

**Sayı** : 38591462-400-2021-1409

18.05.2021

Konu : RightShip Genişletilmiş Denetim Kriterleri

Sirküler No: 491

Sayın Üyemiz,

Uluslararası Deniz Ticaret Odası (ICS) tarafından gönderilen 14 Mayıs 2021 tarihli ve MC(21)43 sayılı yazıda;

RightShip tarafından, öncesinde ICS'e bildirimde bulunularak, genişletilmiş denetim kriterlerini oluşturmaya yönelik çalışma hazırlığı içerisinde bulunduğu ve uygulamanın 2021 yılı Haziran ayından itibaren yürürlüğe konulacağı bilgisinin paylaşıldığı belirtilmektedir.

RightShip söz konusu denetim kriterleri çalışmalarında; güvenlik, sürdürülebilirlik ve insan haklarının iyileştirilmesinin önemli unsurlar olduğu ifade edilmekte olup, sektörün uzun vadeli iyileştirme isteklerini desteklemek için çeşitli sosyal sorumluluk ve sürdürülebilirlik önlemlerinin de kriterlere eklendiği belirtilmektedir.

Bahse konu kriterlere ilişkin, denizcilik firmalarının kendi filoları özelinde ek geliştirme taleplerinde olabileceklerinin öngörüldüğü, bu kapsamda Ek'te sunulan kapsamlı kılavuzun incelenerek gemi sahipleri tarafından ilgili denetim uygulamalarına geçişte fayda sağlayacağı düşünülen konulara ilişkin görüşlerin bildirilmesi talep edilmektedir.

Bu itibarla, Ek'te sunulan RightShip genişletilmiş denetim kriterleri kılavuzuna ilişkin görüş ve iyileştirme önerilerinin 27 Mayıs 2021 tarihi mesai bitimine kadar Odamıza (serkan.inal@denizticaretodasi.org.tr) iletilmesi hususunu bilgilerinize arz/rica ederim.

Saygılarımla,

Cengiz ÖZKAN
Genel Sekreter V.**Ek:ICS Yazısı ve RightShip Genişletilmiş Denetim Kriterleri Rehberi (17 sayfa)**

Dağıtım:

Gereği:

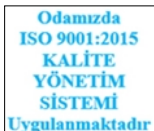
- Tüm Üyeler (WEB sayfası ve e-posta ile)
- Türk Armatörler Birliği
- S.S. Gemi Armatörleri Motorlu Taşıyıcılar Kooperatifi
- GİSBİR (Türkiye Gemi İnşa Sanayicileri Birliği)

Derneği)

- Gemi, Yat ve Hizmetleri İhracatçıları Birliği
- VDAD (Vapur Donatanları ve Acenteleri Derneği)

Bilgi:

- Yönetim Kurulu Başkan ve Üyeleri
- İMEAK DTO Meslek Komite Başkanları

Bu belge, 5070 sayılı Elektronik İmza Kanuna göre Güvenli Elektronik İmza ile İmzalanmıştır.

Evrakı Doğrulamak İçin : <https://ebys.denizticaretodasi.org.tr/enVision/Dogrula/K4KPSP>
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Web: www.denizticaretodasi.org.tr **E-mail:** iletisim@denizticaretodasi.org.tr **KEP:** imeakdto@hs01.kep.tr





İSTANBUL VE MARMARA, EGE, AKDENİZ, KARADENİZ BÖLGELERİ

ISTANBUL & MARMARA, AEGEAN, MEDITERRANEAN, BLACKSEA REGIONS

DENİZ TİCARET ODASI CHAMBER OF SHIPPING



- KOSDER (Koster Armatörleri ve İşletmecileri Derneği)
- Türk Uzakyol Gemi Kaptanları Derneği
- İMEAK DTO 35 No'lu Meslek Grubu Üyeleri

Bu belge, 5070 sayılı Elektronik İmza Kanuna göre Güvenli Elektronik İmza ile İmzalanmıştır.



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This Circular and its attachments (if any) are confidential to the intended recipient and may be privileged. If you are not the intended recipient, you should contact ICS and must not make any use of it.

14 May 2021

MC(21)43

TO: MARINE COMMITTEE

Copy: All Full and Associate Members (for information)

RIGHTSHIP EXPANDED VETTING CRITERIA

Action Required: Members are advised that RightShip has notified ICS that they are preparing to launch an expanded Vetting Criteria and provide any feedback on this and the attached guide within Friday 28 May 2021.

Members are advised that RightShip has notified ICS that they are preparing to launch an expanded Vetting Criteria, with some charterers already seeing value and applying the enhanced standard to their vets. RightShip will formally apply the new criteria from June, 2021 as the sole standard Vetting Criteria applied by RightShip.

RightShip have further advised that this is an important element in their work to improve safety, sustainability and human rights. The RightShip team has therefore made binary failings much clearer, to ensure that the path to an acceptable vetting recommendation is easily understood. RightShip have also added several social responsibility and sustainability measures to support the industry's aspirations for long-term improvements.

RightShip comment that they understand that it requires additional work from their ship owning customers, who may need to make additional enhancements to their fleets, so RightShip have prepared a comprehensive guide to support shipowners.

The Shipowners Guide to RightShip's Vetting Criteria is attached at **Annex**.

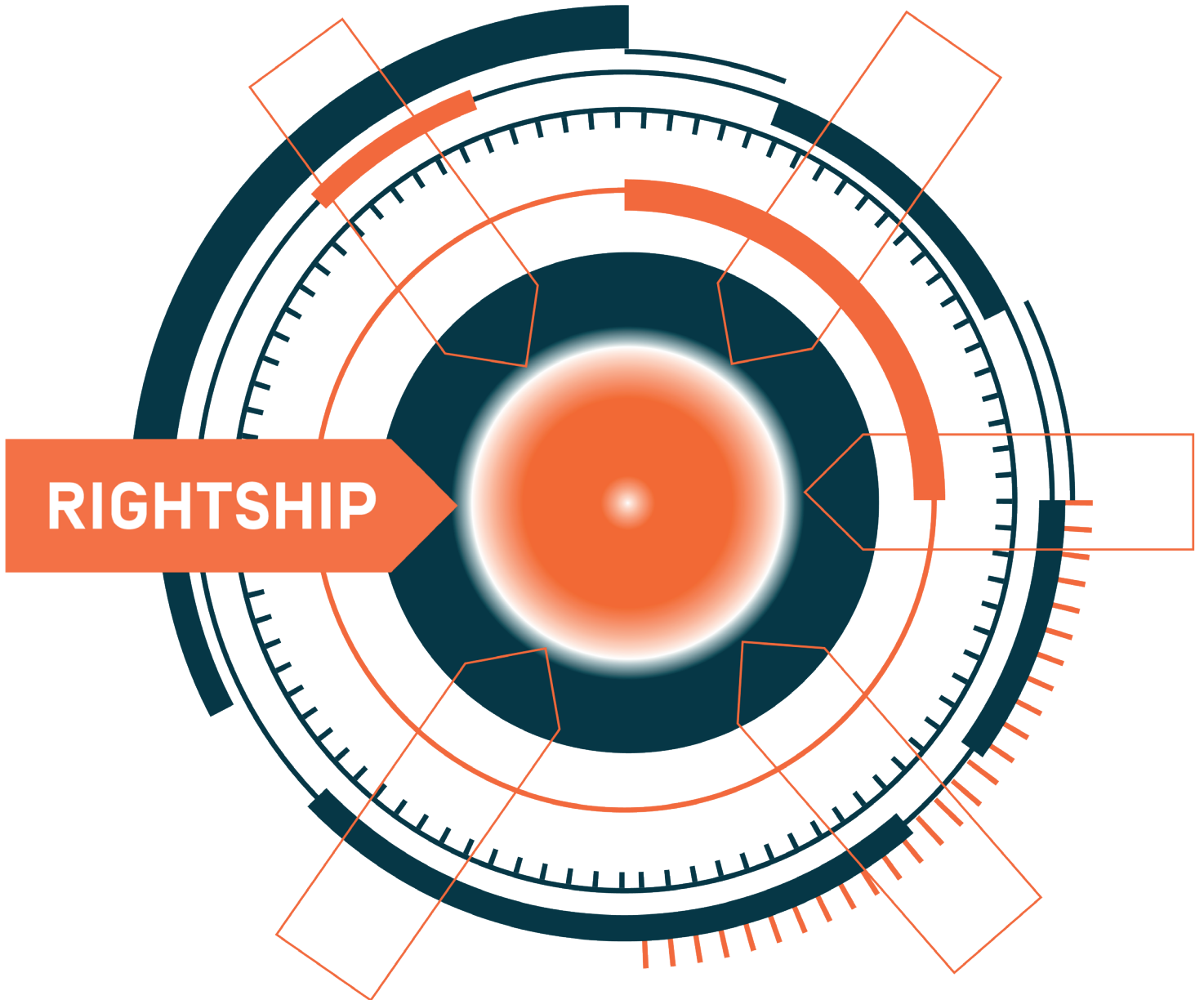
RightShip invite shipowners to read the guide and provide any comments or suggestions if they see additional ways to assist shipowners during this transition.

The undersigned (chris.oliver@ics-shipping.org) will collate any comments / feedback received from ICS members and provide a summary to RightShip.

Comments or feedback to the above and attached guide should be sent to the undersigned within Friday 28 May 2021

Chris Oliver
Nautical Director

Shipowners Guide to RightShip's Vetting Criteria



May 2021



Welcome to your Vetting Criteria guide

I would like to thank you for your ongoing support as a shipowner customer. Our team is working hard to improve maritime safety standards, and as part of our commitment to continued improvement, we have completed a comprehensive review of our vetting standards. We understand that this will have an impact on your operations and want to give you all the information you'll need to ensure you receive a recommendation when you're vetted.

In the coming pages, we will share some information to highlight the benefit of vetting for you, our ship owning customers. We'll also provide access to the new criteria and outline how you can prepare and manage to ensure you maintain a competitive edge. Finally, we'll highlight some of the benefits of having a fleet that meets the criteria.

Our team is always available to provide any assistance you may need at any time. We want our vetting standard to be an effective tool for the whole industry and we're happy to support you in your pursuit of excellence.

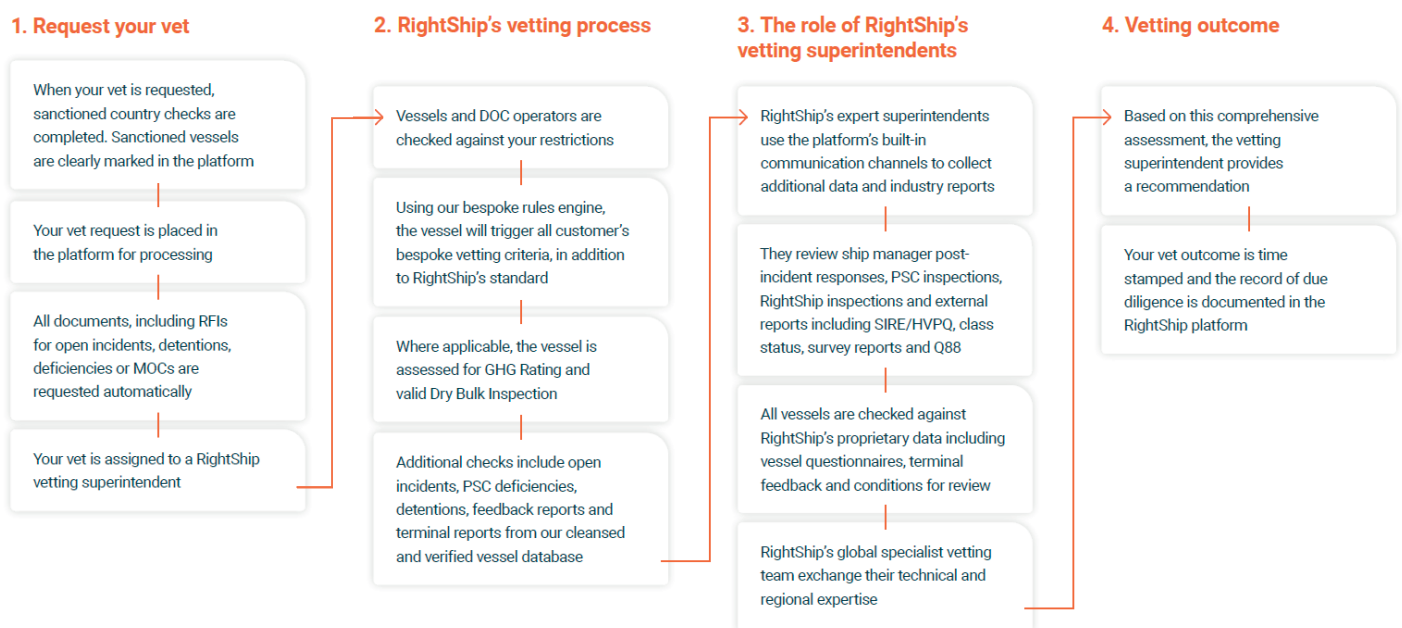
Steen Lund
CEO, RightShip

What is vessel vetting?

Vetting has been a core component of RightShip's due diligence offering since the inception and our criteria has been refreshed consistently over the years in line with global safety, sustainability and human rights expectations. Initially, it was developed for charterers moving cargo, but today it is also utilised by ports and terminals as well as financiers and shipowners looking to review vessels before chartering in additional tonnage.

Vetting was not designed to add complexity to the role of shipowners. We want to recommend as many vessels as possible. We simply cannot recommend ships that do not meet base compliance levels. RightShip makes its criteria available to shipowners so that you have a clear guide to the requirements that you need to meet to gain an acceptable outcome.

RightShip uses a detailed methodology to assess a vessel's suitability for a specific voyage.



When a vet request is placed in the Platform, we apply our Vetting Criteria, which is made up of around 50 rules covering aspects of the vessel history, operation, sustainability and crew welfare, which return the necessary data from our proprietary database.

Bespoke considerations such as berth fit requirements are taken into account where required, with all vetting taking place within the RightShip Platform.

With the data in hand, our expert vetting superintendents analyse the documentation to provide an 'acceptable' or 'unacceptable' recommendation for the vessel under consideration. Our due diligence customers are able to track their vet within the Platform in real-time and the outcome will be stored in their RightShip account with a date and time stamp.

Benefits of vetting for ship owners

All vessels with a Safety Score of 1 to 5 can be vetted. A lower score does not necessarily mean a vessel will be recommended unacceptable. There are several factors that will determine the outcome of the vet, depending on the bespoke requirements that have been applied.

