

INTERTANKO Membership Criteria/ Best Practices (November 2015)

INTERTANKO Membership Criteria

1. Entry of Tank vessels into Membership

All tank vessels* owned by or managed by an INTERTANKO member or membership applicant, including tank vessels owned/managed by affiliated and associated companies, shall be entered with INTERTANKO.

** A "tank vessel" means any vessel having a gross tonnage of 1000 tons or over which is adapted for the carriage of oil in bulk, petroleum products or other liquids, including all combined bulk/tank vessels such as ore/oil carriers, bulk/oil carriers."*

2. Classification Societies

All vessels entered with INTERTANKO are to be classed by a Classification Society which is a full member of IACS.

3. Insurance Cover

All vessels entered with INTERTANKO are also to be entered in an International Group P&I Club or are to have other equivalent arrangements for third party liability insurance including coverage for oil pollution liability.

4. Transparency

Every INTERTANKO member shall supply information pertaining to the Owner(s) (or the Registered Owning Company (-ies)), Commercial Manager(s) (if applicable) and Technical Manager(s) of the member's vessel(s), as well as notification as to which of them holds the Company DOC. It is incumbent upon each member to furnish this information which shall be held in the members' area of the INTERTANKO web site.

5. State Owned Companies entry criterion

An INTERTANKO member must:

- operate on a normal free competitive commercial basis
- not benefit in international trade from subsidies or discriminatory or preferential measures which are not available to its competitors
- not benefit from any exclusive captive contracts through ownership by a State or an oil company
- in the view of the Council be considered to be useful to support the aims and objectives of the Association

6. Compliance with International and National Laws and Regulations

An INTERTANKO member shall ensure that all tankers entered with INTERTANKO are in full compliance with all international and national laws and regulations. Repeated events that would reflect negatively on INTERTANKO will be considered non-compatible with INTERTANKO membership.

Best Practices

INTERTANKO Members will commit to the following best practices:

1. Budget Resources

Allocate sufficient resources to enable vessels to comply with existing rules and regulations.

2. Leading Industry Performance

Apply procedures and processes on their tankers that lead to continuous improvement in the tanker industry's performance in achieving the goals of:

- zero fatalities
- zero pollution
- zero detentions

3. Reporting Deficiencies to Class

Report deficiencies affecting the class of the vessel to the Classification Society for the vessel.

4. Incident Transparency.

In the event of a major incident or casualty involving a vessel entered with INTERTANKO, the Member will endeavour to respond to a request for information from INTERTANKO's Secretariat. Such information will be for internal use only by INTERTANKO's Secretariat.

5. Monitoring Members' Compliance with International and National Laws and Regulations

Support the Secretariat in being able to monitor Members' compliance with international and national laws and regulations. A database of Members' non-compliance will be maintained by the Secretariat. The details for this process are outlined in Appendix 1.

6. IMO Pilotage Recommendations for Danish Waters.

Comply with the recommendations of IMO resolution 138(76) which recommend that ships passing through the Great Belt with a draught of 11 metres or more should use pilots when passing through the entrances to the Baltic Sea.

7. IMO Guidelines for Lifeboat Safety.

Comply with IMO recommendations and guidelines regarding lifeboat safety.

8. Right Whale Avoidance

Comply with the NOAA recommendations with regards to East Coast Ship Traffic Routes when entering or leaving the Florida ports of Jacksonville and Fernandina, and Brunswick, Ga., as well as in Cape Cod Bay off Massachusetts. These new routes are expected to reduce the chances of ship strikes with endangered right whales.

9. Guide for Correct Entries in the Oil Record Book

Ensure that officers and crews are properly trained with regard to correct upkeep of the Oil Record Book. (The INTERTANKO "Guide Book for Correct Entries in the Oil Record Book" has proven to be in line with interpretations given by Flag Administrations that were consulted and which already had interpretations on unclear entries. However, although some of these situations have not occurred in practice, we still believe that the interpretations given by the INTERTANKO Guide will be accepted by Flag/Port state).

10. Best Practice - Cadet Berths

As part of a planned programme for officer training, commit to enlisting Apprentice Officers (Cadets) for each vessel operated, where suitable certified cabin space exists onboard the vessel to accommodate them, and where it is possible to enlist young, capable Cadet Officers of a suitably qualified nature, in an effort to increase the number of qualified competent officers at sea and to safeguard the tanker industry of the future.

In addition to recognising the trend in today's practice of restrictions in accommodation by ship yards, INTERTANKO Members further agree that new-buildings should include suitable certified cabin space for cadets as part of any new-building specification.

11. Contributing to INTERTANKO Benchmarking and Databases

Contribute data and input to INTERTANKO's benchmarking and feedback databases.

Appendix 1: Monitoring and Review process

The Secretariat will maintain a database containing details of Members' noncompliance with international and national laws and regulations. Each noncompliance that remains following any appeal to the authorities involved by the Member will be scrutinised by the Review Board for compliance with the INTERTANKO Membership criteria. The details of the process are outlined below.

The Secretariat will obtain information on noncompliance from the various PSC MoUs, Equasis and other available sources.

Contact will be made with the Member whose vessel has been affected.

The Member will be requested to provide background information regarding the noncompliance, as well as the PSCO's report, if applicable.

Once any appeal process has been exhausted with the authorities involved, any remaining noncompliance will be scrutinised by the Review Board.

The Review Board will be chaired by the Managing Director and will consist of the following:

- Vetting Committee Chairman
- ISTECH Chairman
- Human Element Committee Chairman
- General Counsel INTERTANKO
- Technical Director INTERTANKO
- Marine Director INTERTANKO

In addition, the following Members may be invited to assist with the review as appropriate, depending upon the nature of the noncompliance and/or the geographical location of the noncompliance and the Member company:

- Chemical Tanker Committee Chairman
- Legal and Insurance Committee Chairman
- Panel Chairmen, as appropriate.

The Secretariat will provide expertise as appropriate.

The following flow chart outlines the process:

