

Terminal Questionnaires & Berth Fit

Based on the known physical dimensions of a vessel (such as LOA, beam & draught) it is possible to determine a ship's suitability for a specific terminal to assist with the scheduling and allocation process.

Utilising vessel data gathered from custom terminal questionnaires, Q88 and VPQ / SIRE, RightShip can automate a "physical fit" assessment combining terminal specifications and analysis of an individual vessel's configuration.

RightShip are able to administer Terminal Compatibility / Mooring Studies in accordance with customer requirements and the latest OCIMF Effective Mooring guidelines. This assessment is aligned with both ISO9001 and ISO27001 business processes and include a detailed assessment of Mooring compatibility with terminal / currents / forces (OPTIMOOR).

Once completed, the outcome of Terminal Compatibility / Mooring Studies will be housed in RightShip Qi and a fully auditable date stamped record will be visible to users.

Terminal Feedback

RightShip's user community unites to combat the relocation of substandard vessels. Once a vessel has loaded at a subscriber's terminal, feedback from the terminal staff is recorded against the vessel for future reference.

The reports follow a standardised assessment structure and includes dropdown response fields and freeform commentary to create minable records in a date stamped and auditable environment. Any issues with the vessel or its performance are then taken up directly with the owners / managers.

All subscribers are able to participate in this forum and benefit from "peer performance reviews" and corrective and preventative measures implemented as a result of previous poor performance.

Guidelines for Crew Matrix

Unless the customer has specific requirements, RightShip uses the following crew matrix:

Rank	Calendar Time with Company	Sea Time in Rank	Sea Time on this type of Tanker	Sea Time on all types of Tanker
Master	Aggregate not less than 2 years	Aggregate not less than 3 years	Aggregate not less than 6 years	
Chief Officer				
2nd Officer		Aggregate not less than 1 year		Aggregate not less than 1.5 years
3rd Officer				
Chief Engineer	Aggregate not less than 2 years	Aggregate not less than 3 years	Aggregate not less than 6 years	
2nd Engineer				
3rd Engineer		Aggregate not less than 1 year		Aggregate not less than 1.5 years

SIRE Reports

All nominated Tanker vessels must have a current SIRE inspection report available for review as a condition of recommendation.

The management, collation and dissemination of SIRE inspection reports will be in line with the most recent Composite Guidelines for the OCIMF Programme Encompassing Collection and Distribution of Ship Inspection Reports.

Each SIRE report 'package' purchased and forwarded via OCIMF to RightShip will include the most recent Crew Matrix updated by the ship operator. This Matrix will be used as part of the vetting process if it is less than one month old, and indicates that no key Officer replacements appear to be due. In all cases where the last reviewed matrix is more than one month old, an updated matrix will be requested.

CDI Reports

In the absence of a SIRE report, all nominated Tanker vessels must have a current CDI inspection report available for review as a condition of recommendation.

The management, collation and dissemination of CDI reports will be in accordance with the CDI Statute and its associated Annexes.

Each CDI report purchased and forwarded will include a Crew Matrix valid at the time of the inspection. If it is less than one month old this Matrix will be used as part of the vetting process, and indicates that no key Officer replacements appear due. In all cases where the last reviewed matrix is more than one month old, an updated matrix will be requested.

TMSA & OCIMF-SIRE Incident Repository Database

RightShip collects incident information from a number of sources, and encourages proactive reporting by Owners. Owners may send TMSA reports directly to petroleum@rightship.com. Details on the Incident Repository Database are reviewed as part of the SIRE assessment.

Owners using RightShip Qi are able to satisfy a number of TMSA reporting and analysis requirements with the benchmarking tools provided as part of Qi.

Vessel Age Limitations & CAP requirements

Vessel age limitations are dependent on the customer. The following represents a general guide:

Oil, Chemical & LPG Tankers

- maximum age is 25 years
- vessels above 20,000 dwt require minimum CAP (hull) from 15 years

LNG Tankers

- maximum age is 35 years
- vessels require CAP (hull) from 20 years

Vetting Inspections

RightShip maintains a highly qualified network of inspectors to conduct tanker inspections on behalf of BHBP in the following regions:

- Australasia
- Europe
- Middle East
- Americas

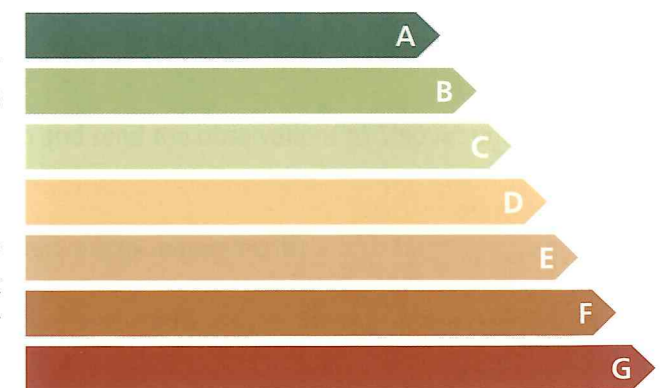
Before carrying out an inspection on an oil / chemical / gas vessel the Owner / Operator of that vessel must give written agreement / consent to the inspection process by RightShip. The inspection will be conducted in accordance with the SIRE recommended "Conduct of Inspections" process by an accredited SIRE Inspector that has been appointed by RightShip.

Tanker inspections are carried out with OCIMF SIRE VIQ / VPQ. The inspector does not determine the suitability of the vessel. Electronic copies of ISM audits, reports and ships trading certificates are accepted during the vetting process. RightShip charges the owner / operator to cover the cost of these inspections.