For shipowners, managing your fleet in line with the vetting criteria enables you to provide vessels that are viewed favourably by charterers. Operating vessels with a strong vetting track record maintains a competitive advantage in the market.

What are the key components of the Vetting Criteria?

The Vetting Criteria represents the RightShip minimum acceptable standard for us to recommend a vessel as a commercial partner. It has been designed in response to existing risks and challenges that occur in the daily practise of operating a vessel. This means that the Criteria needs to be updated as risks change over time, standards improve, and customers innovate new best practices in running and operating supply chains.

In January 2021, we announced several updates to our Vetting Criteria. A priority during the expansion of the standard was responding to existing challenges that customers faced. Primarily, this involved providing clear insights into what delivers an acceptable outcome, versus the reasons in which the outcome may be unacceptable.

To improve that transparency, we made binary failings clearer in the new standard to remove confusion and ensure the path to an acceptable recommendation is easily understood.

RightShip's vetting standards are at the heart of RightShip's ecosystem. The vetting standard was the inspiration for the Safety Score rules, bringing these two products together as many of the rules for which govern a Safety Score of 1 and Safety Score of 2 originate from the new vetting criteria.

Improved social responsibility measures were also essential. For example, RightShip has included the following binary criterion: "Any vessel Flagged with a country that has not adopted and ratified the 2006 Maritime Labour Convention and without an equivalent level of compliance (for example a valid ITF Agreement)."

The dry cargo trade will now have MLC checks in place, with our vetting superintendents providing recommendations based on international maritime law and agreements with trade unions. This ensures that all charterers can more easily take social welfare into consideration every time they select a vessel for a voyage.

The existing criteria includes, but is not limited to:

- > Incident review, performance and resolution
- > PSC performance review, performance and resolution – inclusive of targeting activity and bans
- > Certification and compliance status
- > Class records (conditions, status)
- > DOC performance (ISM)
- > Prior RightShip history and database
- > Physical validation (RightShip Inspections)
- > Special vetting criteria (customer-specific rules and checks)

General additions to the new criteria are as follows:

- > The new criteria extends beyond the previous standard from 20 assessment items to 50 items, including new sections for flag and class, ship structures, mechanics, and human rights.
- > A comprehensive review of incidents, PSC performance and operator performance in more detail.
- > Clearer binary failings. If a vet fails on one of these criterion, the vessel cannot be recommended at all.
- > The new criteria removes the grey areas and explains more about the standard of where an owner needs their ships to be in order to be eligible for recommendation
- > Where appropriate, customers can add more stringent safety or additional geographical criteria on top of RightShip's standard. However, the new criteria provides greater clarity around the specific items that cover safety, the environment, human rights, operational excellence with the aim of having a unified standard for the industry.

Read RightShip's new vetting standard in full

RightShip encourages all shipowners to read the updated document on help.rightship.com as the first step in preparing for the new standard. Having a clear understanding of the items we have included will give you a good sense of what your vetting superintendents will be looking for during a vet. It may also assist you in preparing for any associated improvements required to ensure you always achieve an acceptable outcome.

For example, if you consider the criterion that indicates that we will not recommend a vessel with a F or G GHG rating, the following steps are:



Go to RightShip's knowledge centre to find out more about the GHG Rating and our A-G rating scale, so you understand what's required to ensure you score higher than F or G.



Check out your GHG Rating on RightShip's Platform by filling out the form at energyefficiencyrating.net, until May 31st 2021



Speak with our sustainability team to find out what you can do to improve the efficiency of your fleet.

How to prepare your fleet for the new criteria

Below you will find the baseline vetting criteria and the responsibility associated with each item. RightShip recommends looking at the criteria now to establish any areas in which your fleet requires improvement ahead of a vetting request.

Port State Control (PSC)	
Baseline criteria	Rules
Any vessel with 3 or more PSC detentions in the last 24 months. Note – new – Binary	This is a new binary rule. RightShip will not accept vessels that have had three or more PSC detentions within a two-year period.
Any vessel with 2 PSC detentions in the last 24 months. Note - new	The number and severity of deficiencies (along with the calibre of the DoC holder's investigation and corrective and preventative measures) will be assessed and this will result in either a 'Not Acceptable' outcome or the vessel will require a RightShip inspection to achieve a satisfactory result.
Any vessel with 1 PSC detention in the last 12 months with otherwise good PSC performance.	The number and severity of deficiencies (along with the calibre of the DoC holder's investigation and corrective and preventative measures) will be assessed and this will result in either a 'Not Acceptable' outcome or the vessel will require a RightShip inspection to achieve a satisfactory result.
Any vessel with a PSC Deficiency / Inspection Ratio of 3 or more over the last 24 months. Note – new	The number and severity of deficiencies (along with the calibre of the DoC holder's investigation and corrective and preventative measures) will be assessed and this will result in either a 'Not Acceptable' outcome or the vessel will require a RightShip inspection to achieve a satisfactory result.
Any vessel with excessively high numbers of PSC deficiencies over a period of 24 months which show no signs of an improving trend. Note – amended period from 12 months to 24 months. Reduced total no. of PSC def	The number and severity of deficiencies (generally taken as 25 deficiencies per 12 months, along with the calibre of the DoC holder's investigation and corrective and preventative measures) will be assessed. This will result in the vessel being deemed 'Not Acceptable' or the vessel will require a RightShip inspection to achieve a satisfactory result.
Any vessel with no PSC records in the last 24 months. Note - new	If there are no PSC records for the nominated period, a RightShip inspection will be required.
Any vessel regardless of having been PSC detained or not with deficiencies in the last 36 months deemed to present a High Risk such as (but not limited to) structural or mechanical defects that can only be corrected by modification / repair which has not been carried out. Note - new	In this case the vessel would be deemed 'Not Acceptable', until such time as RightShip are satisfied that the necessary corrective and preventative measures are in place.
Any vessel (or associated with a DoC Manager) which has "Jumped" a PSC Detention. Note – new – Binary	This is a binary criterion. Any vessel in this position will be deemed 'Not Acceptable'.
Any vessel submitted for vetting with PSC deficiencies recorded in the last 12 months. Note - new	Any PSC deficiencies in the last 12 months to be closed out by way of acceptable RCA Investigation reviews by RightShip.

