

RNA minimum criteria for vessels navigating in the Romanian waters

POLICY

Romanian Naval Authority verify that performance and any of the activities correlated with vessels operations and sea transportations of dangerous products is carried in a SAFE and ENVIRONMENTALLY RESPONSIBLE manner.

APPLICABILITY

The terms “ vessel ” or “ ship ” used throughout this document refer to all river and sea going vessels involved in the carriage of liquid dangerous cargoes in bulk. “Dangerous cargoes” are those petroleum products with any flash point listed in the Marpol Convention 73/78 Annex I revised 2007, Marpol Convention 73/78 Annex II revised 2007, and liquefied gases among those listed in the Chapter XIX of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk.

VESSELS EVALUATION AND ACCEPTABILITY PROCESS

Vessels calling the Romanian terminals are screened each and every time on the bases of the most recent information available. In the evaluation process, extensive use is done of the information and reports available in the industry and Administrations database. Direct investigations and inspections are carried out as well, to the extent deemed necessary. As an indication, the following is a non exhaustive list of the information sources used in the ship’s evaluation process,, for owners operators to familiarize themselves with the RNA Vetting procedure: CDI/SIRE Inspection Reports, own Terminal Operators Feedback Reports. In addition to the positive response produced by the above listed information sources, the “consideration for acceptability” of the vessel is based on her compliance to the Minimum Safety and Operating Requirements (MSOR) described herewith.

DISCLAIMER

Compliance with all Safety and Operational Requirements does not assure that a vessel will not be monitored during her cargo transfer operations, as additional factors (vessel and operator history) are also taken into consideration when determining the ship acceptability. Compliance of a vessel with the Minimum Safety Requirements defined herein does not pose any obligation on RNA to accept that particular vessel not give to the owner or operator any right or privilege of any kind. No responsibility is accepted by RNA for any consequences whatsoever resulting directly or indirectly from compliance with or adoption of the recommendations contained herein. RNA shall not be under liability whatsoever to any shipowner, operator, cargo trader or supplier for damages arising out or by reason of non-acceptance of a vessel.

STANDARDS

Vessels that will call Romanian waters must comply with all applicable International Convention and Regulation, Flag State, Classification Society, Port State and local requirements and the additional MSOR outlined herewith.

Vessels must be operated in accordance with the provisions contained in the latest edition of ICS/OCIMF/SIGGTO “International Safety Guide for Oil Tankers and Terminals ”, “Tanker Safety Guide for Liquefied Gases”, “Tanker Safety Guide for Chemicals”, whichever is applicable and other recognised industry publications and guidelines.

AGE REQUIREMENTS

RNA Traget is not to accept in the Romanian terminals vessels older than 25 years. The date of reference for this age requirement is the year of delivery of the vessel or the date of "Major Conversion" where Major Conversion takes the meaning given in the Marpol 73/78 Annex I in so far that the converted vessel has been treated as a vessel built after 1 July 1986 for the application of:

- Solas Convention 74/78 as amended in 2005 and,
- IBC Code for chemical carriers
- IGC Code for gas carriers
- Annex I revised 2007 of Marpol 73/78 for oil carriers built (building contract signed) on or after 6 July 1993.

Oil and chemical carriers passing their twentieth anniversary date (fourth class renewal survey) are requested to carry out a Condition Assessment Survey according to an IACS Classification Society Condition Assessment Program. For a vessel to be considered for employment or acceptance in Romanian terminals the CAP Relaxations to this age requirements may be taken into consideration for gas tankers and their employment or acceptance be extended up to the age of 28 years provided that a CAS is performed on the twenty-fifth anniversary date (fifth class renewal survey) and the CAP Certificate .

SAFETY MANAGEMENT SYSTEM

Shipboard Management System as far as Safety and Prevention of pollution are concerned must comply as a minimum with the standards defined in the IMO ISM Code. Shipboard Safety Management System documentation (Ship Procedures Manual, Company instructions, Safety Manuals, Bridge Organization Manual, Cargo Handling Manual, Machinery Operation Instructions, Equipment Maintenance Procedures, Training and Emergency Manual, Reporting Forms, records of drills and test, and whatever required) should confirm a satisfactory implementation of a reliable Safety Management System. The File of Enhanced Survey Program should be properly maintained on board. Emergency Procedures must be available on board covering, as a minimum, steps to be taken in the event of pollution, fire, explosion, toxic cargo spill and vapour emission.

BRIDGE MANAGEMENT

Bridge Management and Organization shall reflect, as a minimum, the standards defined in the STCW Convention and in the recognized industry recommendations and publication. Clear evidence must be provided on how watches are organized for the different sailing and maneuvering scenarios at sea and in port.