RightShip's Greenhouse Gas Emissions Rating

RightShip's Greenhouse Gas Emissions Rating (GHG Rating) is a practical measure that allows relative comparison of a ship's carbon dioxide emissions to vessels of a similar size & type using a simple A – G rating scale, where A represents the most efficient vessels.

Whilst the International Maritime Organization's (IMO) Energy Efficiency Design Index (EEDI) applies to ships built from 2013, RightShip's GHG Rating can also be used for the pre-existing fleet.



RightShip developed the GHG Rating to address the 76,000+ vessels currently in service that annually contribute over one billion tonnes of carbon dioxide into the atmosphere. Calculated using RightShip's Existing Vessel Design Index (EVDI™), the GHG Rating estimates the theoretical amount of carbon dioxide emitted per tonne nautical mile travelled, based on the design characteristics of the ship at the time of build such as cargo carrying capacity, engine power and fuel consumption.

The GHG Rating is a separate rating to RightShip's risk (star) rating, and does not impact the inspection process or standard recommendation criteria.

RightShip's GHG Rating is a step ahead of regulators, but abreast with industry requirements due to the cost-benefits of selecting energy efficient vessels. As of mid-2017, fifty-three customers – including Petro-China (Unipet), Huntsman, Cargill and BHP Billiton – representing around 30,000 annual vessel movements or 2.4 billion DWT factor the GHG Rating into their chartering selection process.

Enquiries

For more information on RightShip please visit www.rightship.com

All vetting or inspection enquiries:

RightShip Australasia

Email petroleum@rightship.com

Phone +61 3 8686 5750

RightShip Europe, Middle East & Africa

Email petroleum@rightship.com

Phone +44 (0)203 872 5900

RightShip Americas

Email petroleum@rightship.com

Phone +1 (832) 770 8200

SABIC

An Overview of the Vetting and Clearance Process

When a vetting request is sent to the Vetting Team for technical review, they will use all available resources plus either an SIRE or a CDI report (whichever is more recent).

Their advice is our vetting decision except if certain exceptional circumstances present themselves in which case the Supply chain EHS team may conclude the ship has implemented measures that are equivalent to what we require in the Vetting Policy.

These exceptions are documented and communicated to the Global supply chain leader, the global marine sourcing leader and other relevant business leaders.

Best Practice Guidelines and where to find them

We use the Best Practice guidelines of CDI, OCIMF, SIGTTO, Cefic and GPCA whenever and wherever applicable.

Officer Matrix Requirements

SABIC requirement for crew experience on all vessels (other than inland barges) is as follows:

Minimum experience on this vessel type (Gas or Chemical tanker):

- Individual: Master 2 years and Chief Officer and Chief Engineer 1 year each.
- Combined experience of Master and Chief Officer must be at least 5 years.
- Combined in-rank experience of Master and Chief Officer must be at least 3 years.

How CDI and/or SIRE Reports are utilised

Each marine vessel or barge used by SABIC will be assessed using the latest inspection report available, downloaded from the CDI-M, SIRE or EBIS databases.

Marine Vessels for bulk Chemicals or Liquefied Gas shall have a valid CDI report (currently defined by CDI to be 12 months past the inspection) available at all times. This is not required for tanker vessels for feedstock (Naphtha, Gascondensate).

For Vessels other than barges no SIRE or CDI-M inspection report over 6 months shall be used.

If the outcome of the vetting is "yes" but the scheduled delivery date is not within the validity of the report we will accept the nomination:

- Subject to owners agreeing to arrange an inspection and send the observations to ShipVet prior expiry of the current vetting approval;
- Subject to owners confirming acceptance of Sabic crew matrix requirements;
- Subject to owners warranting that they will employ reasonable efforts to rectify any serious deficiencies identified in the inspection.

TMSA Requirements

We don't believe that TMSA scores provide the complete picture; we therefore have no cut-off limit in any scheme, be it SIRE, CDI, SQAS or other.

The value of vetting is in reading the report and acting on observations.

Vessel Age Limitations

SABIC operates an age policy whereby the age of all ships is determined by its IMO or official vessel registration number. The original date of delivery as recorded by Lloyd's registry will be considered; dates of major re-building, major modification, refit or life extension work dates will not be accepted as build dates.

The age policy is related to the type of cargo and type of vessel but is not shared outside the company.

SABIC is currently considering moving the goalpost upwards: meaning under certain strict conditions of safety record and maintenance we are willing to extend the lifetime of well-operated vessels to reduce the carbon footprint of our industry. This will therefore only be available to operators that have invested in reducing the carbon footprint of the vessel (besides safety and maintenance criteria).

CAP Certification Requirements

CAP requirements are built into the same footprint-consideration as outlined for Vessel Age Limitations above.

Electronic Copies of ISM Audits, Reports and Ship's Trading Certificates

SABIC accepts valid electronic copies of reports and ship's trading certificates.

Newbuild Policy

Maiden voyages present unique challenges and new vessels that are offered for business while under final construction phase and nearing delivery will not be able to present with an operational inspection report.

A new vessel may be considered for vetting through use of a questionnaire completed by the technical manager.

Satisfactory responses to the questionnaire and taking into consideration the history of the owners/managers and ship-yard may enable a ship to be given provisional approval for up to 3 months from date of delivery in order to facilitate an operational inspection.

Contact details

Steven Beddegenoodts
Sr. Manager SHEQ and Sustainability.
Petrochemicals, Global Supply Chain

SABIC

SABIC Europe B.V.
European Head Office
Europaboulevard 1
P.O. Box 5151, 6130 PD Sittard
The Netherlands
Trade Register: 14073237
Tel: +31 6 211 699 79
Email: steven.beddegenoodts@sabic.com
Website: www.sabic.com

SARAS

Vessel Acceptance Policy

I – General

SARAS provides for its own needs in maritime transport in a responsible manner, respecting the protection of peoples, environment, resources and its own business reputation.