Incidents

Baseline criteria	Rules
Any vessel which has been involved in 2 or more Category A Incidents within the last 24 months unless there is clear and proven non-fault. Note – new - Binary	This is a binary criterion. Any vessel in this position will be deemed 'Not Acceptable'.
Any vessel which has been involved in a Category A or Category B Incident within the last 24 months where fault is proven. Note - new	In this case, a RightShip inspection is required.
Any vessel with recurring type incidents regardless of category over the last 36 months. Note - new	The number and severity of deficiencies (along with the calibre of the DoC holder's investigation and corrective and preventative measures) will be assessed and this will result in either a 'Not Acceptable' outcome or the vessel will require a RightShip inspection to achieve a satisfactory result.
Any vessel submitted for vetting with any incidents in the last 24 months. Note – amended period from 12 to 24 months	Incidents in the last 24 months to be closed out by way of acceptable RCA Investigation reviews by RightShip.

Age, CAP & Inspection Requirements - Dry Bulk Standards

Baseline criteria	Rules
Any vessel over the age of 30 years. Binary	Vessels over the age of 30 will be deemed 'Not Acceptable'. Exceptions can be considered for specific trading areas where the pool of available vessels is over 30 years and strictly on a case-by-case basis as agreed with a specific customer, for example Great Lakes.
Any bulk carrier over 90,000 dwt and 25 years old or over.	RightShip assigned CAP rating of 2/5 to be eligible for positive recommendation over 25 years of age up to a maximum of 30 years of age. RightShip assigned CAP rating of 2/3 to be eligible for positive recommendation over 25 years of age up to a maximum of 28 years of age.
All vessels of 8,000 dwt and above.	An annual RightShip inspection is required from 14 years of age.
All vessels below 8,000 dtw.	An annual RightShip inspection is required from 25 years of age.
Any vessel with an "Unacceptable" last RightShip Inspection Binary	Vessels that have previously been found to be unacceptable will be deemed 'Not Acceptable'. Re-Inspection will be considered on a case-by-case basis.

Age, CAP, Type & Inspection Requirements - Petroleum, Gas and Chemical Vessels

Baseline criteria	Rules
<p>Any vessel over the following Maximum Age Requirements:</p> <ul style="list-style-type: none"> - 25 years for tankers - 25 years for LPG - 35 years for LNG <p style="text-align: center;">Binary</p>	<p style="text-align: center;">Not Acceptable.</p> <p>Exceptions can be considered for specific trading areas where the pool of available vessels is over 30 years and strictly on a case-by-case basis as agreed with a specific customer, for example Great Lakes.</p>
<p>Any tanker / LPG carrier over 20,000 dtw and 15 years or over. Any LNG over 20 years old.</p> <p>Amended to CAP 2 for Hull, Machinery and Cargo, max validity specified to 36 months</p>	<p>CAP 2 Minimum for Hull Structure, Machinery and Cargo Systems. Issued by an IACS member, with Level 2 FDA – Fatigue Design Analysis (or equivalent)</p> <p style="text-align: center;">Max validity 36 months from last date of survey.</p>
<p>ny vessel requires valid Inspection Requirements.</p> <p style="text-align: center;">Binary</p>	<p>If the vessel is less than 15 years old then it shall have physical examination within the past 12 months available in the SIRE / CDI Database.</p> <p>If the vessel is 15 years old or older then it shall have a physical examination available within the last six months.</p>
<p>Any vessel with an 'Unacceptable' last SIRE / CDI Inspection</p>	<p style="text-align: center;">Not Acceptable.</p> <p>Request for a new SIRE / CDI inspection will be considered on a case-by-case basis.</p>
<p>Any vessel with an unsatisfactory Officer Matrix (see Annex 1)</p> <p style="text-align: center;">Binary</p>	<p style="text-align: center;">Not Acceptable, refer to RightShip crew matrix criteria.</p>
<p>Any vessel having HVPQ not updated in the last 30 days</p> <p style="text-align: center;">Note - new</p>	<p style="text-align: center;">A HVPQ updated copy to be requested.</p>
<p style="text-align: center;">CABU (Caustic Bulker)</p>	<p>If the vessel is a CABU (Caustic Bulker) being vetted for Caustic Soda, then inspection requirements apply as per criteria item 17 and 19.</p>
<p style="text-align: center;">OBO (Oil Bulk Ore Carrier)</p>	<p>If the vessel is an OBO (including its variants) being vetted for petroleum product, latest SIRE must be in WET mode and last voyage in WET mode.</p>