MANNING

Vessels must be adequately manned for the intended trade so that a safe continuous watch or watches appropriate to the prevailing circumstances and conditions are maintained on board at all times. The required Minimum Hours of rest for the watchkeeping personnel must be monitored to assure that the efficiency of all watchkeepers is not impaired by fatigue or workload. For all vessels, in addition to compliance with their Safe Manning Certificate, the Minimum manning level shall be not less then:

Deck: Master plus 2 deck officers(providing master keeps cargo watches in port else 3 deck officers required)

Engine: Ch. Eng. Plus 2 engineers

Different manning arrangement may be considered/required for vessel operated on short haul coastal trade and for the engine department based on the level of the engine room automation level. Watchkeeping personnel to be in possession of the required STCW Convention certifications and endorsement for the type of vessel and cargo operation they are involved.

SHIP STABILITY

Vessels should have positive inherent stability capabilities to consent the concurrent transfer operation of cargo and ballast, taking into account the negative effect on stability produced by the maximum hypothetical free surface produced when all compartments are slacked. If operational restrictions are envisaged for the vessel to comply with the above requirements or critical conditions are met, a notice should be given to RNA Vetting Services. Any such restrictions shall be evaluated on a case by case bases. Vessels with length in excess of 120 meters must be provided with a loading computer for the calculation of stability and stress. The software used must be approved by the Classification Society and its operating instruction should provide information for the calibration checks of the software. For Chemical and gas carriers the loading computer is requested when the length of the ship exceeds 65 meters.

CARGO TANK VENTING SYSTEM

The venting system of ships carrying oil must comply at least with the requirements of Solas 74/78 as amended, Chapter II-2, regardless the year of built of the vessel. Each cargo tanks must be provided with “ independent ” P/V or H/V valves to take into account the effects of temperature variations (breathing system) and “ independent or common ” venting arrangements designed and operated as to ensure the passage of large volumes of vapour mixtures during loading, discharging or ballast handling. The two functions can be combined in one single system, as in the case of independent high velocity valves. Both the tanks breathing system and the venting of large volumes of vapours are to be backed up by an alternate system capable of assuring the completeness of the functions (breathing and venting of large volume of vapour) in case of a failure of the primary system. The provision of providing a pressure sensor with a monitoring and alarm system for all cargo tanks can be accepted as an alternative to the duplications of the system only in the case the vessel is fitted with a centralized cargo control room from where the whole of the cargo operations can be monitored and an alarm for high or low pressure can immediately be picked up and the interested tank identified.

In chemical carriers venting during loading and discharging operations of those product requiring a “ controlled venting system” has to be carried out through automatic devices (P/V or High Velocity valves) capable of

- Maintaining an adequate vapor pressure in the tank (or vacuum during discharging for non-inerted tanks)
- Assuring that the tank design maximum pressure and vacuum are never exceeded .

P/V andH/V valves must be bench tested for maximum pressure and vacuum setting and venting capacity at least every 60 months and a certificate issued by the classification society.

Information must be available and posted in the cargo control room to confirm cargo tanks venting capabilities and maximum admissible cargo loading rate for each tank.

CLOSED LOADING SYSTEM

Vessels which are loading or discharging a volatile, flammable, toxic or noxious cargo must operate at all times in the Closed Operation Mode.

Closed operations refer to the procedures whereby tankships conduct cargo transfer and ballast operations into cargo tanks, with tank apertures closed and with vapour being emitted only by means of dedicated venting system which is designated to disperse the vapour clear of working areas and possible ignition sources or to convey it to the shore vapour collecting system. The operations related to cargo tanks ullage measurements, sampling, water and temperature detection and dipping must be carried out under closed system, through the fittings described herewith. At least one dipping points fitted with vapour lock must be available in the aft part of each cargo tank.

Whereas the terminal requirement is for the cargo vapour to be routed back to shore, the ship's venting system must be approved by the Classification Society as meeting the requirements of the IMO MSC Res. 585.

CLOSED OPERATION

Vessels carrying volatile, flammable, toxic or noxious cargoes must be provided with fixed closed ullage gauges in all cargo tanks with local or remote indication. In addition, in oil and chemical carriers, vapour locks must be fitted on each cargo tank to consent sampling, dipping, water and temperature detection without need of opening the cargo tanks. The use of portable hermetic tapes as primary gauging system will not be accepted. The following fixed closed ullaging devices are deemed acceptable: mechanically operated floating gauges, electrical capacitance gauges or electronic probes, ultrasonic and sonic methods.

In case of break down of a fixed gauge, ullage operations should temporarily be performed by means of portable hermetic tapes through the vapour locks, provided that correction factors are available and certified so that ship's original calibration table may be used.

Correction factors should take into account the difference in height with respect to the original datum and differences due to the trim and list of the ship. The number of portable hermetic tapes available on board must be in accordance with the provisions of IMO MSC/Circ. 551, taking into account the foregoing. Slip tubes in gas tankers are not deemed to satisfy the requirements for fixed-closed ullage gauges.