SARAS propose to achieve these goals using vessels of good quality, in compliance with the safety criteria adopted by itself and set forth at the section VIII, in order to minimise the risks related to such carriage. In addition, all vessels which are tendered to SARAS for chartering or tendered to third parties for chartering to transport oil cargoes, its derivatives or other products purchased or sold by SARAS, must be in compliance with its "Vessel Acceptance Policy" and from here on referred as "Policy".

Even if a vessel is found to be in compliance with SARAS Policy, this does not give the Owner and/or the Operator of the vessel, dedicated to hiring the ship under agreements with the Owner, the right to have the vessel chartered or employed by SARAS, nor does it impose on SARAS any duty or obligation to charter or employ such vessel.

No obligations of acceptance, nor any other liabilities whatsoever, can be imposed on SARAS, should SARAS decide to perform an inspection of a vessel, by means of their employees or consultants, in order to verify the compliance with its Policy.

The acceptance of a ship by SARAS and the subsequent charter-party with the same or with other third parties, does not exclude the responsibility of the Owner and/or the Operator for the vessel's compliance to SARAS Policy and for the obligations arising from the stipulation of such charter-party.

In case where a vessel is not accepted by SARAS, the Owner and/or the Operator of such vessel are not entitled to make any claims against SARAS (nor any of their employees or agents) and SARAS shall be under no liability whatsoever as a result of any non-acceptance.

II – Vessels subject to the acceptance criteria of SARAS

Are subject to the acceptance criteria of SARAS:

- All vessels operating in the marine terminals owned by SARAS or companies of SARAS group (hereinafter "Affiliates").
- All vessels carrying goods of SARAS property, including the SARAS partial cargoes, where for goods are intended, mainly, the oil petroleum products in liquid or gas, chemicals or vegetable oils.
- All vessels chartered by or on behalf of SARAS.

III – Acceptance

Acceptance of a vessel by SARAS shall be based mainly, but not limited to, on the results of exam of the following sources of information:

- Previous performance history at terminals owned by or affiliated to SARAS.
- Results of inspections conducted by SARAS.
- Q88 questionnaire of INTERTANKO, latest version.
- Last Class status survey report.
- Officer matrix.

- Results of OCIMF-SIRE VIQ inspection reports.
- Market information.
- Any other information deemed relevant in SARAS exclusively judgment.

IV – Acceptance conditions

Every time a vessel is offered for chartering either to SARAS or third parties to transport oil cargoes and its derivatives, or other products purchased or sold by SARAS, such vessel will be reviewed and evaluated by SARAS (vessel acceptance).

Each request for acceptance shall be forwarded to the SARAS Head Office “Supply & Trading”, coupled with the Q88 questionnaire of INTERTANKO, the last survey status report which includes Class Conditions, Recommendations and Memoranda and the Officer matrix. Such documents must be updated on the date of the request and the questionnaire must be filled and signed by the Owner or by the Technical Operator responsible for the ship.

The vessel already accepted by SARAS, must maintain this status until the completion of the voyage. Any changes in the information previously provided, must be immediately communicated to SARAS, in order to re-evaluate the vessel for her compliance/acceptance.

Could be requested a vessel inspection, carried out exclusively by SARAS or other company acting on its behalf, at the sole Owner’s expenses.

SARAS reserves the right to reject any vessel doesn’t comply to its Policy.

SARAS is not obliged to provide the reasons for which an acceptance has not been granted.

SARAS undertakes to treat as confidential all information and data collected during the vessel acceptance process.

SARAS reserve the right to revoke at any time, in its sole discretion, the acceptance of a ship.

V – Technical Inspection – VETTING

SARAS reserves the right to conduct an inspection in order to evaluate a vessel. Such inspection will be carried out, during discharging operation, by SARAS or by other company acting on its behalf, in accordance with the OCIMF-SIRE Programme.

The Owner and/or the Operator has to agree that the inspection report (VIQ) will be sent to SIRE for inclusion in its database.

The Owner and/or the Operator must guarantee that no other vetting inspection will be carried out at the same time during the planned inspection.

During the inspection, the inspector will ask the Master of the vessel to demonstrate the compliance with SARAS Safety Criteria too, as described in Section VIII. The Owner and/or the Operator shall not unreasonably withhold their permission in this particular situation and must ensure a proper cooperation and the required documentation.

On completion of the inspection, any issues of non-compliance has to be discussed with the Master of the vessel. At the same time, a preliminary list of observations will be drafted and such list must be countersigned by the vessel Master.

A report of the inspection will be forwarded by SARAS to the Owner or to the Operator.

The Owner or the Operator of the inspected vessel, may upload their comments to the inspection report as prescribed by the OCIMF-SIRE Programme.

These comments should indicate the corrective action that the Owner or the Operator has taken to rectify observations found and the time limit to complete the corrective actions.

SARAS reserves the right to consider the content of the produced comments, in way to evaluate the vessel and/or take any other decisions.

Every change of Owner, Operator, Classification Society or ship’s flag, as well as any casualty in which was involved the ship or any measures of detention imposed by the Maritime Authority, will have the effect to nullify the result of last visit assessment, with the exception of:

- Change of Owner and/or Operator within the same corporate group.
- Change of the vessel’s flag to others having lower risk (according to the list issued by Paris MOU).

VI – Technical Inspection

SARAS reserves the right to conduct additional technical inspection in order to verify the corrective actions taken by the Owner and/or by the Operator, or in order to ascertain the suitability of the ship.