Flag, Class & Regulatory Compliance

Baseline criteria	Rules
<p>Any vessel flagged with a Paris MoU scored flag which is Medium to High or High Risk (of the Blacklist)</p> <p>Note - new - Binary</p>	In this scenario, the vessel will be deemed 'Not Acceptable'.
<p>Any vessel flagged with a Paris MoU scored flag which is on the Blacklist and combined with Low or Very Low performing Paris MoU scored Classification Society.</p> <p>Note - new - Binary</p>	In this scenario, the vessel will be deemed 'Not Acceptable'.
<p>Any vessel with currently overdue Class or Statutory Conditions, Certificates or Surveys.</p>	In this scenario, the vessel will be deemed 'Not Acceptable', until remedied are in place to achieve an acceptable outcome.
<p>Any vessel with 'in-date' Class and Statutory Conditions.</p> <p>Note - new</p>	To be examined on a case-by-case basis to assess their impact on a proposed vetting request.
<p>Any vessel with Classification Status other than In-Service. This would include (but not be limited to) Laid Up, In Casualty, Repairing etc.</p> <p>Note – Enhanced screening review</p>	In this case, vessels will be examined on a case-by-case basis to assess their impact on a proposed vetting request.
<p>Any vessel which has been DisClassed, Class Suspended, Class Withdrawn for whatever reason in the last 24 months.</p> <p>Note - new</p>	In this case, vessels will be examined on a case-by-case basis. If the reason is for failures in maintaining Classification Standards and requirements the vessel will be deemed 'Not Acceptable'.
<p>A vessel found to have not informed Flag or Class being in breach of the entry and retention terms in relation to (but not limited to) Incidents, Damage, Unauthorised Repairs.</p> <p>Note – Enhanced screening review</p>	In this case a vessel will be deemed 'Not Acceptable', until RightShip is satisfied that the necessary corrective and preventative measures are in place.
<p>Any vessel found to be fraudulently flying the flag of a country to which it has no entitlement.</p> <p>Note – Enhanced screening review - Binary</p>	In this case, the vessel will be deemed 'Not Acceptable'.
<p>Any vessel without Class or Flag</p> <p>Binary</p>	In this case, the vessel will be deemed 'Not Acceptable'.
<p>Any vessel which has been found to deliberately contravene International Standards, Conventions and Laws.</p> <p>Note – Enhanced screening review</p>	In this case a vessel will be deemed 'Not Acceptable', until RightShip is satisfied that the necessary corrective and preventative measures are in place.
<p>Any vessel which deliberately provides RightShip with information found to be untrue.</p> <p>Note – Enhanced screening review</p>	In this case a vessel will be deemed 'Not Acceptable', until RightShip is satisfied that the necessary corrective and preventative measures are in place.

Human Rights

Baseline criteria	Rules
<p>Any vessel Flagged with a country that has not adopted and ratified the 2006 Maritime Labour Convention and without an equivalent level of compliance (for example a valid ITF Agreement).</p> <p>Note – Criteria clarified - Binary</p>	<p>In this case, the vessel will be deemed 'Not Acceptable'.</p>
<p>Any vessel found to have committed Human Rights abuses.</p> <p>Note - new</p>	<p>In this case a vessel will be deemed 'Not Acceptable', until RightShip is satisfied that the necessary corrective and preventative measures are in place.</p>
<p>Any vessel found with poor living standards, poor working standards and gross failings of Seafarers rights and terms and conditions of employment.</p> <p>Note - new</p>	<p>In this case a vessel will be deemed 'Not Acceptable', until RightShip is satisfied that the necessary corrective and preventative measures are in place.</p>
<p>Any vessel the subject of a current ILO Abandonment case or associated with an owning or managing entity of a current ILO Abandonment case.</p> <p>Note – new - Binary</p>	<p>In this case, the vessel will be deemed 'Not Acceptable'.</p>

Sanctions

Baseline criteria	Rules
<p>Any vessel with associations (Flag, Domicile, Entity etc) that are sanctioned or banned by (but not limited to) OFAC, AMSA, DFAT, EU and Paris PSC MoU.</p> <p>Note – new - Binary</p>	<p>In this case, the vessel will be deemed 'Not Acceptable'.</p>
<p>Any vessel that is unable or refuses to provide full details of all associated owning and managing entities.</p> <p>Note – Requirement strengthened - Binary</p>	<p>In this case, the vessel will be deemed 'Not Acceptable'.</p>

