



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 minimize 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 charter-party.

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.



SARAS

1 – Minimum Safety Criteria

1.1 The ship must be built, manned, managed and certified in accordance with:

- i. 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;
- ii. The Rules and Regulations concerning the vessel's Class and must maintain the highest Class of such Register;
- iii. 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);
- iv. 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 / 1 st 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 recognized cargo inspection organization, 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 way 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.