VII – Safety Inspection

All ships calling at terminals owned by SARAS or its Affiliates, are subject to a safety inspection carried out by SARAS entrusted inspectors.

The protection of the human health and of the environment, the control of safe operations and the mitigation of the emergency risks are the purposes of such inspection which oversees the entire duration of the commercial operations.

VIII – Introduction to the Ship’s Safety Criteria

All vessels which are offered for chartering either to SARAS or third parties to transport oil cargoes and its derivatives, or other products purchased or sold by SARAS must be in compliance with the SARAS Safety Criteria hereby indicated.

SARAS has established its Safety Criteria in accordance with the parameters specified in the VIQ as established by the OCIMF.

Requirements and Criteria stated in this document do not constitute suggestions or recommendations, and are only the standards of vessels which are considered adequate by SARAS for the vessel’s employments listed in section II of this document.

Depending on the various proposals for use, different criteria has been established for the selection of vessels, which are required to operate for and/or at terminals owned by or affiliated to SARAS, based on:

1. Minimum Safety Criteria (MSC) – All ships must comply with the requirements indicated in the Minimum Safety Criteria adopted by SARAS. The non-conformity, even temporary, to one or more of these requirements will have the effect to make the ship not acceptable for SARAS.
2. Selective Safety Criteria (SSC) – All ships must comply with the requirements specified in the Selective Safety Criteria adopted by SARAS. The non-conformity even temporary to one or more of these requirements can have the effect to make the ship not acceptable for SARAS.

3. Additional Safety Criteria (ASC) – All vessels proposed for chartering and/or time chartered and/or with a CoA (*Contract of Affreightment*), will have to respond and operate in accordance with the Additional Safety Criteria adopted by SARAS. The non-conformity, even temporary, to one or more of these requirements can have the effect to make the ship not acceptable for SARAS or, if already chartered, automatically placing the same out from the charterparty.

Any deviation from the Safety Criteria adopted by SARAS will be evaluated on a case by case basis reserving the right to take decisions that deems most appropriate.

1 – Minimum Safety Criteria

- 1.1 The ship must be built, manned, managed and certified in accordance with:
- The International Conventions, Regulations and Directives of the European Union, the Rules and Regulations of the vessel's Flag State and the Rules and Regulations of the ports and other places and waters where the ship will sail, approach or berthing;
 - The Rules and Regulations concerning the vessel's Class and must maintain the highest Class of such Register;
 - The standards and recommendations issued by the International Maritime Organization (IMO) and the verifiability of such compliance through the implementation of a reliable Safety Management System (SMS);
 - The Recommendations contained in the latest edition of the publications published by ICS / OCIMF / SIGTTO such as "International Safety Guide for Oil Tankers and Terminals" (ISGOTT), "Tanker Safety Guide (Chemicals)", "Tanker Safety Guide (Liquefied Gases)", "Liquefied Gas Handling Principles on Ships and in Terminals" – in accordance with the type of the ship – and further guidelines contained in other publications representative of the good industry practice ("Industry Standards Best Practice").
- 1.2 Regardless of tonnage and year of construction, the vessel must be double hulled.
- 1.3 OBO and ORE-OIL vessels are not acceptable.
- 1.4 The vessel chartered by and/or on behalf of SARAS and/or transporting a SARAS cargo having a flash point lower than 60°C, including the gasoil, must have an efficient plant of inert gas and must carry out the whole voyage with her cargo tanks inerted.
- 1.5 The vessel who approach at a marine terminal owned by SARAS or its affiliates, must arrive at the berth ready to carry out the intended commercial operations with the tanks in inerted conditions, when called to manage products and/or when transporting in transit cargoes with a flash point lower than 60°C, including the gasoil.
- 1.6 All commercial operations shall be performed in a "closed cargo conditions".
- 1.7 The use of flexible interconnections between cargo lines and/or manifolds is not allowed.

2 – Selected Safety Criteria

- 2.1 A discharge VIQ report not older than six (6) months, must be available on the OCIMF – SIRE database.
- 2.2 The new build vessel at her maiden voyage and/or ship coming from stoppage due dry-dock / shipyard / repairs, is not acceptable.
- 2.3 The vessel must be not older than twenty (20) years.
- 2.4 The vessel over fifteen (15) years of age, must be hold a valid Condition Assessment Programme (CAP) certificate/s, for Hull with rating one (1) and for Machinery and Cargo Systems with a rating no worse than two (2). These certificates must be issued by a Classification Society – member of the IACS (International Association of Classification Societies) – different from the vessel's Classification Society. Such certificates will be considered valid for a period not exceeding three (3) years from their date of issue.
- 2.5 The vessel must be member of the ITOPF (International Tanker Owners Pollution Federation).
- 2.6 The vessel must be free of Conditions of Class or significant Recommendations, Memoranda or Notations.
- 2.7 The minimum manning of the vessel must include a Master, three (3) Deck Officers, a Chief Engineer and a 1st Engineer certified at least STCW REG III/2.
- 2.8 Senior Deck Officers, must have the following aggregate experience:

Master / Chief Officer – aggregate experience.	
Years with Ship's Operator	At least two (2) calendar years
Years in rank	At least three (3) years of effective sea service
Years on tanker-type experience	At least four (4) years of effective sea service

- 2.9 Senior Engine Officers, must have the following aggregate experience:

Chief Engineer / 1st Engineer – aggregate experience.	
Years with Ship's Operator	At least two (2) calendar years
Years in rank	At least three (3) years of effective sea service
Years on tanker-type experience	At least four (4) years of effective sea service

- 2.10 All Officers must have a good knowledge of English language.
- 2.11 The vessel must be equipped with a flying gangway which can be positioned in proximity of cargo manifolds, perpendicular to the ship side and suitable to guarantee a safe access on board.
- 2.12 The Operator's procedures must include instructions for the sampling and control of the segregated ballast on each occasion before being discharged. The results of such control must be duly recorded.
- 2.13 The ship must be fitted with a fixed spill containment around all the hydraulic machineries on the weather deck.

