



# **VESSEL ACCEPTANCE POLICY**



2025



## **SARAS VESSEL ACCEPTANCE POLICY**

### **I. GENERAL**

SARAS is committed to responsible maritime transport, prioritizing the protection of people, the environment, resources, and its business reputation. To achieve these goals, SARAS uses only high-quality vessels that comply with its technical and operational requirements (see Section VIII). All vessels offered to SARAS, or to third parties for chartering to transport oil cargoes, derivatives, or other products purchased or sold by SARAS, must comply with this Vessel Acceptance Policy ("Policy").

Compliance with this Policy does not guarantee that a vessel will be chartered, employed, or accepted by SARAS.

### **II. VESSELS SUBJECT TO SARAS ACCEPTANCE CRITERIA**

The following vessels are subject to SARAS acceptance criteria:

- All vessels operating at marine terminals owned by SARAS or its affiliates.
- All vessels carrying goods owned by SARAS, including partial cargoes, primarily oil, petroleum products (liquid or gas), chemicals, or vegetable oils.

### **III. ACCEPTANCE**

SARAS bases vessel acceptance primarily, but not exclusively, on the following:

- Previous performance at SARAS or affiliate terminals.
- Results of SARAS inspections.
- Q88 Charter Questionnaire (Intertanko).
- Class Status Survey list, including conditions and memoranda.
- Historical records (flag, PSC detentions, ownership changes, etc.).
- Terminal feedback and casualty history.
- Review of SIRE inspections on the OCIMF website.
- SARAS Questionnaire (as amended from time to time).
- Market information.
- Any other information deemed relevant by SARAS.

SARAS is under no obligation to accept a vessel, even after inspection.

Acceptance does not relieve the Owner/Operator of responsibility for compliance with this Policy or obligations under any charter-party.



If a vessel is not accepted, the Owner/Operator has no claim against SARAS.

SARAS may reject any vessel that does not comply with this Policy and is not required to provide reasons for non-acceptance. All information collected during the acceptance process is treated as confidential.

SARAS may revoke acceptance at any time at its sole discretion.

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

#### **IV. ACCEPTANCE CONDITIONS**

Each time a vessel is nominated to SARAS or third parties for transporting oil cargoes, derivatives, or other products, SARAS will review and evaluate the vessel.

Requests for acceptance must be sent to [vetting@saras.it](mailto:vetting@saras.it) accompanied by the Intertanko Q88 questionnaire, the full Class Survey status report (including conditions and memoranda), and the SARAS Questionnaire (as amended). All documents must be current as of the request date.

Accepted vessels must maintain their status until the voyage/contract is complete.

Any changes in previously provided information must be immediately reported to the SARAS Vetting Office for re-evaluation.

SARAS may require an inspection at the Owner's expense.

#### **V. INSPECTION**

##### **a) TECHNICAL INSPECTION – 'VETTING'**

SARAS reserves the right to inspect vessels, mainly during discharge operations, following its guidelines and the OCIMF-SIRE Program. SARAS or its appointed agents will conduct these inspections, which are non-SIRE and not uploaded to the SIRE website. Owners/Operators must ensure no other vetting inspection occurs simultaneously.

Third-party oil company inspections at SARAS terminals must be pre-notified to the SARAS Vetting Office.

Inspectors may ask the Master to demonstrate compliance with SARAS Technical and Operational Requirements (Section VIII). Owners/Operators must cooperate and provide necessary documentation. Non-compliance issues will be discussed with the Master, and a preliminary observation list will be countersigned by the Master.

SARAS will send an inspection report to the Owner/Operator.



For all non-conformities, the Technical Operator must submit a root cause analysis (RCA), corrective actions, and preventive measures to [vetting@saras.it](mailto:vetting@saras.it) by the expected closing date. SARAS may inspect to verify corrective actions.

Any change of Owner, Operator, Classification Society, vessel flag, casualty, or detention nullifies the previous assessment, except:

- Changes within the same corporate group.
- Flag changes to lower-risk flags (per Paris MOU).

#### b) SAFETY INSPECTION

All ships at SARAS or affiliate terminals are subject to mandatory safety inspections by SARAS-appointed inspectors. These inspections focus on health, environmental protection, safe operations, and emergency risk mitigation throughout commercial operations.

### **VI. TANKER MANAGEMENT SELF-ASSESSMENT (TMSA)**

SARAS emphasizes the quality management systems of vessel technical operators. Periodically, SARAS may visit operator offices to verify TMSA submissions.

Requirements:

- Submission of the latest TMSA report, updated within the past 12 months.
- Minimum compliance at Stage 1; Stage 2 is preferred.
- Operators requiring to submit a TMSA should contact [vetting@saras.it](mailto:vetting@saras.it).