Structures, Machinery & Operations

Baseline criteria	Rules
<p>Any vessel which has undergone a Class re-assessment of scantlings in an attempt to avoid steel renewals.</p> <p>Note – Enhanced screening review - Binary</p>	<p>In this case, the vessel will be deemed 'Not Acceptable'.</p>
<p>Any vessel known to have overloaded without subsequent acceptable structural surveys being carried out by class.</p> <p>Note – Enhanced screening review</p>	<p>In this case a vessel will be deemed 'Not Acceptable', until RightShip is satisfied that the necessary corrective and preventative measures are in place.</p>
<p>Any vessel found to be a poor structural condition with poor maintenance standards both locally and generally.</p> <p>Note – Enhanced screening review - Binary</p>	<p>In this case, the vessel will be deemed 'Not Acceptable'.</p>
<p>Any vessel which has recently undergone substantial alteration or modification or extensive repair.</p> <p>Note – Criteria strengthened</p>	<p>In this case, a Structural Review by RightShip is required.</p>
<p>Any vessel found to have no effective Planned Maintenance System.</p> <p>Note – new - Binary</p>	<p>In this case, the vessel will be deemed 'Not Acceptable'.</p>
<p>Any vessel found to have no (or missing) effective Key Shipboard Operations procedures or instructions.</p> <p>Note – new - Binary</p>	<p>In this case, the vessel will be deemed 'Not Acceptable'.</p>

P&I

Baseline criteria	Rules
<p>P&I.</p> <p>Note - for Dry Bulk Vessels - Definition clarified by ship dwt: IG P&I compulsory for all vessels above 8,000 dwt - Binary</p>	<p>All vessels above 8,000 dwt to be entered with a P&I Club which is a member of The International Group of P&I Clubs, or a reputable (based on S&P Rating) Non-International Group P&I Club (i.e. demutualised or fixed premium club).</p>

Environment

Baseline criteria	Rules
GHG Rating better than F or G.	GHG rating that is higher than F or G is highly preferable.

Management of Change

Baseline criteria	Rules
Any vessel which is a New Build Delivery. Note – new	Will be required to complete and submit a RightShip Vessel Take Over Process Questionnaire up to 12 months from the date of delivery.
Any vessel which has changed Technical or DoC Managers. Note – new	Will be required to complete and submit a RightShip Vessel Take Over Process Questionnaire up to 12 months from the date of change.

Financial Stability

Baseline criteria	Rules
Any vessel associated with an owning or DoC managing entity reported to be in financial difficulty. Note - new	Be subject to additional measures, which may include mandating RightShip Inspections across their fleets or Blacklisting their entire managed fleets as deemed appropriate by way of addition to a RightShip High Risk Company List.

RightShip & Customer Restrictions

Baseline criteria	Rules
Any vessel listed on a RightShip or Customer Restricted List.	Will be subject to RightShip application of the specific RightShip or Customer restriction.

Operator & Vessel Overall Performance

Baseline criteria	Rules
Any vessel that fails any of the non-binary Baseline Criteria in this document due to cumulative performance considered to be well below acceptable.	The number and severity of deficiencies (along with the calibre of the DoC holder's investigation and corrective and preventative measures) will be assessed and this will result in either a 'Not Acceptable' outcome or the vessel will require a RightShip inspection to achieve a satisfactory result.
DoC Managers found to be generally poor in terms of overall operational and safety performance. Note – Criteria strengthened	In this case the vet will be subject to additional measures, which may include mandating RightShip Inspections across their fleets or restricting their entire managed fleets as deemed appropriate by way of addition to a RightShip High Risk Company List.
Vessels found to be generally poor in terms of operational and safety performance. Note – Criteria strengthened	In this case the vet will be subject to additional measures, which may include mandating RightShip Inspections or Blacklisting as deemed appropriate by way of addition to a RightShip High Risk Vessel List.