- 2.14** Any vessel built with lines having the segregation ballast valves and/or blinded off before crossing the tanks containing bunkers, must be left with these tanks at a bunker's level lower than the crossing ballast lines.
- 2.15** The ship provided with a cargo pump-room, must have this room served by a bilge pumping system operated outside the pump-room.
- 2.16** The deck seal, where fitted, must be "wet" or "semidry" type.
- 2.17** In the event that a vessel will carry more than a single product, an adequate segregation through the use of double segregation valves or equivalent means, must be guaranteed on board during the commercial operations/voyage.
- 2.18** The ship must have a remote gauging system able to control levels and temperature of the cargo tanks.
- 2.19** The ship must be provided with vapour locks, calibrated and certified by a recognised cargo inspection organisation, enabling the measurement and sampling of the cargo on board.
- 2.20** The vessel must be fitted with a suitable sampling point placed outboard to the valve of each manifold.
- 2.21** The vessel certified for Unattended Machinery Space (UMS) operation and operating in that way, must be equipped with an operating "Dead Man" alarm system.

3 – Additional Safety Criteria

- 3.1** SARAS provides to inspect twice a year any vessel with a time charter contract and once a year every vessel with a Contract of Affreightment (CoA).
- 3.2** Operators of time chartered vessels or with a CoA agreement, are requested to ensure the availability in the OCIMF database of a Tanker Management and Self Assessment (TMSA) report, updated within the last twelve (12) months.
- 3.3** SARAS reserves the right to control the Operator's TMSA of chartered vessels, directly at their offices.
- 3.4** The consumption of beverages with an high alcoholic content is not allowed on board.
- 3.5** The in-rank experience of the Master of time-chartered vessel must be at least twelve (12) months actual sea-time on tanker-type.
- 3.6** If one (1) of the Deck/Engine Senior Officers have a seniority in rank and/or in tanker-type which is less than one (1) year, such minimum experience shall be required for the related Deck/Engine Second Officer.
- 3.7** At anchor, the watch on bridge must be kept by a qualified seaman in addition to the Officer on watch.
- 3.8** The vessel Owner/Operator must establish a procedures in such a way as to provide an adequate overlapping period for Deck and Engine Officers. Record of related documentation must be available on board, consisting of handover forms containing verification of all the equipment used by the Officers signing-on.

Saudi Aramco Products Trading Company (Aramco Trading Company – ATC)

Aramco Trading Company is a wholly owned subsidiary of the Saudi Arabian Oil Company (Saudi Aramco). ATC Quality Assurance Group (ATC QAG) is based within the offices of Saudi Aramco in Dhahran, Saudi Arabia. The Group is charged with the responsibility of vetting vessels for use in the transportation of Saudi Aramco cargoes of crude oil and petroleum products, and in so doing ensure that all vessels chartered provide a safe, reliable and environmentally sound means of shipping transportation to meet Saudi Aramco's requirements.

The aim of this document is to present a brief insight into the evaluation processes involved within the organisation as well as provide a brief overview of the procedure for ship operators wishing to request an ATC SIRE inspection.

Vetting:-

All vessels assessed by ATC QAG will be required to meet the following mandatory requirements before screening can proceed:-

1. Only vessels less than 20 years of age will be accepted.
2. A tank vessel, irrespective of size, must be equipped with a fully operational Inert Gas System.
3. Combination carriers, OBO's or Oil Ore carriers are not accepted.
4. Only vessels which are classified by societies which are full members of IACS will be accepted.
5. Where a vessel has changed Classification Society within a period of 3 months prior to assessment then a detailed explanation will be required.
6. Tank vessels more than 15 years of age must meet the Condition Assessment Program (CAP) requirements (see page 291).
7. A Centerline bulkhead is required in the ballast tanks of any tank vessel with double hull or double bottom.
8. Tank vessels offered for international crude oil deliveries must meet the requirements of a double hull construction.
9. Vessels proposed for the carriage of clean petroleum products and which have double bottoms and/or double sides, will be assessed on a case by case basis.

The final acceptance decision will involve several factors such as, but not limited to:

1. Evaluation of the Vessel's SIRE reports. ATC fully supports the aims of the SIRE programme and uses SIRE reports from all OCIMF submitting members. To be of full value, SIRE reports used in an ATC assessment must be less than 6 months old at the time of use. Reports without operator responses are considered invalid.
2. Operator history and, where applicable, outcomes of ATC management reviews at the offices of the operator. ATC will also review operators' TMSA where considered appropriate.

3. Feedback received from oil terminals fully/ jointly owned by Saudi Aramco.
4. Any changes of class, flag, and vessel's technical operator.
5. Port State Control history, inspections and detention.
6. Casualty data
7. Manning – ATC Tanker Officer Matrix' is appended below. Provision of an extra deck watch-keeping officer for US Gulf lightering or ships engaged in Saudi domestic trade is highly recommended.
8. Language – All deck officers shall communicate effectively in English language.
9. Information available from industry sources, newspapers or electronic media.
10. Further specific requirements to be met before a vessel is considered for ATC time-charter business will be communicated whenever such business is proposed.