### **VII. INTRODUCTION TO TECHNICAL AND OPERATIONAL REQUIREMENTS**

All vessels offered for transporting oil cargoes, derivatives, or other products for SARAS must comply with SARAS Technical and Operational Requirements, established per OCIMF-SIRE guidelines and terminal requirements for safe operations.

These requirements are not recommendations but standards for vessels considered adequate by SARAS.

Non-conformities will be evaluated case by case and mitigating actions will be taken into consideration.

### **VIII. TECHNICAL AND OPERATIONAL REQUIREMENTS**

#### **1. Legislative and/or Industry Guidelines**

- Vessels must comply with international conventions, EU directives, flag state rules, and port regulations.
- Must maintain the highest class with a recognized classification society.



- Must comply with IMO standards and have a reliable Safety Management System (SMS).
- Must follow best practices from ICS/OCIMF/SIGTTO publications.
- All vessels must be double-hulled, regardless of tonnage or year.
- OBO and ORE-OIL vessels may be considered case by case.
- Vessels must be ITOPF members.

## **2. Vessel Age applicable at the time of loading or discharging**

- Oil and chemical tankers: max 20 years from delivery.
- Gas tankers: max 25 years from delivery.
- Older vessels may require additional inspections at the Owner's expense.

## **3. Safety Systems**

- All vessels must comply with SOLAS Chapter II-2 for IG systems.
- Vessels loading/discharging products with a flashpoint below 60°C must have an efficient Inert Gas System.
- Oil/chemical tankers using vapor recovery must arrive with cargo tanks at  $\leq 80$  mbar.
- Certified pressure and level monitoring systems are required for enhanced cargo control and remote monitoring.
- For Vessels with bumper bars - only suitable rubber/foam fenders are allowed; tires are prohibited.
- All operations must be in "closed cargo conditions."
- Flexible interconnections between cargo lines and/or manifolds must be certified and tested in compliance with regulatory requirements. SARAS reserves the right to refuse interconnection of cargo lines and manifolds with no prior notice and without reason.
- Unattended Machinery Space (UMS) vessels must have an operational "Dead Man" alarm system.

## **4. Inspections**

Regarding validity of ship inspections:

- <15 years from delivery: last discharge SIRE inspection within 6 months.



- 15–20 years from delivery: last discharge SIRE inspection within 4 months.
- >20 years from delivery: last discharge SIRE inspection within 4 months; SARAS may require its own inspection.

### **5. New Build/Dry Dock Requirements**

- New builds or vessels from dry-dock/repairs are screened on a case by case and exceptional basis.

### **6. Structural Assurance**

- Vessels >15 years must have valid CAP certificates (rating 1 for Hull & Machinery and Cargo systems) from an IACS member.

### **7. Operational Standards**

- 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 level lower than the crossing ballast lines.
- In the event that a vessel will carry more than a single product, an adequate segregation with double segregation valves or equivalent means, must be guaranteed on board during the commercial operations/voyage.
- The vessel must be fitted with a fixed spill containment around all the hydraulic machineries on the weather deck.
- The ships provided with a cargo pumproom must have this room served by a bilge pumping system that can be operated from a different location
- The vessel must be fitted with a suitable manifold sampling point.
- The vessel must be equipped with vapor locks that have been calibrated and certified by a recognized Testing, Inspection, and Certification (TIC) company, to ensure accurate measurement and sampling of the cargo on board.
- 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 safe access on board.

### **8. Compliance and Reporting Guidelines**

- Operators must keep documentation up to date, including OCIMF and TMSA reports.
- Notify SARAS at [vetting@saras.it](mailto:vetting@saras.it) of:



- Any change in approval status.
- Any detention.
- Any incident or casualty.

### **9. Crew Standards and Operational Practices**

- Vessels must have a system to record and monitor crew rest hours per STCW, MLC, or applicable regulations.

- Minimum crew standards:

The vessel must be manned at least by a Master, a Chief Officer, a Second and a Third Officer (2 Deck Junior Officers), a Chief Engineer and a 1st Engineer certified both STCW REG III/2.

SARAS require minimum combined experience between Master-Chief officer and Chief engineer-2nd Engineer:

Two years with the operator (calendar)

Three years in rank experience (sea time)

Four years on tanker-type experience (sea time)

As the requirement is aimed at evaluating the Senior Officers' experience, compliance is strongly recommended and shall be evaluated on a case-by-case basis

All Officers must have a good knowledge of English language.

When at Saras terminal the consumption of beverages with alcoholic content is not allowed on board.

### **IX. FINAL PROVISIONS**

This Policy reflects SARAS's commitment to maritime safety and environmental stewardship. All operators and vessels must comply with these standards to ensure safe and seamless operations at SARAS facilities.

Any acceptance / rejection of a vessel is solely at the terminals discretion if the relevant vessel does not meet the requirements of this policy