Vetting Baseline Criteria & Responsibility – Tugs & Barges

Baseline criteria	Rules
Tug SIRE / Barge BIRE Inspection in the last 12 months	Compulsory if unavailable. EBIS can be substituted for BIRE as customer vessel inspection criteria.
Unsatisfactory Tug SIRE / BIRE Report	Vessel will be evaluated on the basis of the severity of observations, number of observation and calibre of owner's responses. New inspection required for future consideration.
Maximum age 30 years - Inland barges - Ocean going barges - Tugs	Mandatory for the duration of the voyage. RightShip to verify on the basis of the information contained in RightShip Qi / the RightShip platform and the typical voyage duration for the journey specified in the vetting nomination (from the date of the vetting request unless otherwise specified).
Incidents & detention reports	Evidence of appropriate corrective actions will be sought. Post event SIRE / BIRE may be required based on event severity at RightShip's discretion.
Double Hulled (only for Barges)	Mandatory.
IACS Class	European Inland Barges only. Mandatory.
P&I Insurance	European Inland Barges Only. International Group Mandatory – USD1B
Certificate of Approval	European Inland Barges. Valid Certificate of Approval basis EBIS report. If unavailable, comments to be provided in vetting response – no impact on vetting outcome.
Tug – Barge has valid US Coast Guard report (COI / COD) & no outstanding PSIX incidents / PSC	For US Barges only basis USCG PSIX. New Barges will need to have Operational Approval from USCG Mandatory. If unavailable, comments to be provided in vetting response – no impact on vetting outcome.
Owner / operator is a member of AWO (American Waterways Operators). Company certified under Responsible Carrier Program OR other certification confirming Sub-chapter M compliance	US Barges only RightShip to verify from AWO website at http://www.americanwaterways.com/rcp-status OR Class certification website / certificate copies for Sub-chapter M compliance.

Q&A

RightShip's Operations Manager (Americas Vetting) Oussama Darif and Key Account Manager Carolina Lestari answer some commonly asked questions



Oussama Darif
Operations Manager (Americas Vetting)



Carolina Lestari
Key Account Manager (APAC)

Why does RightShip need an expanded vetting criteria?

The new vetting criteria covers several aspects that weren't included in the previous standard. It was also important to extend timeframes. For example, in the past we looked at open incidents for the past six to 12 months, we are now looking at the past 24 months. In addition, it was important to add more sustainability and human rights components to reflect broad industry goals.

What is the aim?

If you look at specific areas of our sector, the standards are very high. This is the case for oil majors, for example, with expectations going well above base compliance. We don't want to do a disservice to those who carry high levels of risk in the operations. In turn, elevating expectations lifts everyone up.

Is vetting the same as an inspection?

No, vetting is the process we complete based on a charter's bespoke voyage requirements in order to assess a vessel's suitability. We do this using our comprehensive data sets and analysis through our digital Platform. Where there is inadequate information, a vessel is of a certain age, or we need to physically see aspects of the vessel, we will ask for a RightShip Inspection to be carried out to enable further investigations.

What happens if a vessel is deemed unacceptable?

Ultimately, if a vessel is considered unacceptable during the vetting process our recommendation is that the vet requestor does not proceed with chartering. However, this is a recommendation, and they can choose to override that suggestion. We do receive a lot of feedback from ship managers or brokers when they receive an unacceptable outcome and we explain that it's in their interest to fix a suitable vessel. We don't want you to miss out on employment, but we can't approve vessels that don't meet our minimum safety standards. We are available to explain why a vessel was unacceptable and possible paths to resolution. Our team is always happy to help owners to achieve a resolution.

Why do vessels over the age of 30 now get a binary failing?

When you look at the market and the average vessel's age, the industry is always going through a renewal and replacement phase. Older vessels need a lot of retrofits to maintain compliance. It's difficult for a vessel's manager to keep doing that for ships over the age of 30 because it's hard to source spare parts. We view this age as reasonable in terms of market expectations. Vessels over the age of 14 will also need an annual inspection. This is because we need a physical validation of how vessels are being operated to ensure expectations are met. These criteria are set based on the data RightShip has aggregated over tens of thousands of vessels.

What kinds of owners and operators perform better in the vetting process?

Mature ship managers who have been operating for a long time understand vetting. In addition, SIRE has been in place since 1993 and all tanker vessels have gone through this quality assurance process. In our experience, dry bulk operators who don't have a mixed fleet (i.e.: dry bulk, tankers, gas carriers) have had less exposure to comprehensive safety management processes. We find, based on our DOC data, that those with mixed fleets address all risk factors regardless of the vessel type to ensure they meet best practice expectations.

How can I ensure a vet is completed expeditiously?

The best way you can do this is by providing all of the required documentation in one consolidated PDF within the RightShip Platform. The challenge occurs when documents are fed through slowly in batches or we must repeatedly follow up for more information. If you want a vessel to be cleared quickly, consolidate all of your paperwork including root cause and corrective measures so that we can complete the assessment in a timely manner.

What percentage of cape size vessels will receive an unacceptable outcome under the new criteria?

We will not be able to calculate the percentage of failings until the criteria has been operational for some time. Once we have completed a reasonable sample size of vets we will be better placed to understand how certain vessel types are likely to perform under the new vetting criteria.

I'm not using the Platform yet; can I still send my documents via email?

RightShip still accepts vetting documentation via email, however it is more efficient to provide your information within our Platform. Our team is able to show you how to submit data on the Platform for a faster response. This is beneficial because charterers also use the Platform and when you make improvements to your fleet, the charterer can see that as well. If you are not currently using the Platform but would like to see how it works, RightShip can offer a 14-day free trial during which time you can explore the features and benefits of this service.



RIGHTSHIP

Shipowners Guide to RightShip's Vetting Criteria

For more information, please go to [rightship.com](https://www.rightship.com)
You can contact us info@rightship.com