Tanker Officer Matrix Requirements

Tanker officer matrix will be used as part of the vetting process if it is less than 1 month old and indicates that no key Officer replacements appear to be due, in all cases where the last reviewed matrix is not less than 1 month old then an updated matrix will be requested.

As part of the vetting process, Officer Experience Matrices will also be requested directly from the vessel operators by ATC QAG if there is a history of matrix concerns associated with either the operator or the specific subject vessel. In addition, should it be necessary to request additional information from operators such as Casualty or Port State Inspection close out, an updated matrix will be requested.

The following provides guidance on the assessment of the Matrix:

- All criteria in the Matrix should be satisfied for the vessel to be recommended.
- An Electrical Officer may be included in-lieu of an Engineering Officer or additional to the Engineering department.
- If there is evidence of false declaration indicated by significant unexplained discrepancies between SIRE matrix and the received updated matrix then the vessel cannot be recommended.
- In cases where the technical management company is a new company and the 'Calendar Time with Company' requirement cannot be satisfied, then acceptance of the matrix will be on a case-by-case basis which will include a satisfactory review of the company familiarisation and training process for Senior Officers.

Rank	Calendar Time with Company	Sea Time in Rank	Sea Time on this type of Tanker	Sea Time on all types of Tanker
Master	Aggregate not less than 2 years	Aggregate not less than 3 years	Aggregate not less than 6 years	
Chief Officer				
2 nd Officer		Aggregate not less than 1 year		Aggregate not less than 1.5 years
3 rd Officer				
Chief Engineer	Aggregate not less than 2 years	Aggregate not less than 3 years	Aggregate not less than 6 years	
2 nd Engineer				
3 rd Engineer		Aggregate not less than 1 year		Aggregate not less than 1.5 years

Newbuilds

A ship will be considered a "New Building" until completion of one successful load and discharge operation.

To be accepted for Company use, the new building must have had an inspection registered in the SIRE system or, if managed by a recognised ship operator, the vessel may be accepted following a satisfactory physical inspection by an ATC ship inspector.

CAP Requirements

Vessels over 15 years of age must have a CAP certificate with a rating of 1 or 2 for hull / structure.

Vessels over 18 years of age must have a CAP certificate with a rating of 1 or 2 for hull / structure and in addition a rating of 1 or 2 for cargo / ballast systems and a rating of 1 or 2 for machinery.

Condition Assessment Program (CAP) reports are only accepted when issued by the following classification societies:-

- American Bureau of Shipping.
- Bureau Veritas.
- Det Norske Veritas/ Germanischer Lloyds. (DNV-GL)
- Lloyds Register of Shipping.
- Nippon Kaiji Kyokai.
- Korean Register

Pre-Approval

ATC does not maintain an approved vessel list. Vessels are vetted on each occasion they are nominated for Saudi Aramco business or to interface with Saudi Aramco assets.

Requests for ATC inspections

ATC is an active OCIMF submitting member. Ship operators wishing to request an ATC SIRE inspection should do so by sending an e mail to **ATCQAG@aramcotrading.com**

For such inspections, the general terms and conditions which will apply are available on request by e mail to **ATCQAG@aramcotrading.com**

Please note that as part of our terms and conditions quote 'ATC will not inspect a vessel if there are any other inspections taking place at the same time. Accordingly, please ensure that no other inspections are arranged during the course of the ATC Inspection.' unquote.

At the time of publication of this document, ATC employs SIRE Inspectors based in the following areas:

US Gulf	Singapore
U.A.E.	Oman
U.K.	Greece
India	China
Saudi Arabia	South Korea
Egypt	Tanzania

Contact Details

Risk Control Department
Quality Assurance Group
Saudi Aramco Products Trading Company "Aramco Trading"
Al-Midra Tower Bldg. 3rd Floor, East Wing,
Dhahran, Saudi Arabia

Tel: + 966 13 880 9414
Group email: **ATCQAG@aramcotrading.com**

SGS Nederland BV**Marine & Ship Vetting Services**

Marine & Ship Vetting Services is provider of third party vetting services to our customers in the oil and chemical industry. Independent maritime consultancy is provided to our clients and by means of reviewing the latest vessel vetting reports of oil, gas and chemical tankers we check for compliance and non conformities and advise our client about vessels acceptability.

Charterers using third party vessels to transport their products overseas need to be sure human, safety, quality and environmental risks are well understood by the crew on board of the vessel and measures have been taken to minimise these risks. We check if procedures and measurements contributing to the risk management system on board are in compliance with our client's company policy. Risk management is a key element during the operations on board of the vessel, in port during cargo handling operations and at sea, during transport of the products.

Vessel evaluation

Our marine experts evaluate ship vetting inspections reports conducted by accredited inspectors all over the world, following the CDI or OCIMF/ SIRE program. This evaluation is further complemented with other relevant data, obtained from Port State Control organisations, United States Coast Guard, vessel casualty data records, owners/vessel profile and other sources. The evaluation results are checked for compliance with the client's company policy. Final acceptance to use subject vessel is made by the client.

SGS Nederland BV

SGS Nederland BV is the Dutch affiliate of the global operating inspection company SGS based at Geneva. By the nature of their business SGS Nederland BV is not able to comply with CDI or OCIMF membership criteria and for this reason SGS Nederland BV is not allowed to subscribe to the CDI or OCIMF program. SGS Nederland BV / Marine & Ship Vetting Services can only be nominated by the recipient member as their third party vetting contractor. Vetting inspection reports are purchased by the recipient member and provided to the third party vetting contractor to do the vessel evaluation. The conditions for participation as third party vetting contractor are complied with and is signed by means of an annual declaration.

