

INTRODUCTION: THE VETTING PROCESS

The INTERTANKO Secretariat receives many enquiries for up-to-date information on the different vetting requirements by oil and chemical companies, insurers, underwriters and other bodies along with information pertaining to the various port state control requirements.

The actual physical inspection of the vessel's condition is but a part of the whole screening and risk management process, which includes not only all statutory requirements from Flag and Class, but also assesses *inter alia* adequate insurance cover, safety management, ISM, maintenance record, communications, the standing of the owner, office location, close-out and response to incidents, reports in the media, detention records and PSC deficiencies crew training and experience, quite apart from whether the vessel can be safely accommodated alongside the berth.

INTERTANKO's Vetting Committee, formed in 1991, has contributed to

- a) assisting Members to understand and respond to the increasing abundance of vetting requirements, both regulatory and commercial and
- b) enhancing the relationship between tanker owners and the oil and chemical charterers' vetting departments.
- c) Cooperating with port state control authorities around the world to ensure focussed efforts on sub-standard shipping and reward systems for good quality tonnage.

During consultations with OCIMF and CDI, it has stressed the importance of using a common industry inspection standard and supports both the CDI and SIRE *Vessel Inspection Questionnaire (VIQ)* and in particular the CDI/SIRE *Harmonised Vessel Particulars Questionnaire (HVPQ)*.

The aim of this publication is primarily to assist our Members by collating into one publication the structure of, and information on, many of these evaluation systems, as supplied by the individual charterers, port state authorities and organisations. It also contains additional information produced by INTERTANKO and the Vetting Committee, which we feel will be of help to all those involved in this process. It is hoped that this will assist tanker crews and onshore personnel, as well as providing valuable general information on the work of the vetting process.

INTERTANKO published the first edition of this booklet in 1995 to give a brief, but comprehensive description of some vetting systems. However, due to its popularity INTERTANKO provides updates on a biennial basis in an ever expanding and comprehensive format of this ninth edition, increasing the number of vetting contacts as well as Port State Control contacts. The text has been verified as correct by the vetting departments of the various charterers and the Port State Control authorities mentioned within.

Members of INTERTANKO are strongly recommended to lodge their HVPQ for their vessels with either SIRE or CDI as appropriate, in e-mail format. I would also encourage the use of INTERTANKO's Vetting and Port State Control Inspection Feed Back e-systems, (respectively now revised and based upon formal systems regarding codes of conduct, in connection with every inspection made on your ships, as well as the use of INTERTANKO's Terminal Vetting Database, which continues to receive world-wide support and is a very useful tool, both for enhancing safety at port terminals and also as an operating tool for the owner. The Vetting Committee continues to be a very proactive committee producing many tools to assist Members along with various benchmarking databases, the details of which are available in this edition.

The work of the Vetting Committee on many aspects of ship inspections continues on behalf of its members, with the primary aim of reducing and simplifying inspections.

Since the 5th edition of this guide, we have seen the introduction of OCIMF's TMSA (Tanker Management Safety Assessment) and subsequently TMSA2. INTERTANKO supports this bold initiative that both enhances and promotes quality within the shipping industry. I believe that the TMSA system reflects a level of recognition of the existing high quality standards that currently exist within the tanker sector and indicates an encouraging level of trust in the quality tanker.

Since INTERTANKO launched its Tanker Officer Training Standards (TOTS) initiative in 2008, TOTS has continued to become accepted as an industry standard, is now referenced in the 7th edition of the CDI ship inspection report and won the 2009 Seatrade award for the "investment in people" category.

We would like to stress that this book is for information only, aimed at assisting tanker crews and shore-based personnel to better understand and prepare for different inspections and vetting requirements. It does not attempt to comment on or analyse the different vetting systems, nor is it in any way intended for chartering purposes.

INTERTANKO would be grateful for any information readers can give on any changes made since the publication was compiled.

I would like to thank the members of the INTERTANKO Vetting Committee, and in particular, Mr Alan Johnson of Tsakos, Chairman of the Vetting Publications Working Group, for the considerable amount of hard work and man hours which went into the preparation of this publication.



Captain Michael Wilson
Chairman, Vetting Committee