



IPLOM Minimum Safety Criteria & Vessel Acceptance Policy

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1. GENERAL PRINCIPLES

IPLOM S.p.A. (for the purpose of this document the reference to IPLOM S.p.A. includes all IPLOM S.p.A.'s successors and or affiliates, as the case may be) requires that all vessels which are tendered to IPLOM S.p.A. for chartering or tendered to third parties for chartering to transport oil cargoes purchased or sold by IPLOM S.p.A. are in compliance with "IPLOM S.p.A. Vessel Acceptance Policy".

Furthermore any such compliance may be verified and checked either autonomously and through any third party advisory and expertise which may constitute the basis of the IPLOM S.p.A. final decision of compliance with "IPLOM S.p.A. Vessel Acceptance Policy".

Any declaration of a vessel compliance with the "IPLOM S.p.A. Vessel Acceptance Policy" does not constitute any certifications whatsoever on the part of IPLOM S.p.A., nor does it give the Owner or Operator of the vessel the right to have the vessel chartered or employed by IPLOM S.p.A, nor does it impose on IPLOM S.p.A. any duty or obligation to charter or employ such vessel.

IPLOM S.p.A. (or any of IPLOM S.p.A.'s employees, agents or contractors) shall be under no liability whatsoever to any Ship's Owner or Operator arising out or by reason of non-acceptance of a vessel.

In case IPLOM S.p.A. carries out an inspection of a vessel by means of its employees, agents or contractors to verify compliance of such vessel with its "Vessel Acceptance Policy", such inspection shall not impose on IPLOM S.p.A. any obligations to accept the subject vessel, nor any other liabilities whatsoever.

It is IPLOM S.p.A.'s general policy neither to give ratings nor to issue letters, notices or certifications of approval of the inspected vessels offered or tendered for chartering to IPLOM S.p.A. And /or its affiliates or third parties.

Neither inspection nor acceptance by IPLOM S.p.A. of a tendered vessel shall relieve or discharge any Ship's Owner or Operator from the due performance of any and all of its obligations or from any liabilities which may arise under any law, regulation, charter party, bill of lading or otherwise. Likewise, neither inspection nor acceptance by IPLOM S.p.A. of a tendered vessel shall imply any transfer of duty or responsibility from Ship's Owner or Operator to IPLOM S.p.A.

The application of this document and associated procedures will help to ensure that the risks associated with IPLOM S.p.A. marine operations are effectively controlled and aligned with the Company's commitment to safety, well-being, environmental responsibility, reliability, and efficiency. This policy does not supersede any aspects of the group's business transaction policies or other compliance group policies. It outlines additional prerequisites specific to chartering activities to address certain risk management and insurance matters.



These should be viewed as the minimum standards.

This policy applies to all vessels under IPLOM S.p.A. business as follow:

- All vessels chartered by or on behalf of IPLOM S.p.A.
- All vessels carrying cargoes (petroleum products of any kind) of IPLOM S.p.A. property
- All vessels carrying cargoes which supplier / receiver is IPLOM S.p.A.

2. GENERAL REQUIREMENTS

All vessels, including crew and management, which are tendered to IPLOM S.p.A or its affiliates for chartering or tendered to third parties for chartering to transport oil cargoes purchased or sold by IPLOM S.p.A. are to be in compliance with:

- a) International Conventions and Flag State laws and regulations;
- b) Classification Society, Port State and Local Authority regulations;
- c) Provisions and recommendations of the maritime industry (IMO, OCIMF, ICS, SIGGTTO, ISGOTT, ISPS, etc.). The compliance with such rules and recommendations should be suitable to be verified through the implementation of a reliable Safety Management System (SMS);
- d) Appropriate procedures, log books and training records covering pollution prevention, safety, navigation, cargo handling, mooring and tank cleaning, good-housekeeping, etc.;
- e) Appropriate procedures and records of incidents/failures and related investigations.

Non compliance with points a), b) c), d), e) will automatically make the vessel not acceptable to.

3. ACCEPTANCE

All vessels which are tendered to IPLOM S.p.A. or chartering or tendered to third parties for chartering to transport oil cargoes purchased or sold by IPLOM S.p.A. need to be accepted by IPLOM S.p.A and be in compliance with below Minimum Selection Criteria:

3.1 It is IPLOM S.p.A. 's general policy not to accept vessels older than 25 (twenty five) years old.

3.2 All vessels tendered to IPLOM S.p.A. for chartering or tendered by third parties for chartering to transport oil cargoes purchased or sold by IPLOM S.p.A. will be only taken into consideration if double hull construction.