To service our clients we are able to provide a web based vessel database to store all relevant vessel data obtained from our screening of the inspection report.

Contact Details

Peter van der Burg
SGS Nederland BV
Marine & Ship Vetting Services
Postbus 200
3200 AE Spijkenisse
The Netherlands

Tel: + 31 (0)88214 3407
Fax: + 31 (0)88214 3591
Mobile: + 31 (0)622920497
E-mail: **sgs.nl.vetting@sgs.com**
Web: **www.sgs.com**

ShipVet Services Ltd

ShipVet Services was the first ever 3rd party tanker vetting organisation and provides an independent, specialised consultancy in the vetting and safe operation of oil, gas and chemical tankers.

The vetting service is available 24/7 to contracted Client companies who do not have in-house marine expertise necessary for this function. In addition to vetting, ShipVet Services can provide port clearance advice, auditing of ship owners/operators and marine terminals (including mooring analysis) plus representing charterers' interests at load and disports or during incident investigations. Ship inspections can be organised but this is not a core activity with these being largely outsourced, unless carrying out a charterer's inspections.

We currently vet for around 20 Clients. Each Client is required to have signed up to SIRE and/or CDI, preferably both (with the latest available report always being used as a priority) and should have a vetting policy in place. ShipVet Services can assist in developing a vetting policy and minimum safety criteria should the Client not already have them or can advise on an existing policy to meet the Client's needs.

While each Client has their own policy, particularly regarding vessel age and validity of inspection reports, some general guidance for ship owners/operators is advised as follows:

Crew Matrix

Most of our clients and our advised minimum standards are:

	Master	C/O	C/E	
Seagoing years on tanker type	2	1	1	
Combined Seagoing years in-rank	A	B		A + B = 3
Combined seagoing years on tanker type	A	B		A + B = 5

Matrix must meet all above requirements

In addition, the appropriate level and type of dangerous cargo endorsement must be met together with ability of deck officers to converse in English rated as "GOOD" is considered fundamental to the process. Only crew matrices that have been updated in the last two months will be accepted.

Vessel Age

Our clients' policies vary considerably not only on the maximum age but related to vessel type. Generally, vessel over 25 years of age regardless of type are not accepted. Many Clients apply a requirement for a minimum CAP 2 rating for any type of tanker over 15 years of age.

TMSA use

Where Clients require, particularly with Time Chartered and COA operated fleets, we will review ISM managers fleets together with their latest available TMSA. Consideration may be given for follow-up visits when felt to be necessary or of benefit. A minimum of stage 2 compliance is expected across all elements of the TMSA.

ShipVet Services operates an internet accessible database populated with tankers and barges from proprietary industry sources. Vessel data is subject to continuous update and the database receives regular upgrades and developments, many of which are in response to Client's needs. Individual Clients have on-line, web-based access to their section of the database where their vetted ship data can be viewed and vetting requests made for ships they are interested in. The database is fully compatible with all forms of computing platform including iPad and Android mediums. Reported casualties, Port State Control detentions and other incidents are monitored with Clients being advised should these affect any of their vetted vessels.

Vetting requests are dealt with by review of the latest inspection report available, be it either SIRE or CDI, dependent upon the individual Client's access, together with Equasis and industry intelligence data. The database is updated accordingly, including relevant validity periods according to the Client's policy. Individual Client's time charter and/or COA fleets can be identified on the database for constant monitoring. ShipVet's expertise is increasingly being used for analysis and close out of marine incidents on Client's chartered vessels.

ShipVet Services is operated by a small group of ex-seafarers, all of whom come with highest credentials and considerable oil major experience (over 150 combined years) as inspectors and vetting operatives in the tanker industry. All have sailed in senior ranks on board tankers, and in most cases worked within shore management, both superintendency and in vetting departments of major oil companies. Each possesses a Class 1 Certificate of Competency as Master or Chief Engineer with Dangerous Cargo Endorsements, and will have been accredited as a ship inspector under one or both inspecting regimes.

Further details are available on our website www.shipvet.com

Our vetting team consists of Fintan Cullen, John Gipson and Karen Greer, based in the head office in North Yorkshire. Assisted by Frank Gaunt, Aidan Drew and Wynn Price all of whom operate from their home bases.

The main point of contact for vetting enquiries is:

ShipVet Services Ltd

Tel: +44 (0)1325 710163 / 710162 (available 24 hours)

Email: info@shipvet.com

Website: www.shipvet.com

Further details including profiles of the vetting team are available on our website.

ShipVetting VoF (ENAGAS & TRAFIGURA)

Ship Vetting Services

ShipVetting is one of the world's leading suppliers of third party vetting services.

The company is ISO 9001:2015 certificated for 'performing vessel related vetting services and report assessment' and is in full compliance with all OCIMF 3rd party vetting criteria.

For the assessment process ShipVetting has developed its own RAP (Report Assessment Program) screening software. The final conclusion regarding the vessel's acceptability is always manually evaluated by one of the assessors reviewing the available relevant information.

All assessors are accredited and still active SIRE and / or CDI inspectors who are and remain fully updated on the latest industry guidelines. These marine experts are 24/7 at your service in order to perform a full risk assessment based on the client's own vetting criteria and requirements.

Apart from the latest SIRE and / or CDI inspection report, VPQ and officer's matrix also available data from Equasis, PSC, classification societies, last class status report, casualty data and the USCG will be assessed.

If deemed convenient by the client, ShipVetting will interact with the vessel's operator in order to discuss matters requiring attention to meet the client's minimum safety criteria.

Our customers are some of the world's main charterers, terminals and trading companies.

Ship Inspection Services

In addition to vetting services, we also provide world-wide SIRE and CDI inspection services, TMSA office audits and terminal inspections.

ShipVetting is ISO 9001:2015 accredited for performing 'vessel and terminal related inspections and audits'.

Contact Information

ShipVetting VoF
Waterstoep 2
3262 CX, Oud-Beijerland,
The Netherlands

Captain Paul A.J. Holl
Tel: + 31 6 20 33 10 12

Peter Vaes
Tel: + 31 6 22 24 35 35
E-mail: info@shipvetting.nl

For further details please visit our website www.shipvetting.nl

ShipVetting minimum criteria for: ENAGAS & TRAFIGURA

An overview of the Vetting and Clearance Process

For Trafigura: Inspection report not older than 6 months.

For ENAGAS: Inspection report not older than 12 months.

Best Practice Guidelines and where to find them

For information on TRAFIGURA please see - www.shipvetting.nl

For information on ENAGAS please see – http://www.enagas.es/enagas/es/Transporte_de_gas/Servicios_ofrecidos_y_contratacion/Enagas_Vetting

Officer Matrix

Officer Matrix not older than:	1 month
Mandatory: Aggregate calendar time with operator for senior officers:	2 years
Mandatory: Aggregate sea time in rank for senior officers:	3 years
Optional: Aggregate sea time in rank for junior officers:	1 year

How CDI and/or SIRE reports are utilised

SIRE and CDI reports are used in order to assess if the vessel is suitable for use.

TMSA Requirements

TMSA submissions and their verification audits are taken into account in the vetting and clearance processes for TRAFIGURA.

Presently TMSA is not considered in the vetting and clearance process for ENAGAS.

What TMSA stages would you expect operators to achieve for either voyage or time charters

For TRAFIGURA, the following stages are preferred:

Voyage charter:	TMSA stage 2
COA / Time Charter:	TMSA stage 3

Vessel Age Limitations

There are no AGE limitations or restrictions in the vetting and clearance process for ENAGAS.

For TRAFIGURA, the following vessel age criteria are implemented:

- Maximum age for oil tankers: 15 years. If older optional after thorough screening
- Maximum age for chemical tankers: 15 years. If older optional after thorough screening
- Maximum age for gas tankers: 20 years. If older optional after thorough screening

CAP Certification Requirements

For TRAFIGURA, the following requirements are in place:

For Oil tankers > 15 years: CAP 2 required for hull.

For Chemical tankers > 15 years: CAP 2 required for hull.

For Gas tankers > 20 years: CAP 2 required for hull.

CAP report to be issued by an IACS member and should not be older than 3 years.

For ENAGAS, there are presently no CAP requirements.

Electronic Copies of ISM Audits, Reports and Ship's Trading Certificates

Electronic versions are acceptable for both ENAGAS and TRAFIGURA.

Any other specific Vetting Policy that would be relevant to the Industry

For TRAFIGURA, the last class status report is to be provided. The report should be no more than 2 weeks old.

For ENAGAS, the last class status report is to be provided. The report should be no more than 1 week old.

TOTAL S.A.

Total Activités Maritimes (TAM) has been identified within TOTAL S.A. as the company responsible for the assessment of tankers used by TOTAL S.A.

As one of the world's leading shippers of crude oil and refined products, Total S.A. has a vested interest in reducing the risks involved in maritime transport. The promotion of safety and the prevention of pollution from tankers and at terminals are central to T.A.M policy using a technical risk assessment.

T.A.M. is heavily engaged in various initiatives to improve the safety and environmental performance of tanker operations. A major initiative has been the pursuit of best industry practices through continuous improvement.

The primary objective of the T.A.M. Ship Inspection & Vetting Department is to safeguard Group exposure to risk involving marine transportation. Such control of risk is fundamentally linked to the quality & expertise of personnel afloat & ashore who are involved in the operation of the tankers.

This primary objective is achieved by;

- (a) the Inspection of tankers with priority to vessels used on a regular basis
- (b) the Review of Owners / Operators technical management
- (c) the Review of other available information (see later section)

Each vessel chartered by Total, carrying cargo for Total or loading / discharging at a Total terminal must receive the single voyage approval of the T.A.M. Vetting Department following a technical risk assessment. Such assessment relies greatly on effective communication between the Owner / Technical Operator and the Vettors based in Paris, Singapore & Houston all sharing a common vetting e-mail address of **vetting.tam@total.com** or alternative server address **vetting.tam@totsa.com**. All information is used to positively close out such risk and the content is treated with the utmost confidentiality.

T.A.M. will require the vessels to fully comply with the provisions of the applicable international conventions, with the rules, regulations and recommendations of the Classification Societies, Flag and Port State Authorities, International Organisations such as OCIMF as well as the criteria of the Total Group.

Vetting Criteria

The comprehensive criteria used within the Vetting Department are not published out-with the Vetting Department as they remain within a constantly dynamic document to reflect the Risk Management system of Total.

However what is clear, within such Risk Management, is that the quality & expertise of a seafarer, to implement an effective Safety Management System, is the single most important indicator of Risk Management.

Accordingly there is an appreciation, when conducting an Office Review, to ascertain the quality of recruitment, selectivity, training & career development of Seafarers especially Senior Officers. Senior Officers having familiarity with the Company, experience in rank & tanker expertise will better understand & implement all aspects of the Safety Management System.

Indicators will include but not limited to:

- bespoke Seafarer Competency Systems defining performance standards within each rank and having detailed modular assessments leading to specific mentoring & training needs to enhance the auditable career development
- Officer Matrix as appearing within the current version of SIRE VIQ (which confirms that years with the Company are to be Calendar years but all others are to be years of Sea Service).