3.3 Vessels over 15 (fifteen) years old tendered to IPLOM S.p.A. for chartering or tendered by third parties for chartering to transport oil cargoes purchased or sold by IPLOM S.p.A. will be only taken in consideration if CAP 2 max.

3.4 Conventional age reductions may be considered only after IPLOM S.p.A. Vetting inspection and only in case of carriage of products different from crude oil and fuel oil.

3.5 OBO should be considered if not older than 10 (ten) years old and inspected directly by IPLOM S.p.A.

3.6 Crew/Manning:

The minimum manning on board must be suitable to cover in all aspects and in all watch levels established by the Company, the mandatory rules.

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

- Combined aggregate experience of not less than 2 calendar's years with the Operator –tanker sea service if operator manage different types of vessel other than tankers (Combined experience either for Deck Senior Officers than for Engine Senior Officers),
- Combined aggregate experience of not less than 3 Years (sea service) in Rank (Combined experience either for Deck Senior Officers than for Engine Senior Officers),
- Combined aggregate experience of not less than 4 Years (sea service) on the specific tanker-type (Combined experience either for Deck Senior Officers than for Engine Senior Officers).

3.6.1 All officers must have a good English language knowledge.

3.6.2 All ratings must have sufficient English language knowledge.

3.6.3 An Operator policy for a suitable handover period for all key ranks must be in place.

3.6.4 If more than 5 different crew nationalities were found onboard, the same can lead in vessel rejection.

3.6.5 Drug and Alcohol policies should strictly adhere OCIMF requirements.

3.7 Vessels carrying flammable petroleum products should be fitted with an IG System and shall operate all times with inerted tanks;

3.8 All vessels should operate in the Closed Operation Mode. At least one dipping point must be fitted with vapor lock. All cargo/dipping measurements, sampling, water and temperature detection should be carried out under close system;

3.9 Chemical and oil tankers should be provided with a fixed fire detection and alarm and a fixed deck foam system in accordance with SOLAS;

3.10 High level alarm and overflow control system;

3.11 Vessels should be free of outstanding items on Class Survey Status and ESP Condition Evaluation Report, no structural items or degraded steel condition or Extensive coating breakdown must be reported;

3.12 Cargo tanks should not be loaded above 98% volume or above the level sensor.



For any vessel, tendered for chartering, or tendered to third parties for chartering to transport oil cargoes purchased or sold, IPLOM S.p.A. employs a comprehensive approach that harnesses a plethora of available sources and information to assess the eligibility of vessels for their intended voyages. This evaluation encompasses several key components (but are not limited to):

1. **Prior Iplom Vetting Inspections:** Iplom S.p.A. scrutinizes any previous inspections conducted on its behalf. These assessments serve as valuable reference points in gauging a vessel's historical performance and compliance.
2. **Inspection Reports from SIRE Database:** IPLOM S.p.A. accesses inspection reports stored in the SIRE database. These reports are particularly relevant, with a preference for those not exceeding a six-month timeframe.
3. **PSC Inspections:** Port State Control inspections are pivotal in determining a vessel's compliance with international regulations and its operational integrity. IPLOM S.p.A. evaluate last 2 years PSC reports and any deficiencies raised must be documented with related follow up.
4. **Equasis Data:** IPLOM S.p.A. extracts pertinent information from the Equasis database, a valuable resource for assessing a vessel's compliance with international shipping standards and regulations.
5. **Casualty Reports:** The analysis extends to casualty reports, providing insight into any incidents or accidents involving the vessel.
6. **Terminal Reports:** IPLOM S.p.A. scrutinizes terminal report/ safety inspections, which are rich sources of information on a vessel's operational history, cargo handling, and interactions with terminals.

On the basis of the above, **IPLOM S.p.A. may, at its sole and unquestionable discretion,** decide the following:

- a. to give its acceptance for the vessel;
- b. to reject the vessel;
- c. to request an inspection.

The vessel compliance shall be ascertained by IPLOM S.p.A. or its representatives through an inspection (further reference in chapter 5).

Clearance will be granted exclusively for a single voyage. Should there be a subsequent proposal for the same vessel, or if there are any alterations to the initial voyage clearance such as changes in cargo, disport, or other relevant factors, IPLOM S.p.A. will initiate a thorough re-evaluation.

4. SHIP TO SPIP (STS) TRANSFERS

In addition to the above acceptance criteria, vessels to be used for STS operations have to comply with the following items:

- 4.1** Must have on board a "STS Operations Plan" approved by the Administration issued in the working language of the ships. (Marpol annex I reg 41.1);
- 4.2** Must be fitted with fairleads and mooring bitts as per "STS Guide item 9.3";
- 4.3** At IPLOM S.p.A. request vessel Owner must be able to supply IPLOM S.p.A. with the last "Ship-to-ship transfer checklists";
- 4.4** The vsl's Operators must guarantee that the STS operations will be conducted in accordance with the OCIMF/ICS STS Transfer Guide recommendations and must be carried out in area where these operations are allowed only;
- 4.5** Ship crew and management must be already experienced with STS operation.

5. VETTING INSPECTION

Any vessel tendered for chartering or tendered to third parties to transport oil cargoes or chemical to IPLOM S.p.A., could be inspected any time independently from the age, last SIRE Inspection and other factors listed below.

Owners / Operators are expected to undergo an IPLOM S.p.A. vetting inspection in the following cases, but not limited to them:

- Any vessels never inspected before
- Latest IPLOM S.p.A. Sire inspection is older than:
 - I. 12 months for vessels not older than 5 years
 - II. 9 months for vessels with age between 5 and 10 years
 - III. 6 months for all vessels older than 10 years
- Any Vessels under TC or COA every 6 months.
- Any vessels that have a SIRE report considered as poor by IPLOM S.p.A in the previous 12 months.
- Any vessels that have a PSC/USCG/Terminal inspections considered as poor by IPLOM S.p.A in the previous 12 months.
- Any change of owner, operator, classification society, vessel's flag (excluding if flag chosen is with lower risk rating)
- Any casualty/incident in which were involved either the vessel than the Owner/Operator



The Owner/Operator must guarantee that no other vetting inspection is performed at the same time.

A new vessel should be accepted only for a single voyage if a positive report is available on SIRE database and if complies with IPLOM S.p.A. ACCEPTANCE POLICY. If a positive SIRE report is not available a vetting will be carried out even if in idle condition.

The inspection request will be sent from Owner /Operator to:

1. Vessel's name
2. Vessel operation and product(s)
3. Owner details as follow:
 - Company name
 - Full Address
 - V.A.T. Number (If EU Countries)
4. Port and update ETA
5. Agent's name with full address,

IPLOM S.p.A. will confirm the availability for the inspection to Owner / Operator and communicate the Inspector's name and date on which the inspection will be performed

IPLOM S.p.A. has the right to refuse the inspection.

IPLOM S.p.A. will inspect the vessel in agreement with last edition of OCIMF VESSEL INSPECTION QUESTIONNAIRE.

IPLOM S.p.A. Inspections will be carried out only by OCIMF-SIRE accredited IPLOM S.p.A. 's inspectors. All reports will be submitted into SIRE System. At the end of inspection the non conformities will be discussed with the vessel's master.

INSPECTION COST will be for Owner's account. Extra costs like boat, helicopter, etc will be arranged by Agent/Owner and cost/s will be for Owner account.

5.1 SAFETY/TECHNICAL INSPECTION

IPLOM S.p.A. reserve the right at any time and for any vessel tendered for chartering or tendered to third parties to transport oil cargoes or chemical where IPLOM is supplier/receiver, to perform additional "Safety & Technical" inspection in order to ascertain the suitability of the vessel. INSPECTION COST will be for Owner's account. Extra costs like boat, helicopter, etc will be arranged by Agent/Owner and cost/s will be for Owner account.

5.2 TMSA

At least stages 2 of the TMSA must be reached and fully implemented, both onboard and ashore in order to be considered for IPLOM S.p.A. Business.

TMSA report is taken into account only if it is submitted by the Operator and is not older than 12 months. IPLOM S.p.A. reserve the right at any time to conduct a TMSA Audit to verify the effective execution and implementations of TMSA declared stages.

Operators are expected to undergo an IPLOM S.p.A. TMSA audit in the following cases, but not limited to them:

- Operators/vessels under TC (time charter)
- Operators/Vessels under COA (Contract of Affreightment) and/or multiple continues business with IPLOM S.p.A:
- Two or more adverse vetting / PSC outcomes (including those on different vessels operated by the same company).
- Any case that IPLOM S.p.A. deems to pose a potential risk and/or deem necessary.

A positive TMSA Audit remains valid for 24 months.

All costs related to a TMSA audit, including auditor travel expenses, are the responsibility of the Operator.

5.3 SHIP'S DOCUMENTS

Master will give to Inspector the following certificates in copy:

1. Vessel particular questionnaire (OCIMF Form)
2. IOPP certificate plus form B
3. Class certificate
4. Last structural survey (if under ESP)
5. CAP's certificate (if any)
6. Listing of survey
7. Crew Matrix

Compliance with IPLOM S.p.A. Acceptance Policy does not give to the Owner the right to have the vessel chartered or employed by IPLOM S.p.A.

The Operator must promptly notify to IPLOM S.p.A. any change in Classification Society, Ownership, Management, Flag.