OVERFLOW CONTROL SYSTEM

Oil, Chemical and Gas Ships must be provided with an OVERFLOW CONTROL SYSTEM in all cargo and slop tanks, independent from the fixed ullage gauges. In Gas Tankers the operation of the O.C.S. must activate the alarm, stop all cargo pumps and compressors and close the tank filling valves. The alarm (O.C.S.) in all ships must be of audible and visual type in CCR or on main deck in case of ships without cargo control room. In this latter case the position where the O.C.S. panel is located should be continuously manned during the cargo transfer operation so that the alarmed tank can be immediately identify. For chemical carrier carrying products requiring an IMO 2 type ship, the intended tanks must be fitted with an independent high level alarm (in addition to the above mentioned O.C.S.).

FILLING LIMITS

No cargo tanks should be loaded above 98% volume or above the Overflow Control System sensor level.

CRUDE OILS

Vessels involved in the carriage of heated crude oil having a viscosity exceeding 600 cSt must be fitted with programmable cow machines in all cargo and slop tanks. Cargo system of crude oil carriers shall encompass eductors of adequate capacity for an efficient stripping during crude oil washing.

PREVENTION OF POLLUTION

Vessels must have deck peripheral fishplate enclosing the main deck area from bow to stern and including a transverse coaming positioned aft of the last cargo tank. The coaming must be at least 100 mm high except in the aft corners where it should progressively rise to 250 mm. In case a fixed piping arrangement is fitted and authorized in the IOPP Certificate, for the transfer of the engine room bilge water to the cargo slop tank.

CARGO TANKS SEGREGATION

Not less than two valves segregation is required when different crude oil cargoes are carried simultaneously. For oil and chemical products segregation between grades has to be achieved by means of physical separation between the systems, both in the liquid and the vapour phases. Separation between cargo and ballast system of CBT operated product tankers must be performed through spool pieces. Double valve separation is not accepted.

CARGO PUMP-ROOMS

Vessels fitted with cargo pump-room located below the main deck will not be taken into consideration for the carriage of Marpol Annex II toxic cargoes. Cargo pump room must be fitted with a fixed gas monitoring system capable of continuously monitoring for flammable atmosphere in cargo pumproom. To the extent of the application of the above requirements, pipe tunnels are to be regarded as cargo pump rooms. Cargo pumps in pump room must be provided with bearing and casing remote high temperature alarm. Cargo pumps emergency stop must be provided at the pumproom entrance and low platform (when pumproom is fitted). Cargo pumproom bilge level alarms must be fitted and maintained operational at all time.

FIRE FIGHTING SYSTEM

Chemical and oil carriers should be provided with a fixed deck foam system capable of delivering the foam to the entire cargo deck area as well as into any cargo tank. The main control station for the foam should be located outside the cargo area, adjacent to the accommodation spaces and readily accessible and operable in the event of fires in the areas protected. CO₂ and steam smothering system for the protection of the cargo tanks are not deemed acceptable. The effectiveness of the foam fire-extinguishing system in chemical carriers should as a minimum meet the requirements of the BCH Code for vessels built (building contract placed) after 20 May 1980.

STRUCTURAL SURVEY

Oil and chemical carriers are to be surveyed according to IMO ESP Requirements, regardless of the size of the ship. The Condition Evaluation Report should not highlight any meaningful structural outstanding item or, for tanks carrying chemical products, areas of degraded coating condition. Copy of the Condition Evaluation Report should be provided on request.

USE OF FLEXIBLE HOSES

Flexible hoses should not be used on board of the vessel when alongside in Romanian terminals, unless previously agreed with the terminal supervisor.

GENERATING SETS

Where only one generating set is normally to be in operation, there should be the provisions for automatic starting and connection to the main switchboard of a standby generator of sufficient capacity to permit propulsion and

steering and ensure the safety of the ship in case of loss of the generating set in operation. Where more than one generating set is normally to be in parallel operation, there should be provisions (by load shedding for instance) to ensure that, in case of loss of one of these generating sets, the remaining one(s) are kept in operation without overload to permit propulsion and steering and ensure the safety of ship. For non-automated vessels, the operational requirements of keeping two generators running in parallel operation while navigating in restricted water, may be considered as satisfying this requirement, provided that each of the generators is able to support the full electrical load during manoeuvring and in port transit. A declaration to this effect should be obtained by the Classification Society. Such declaration is to be re-endorsed at each annual machinery survey.

LIFTING APPLIANCES

Vessel should be provided with midship lifting appliances as follows:

- up to 5 KTDWT not less than 2 tons SWL
- from 5 to 16 KTDWT 5 tons SWL

from 16 KTDWT upwards As per OCIMF Recommendations for oil tanker manifolds and Associated Equipment (Ed..1991)

DRUGS AND ALCOHOL POLICY

A drug and alcohol abuse policy must be established and effectively implemented on board, meeting at least the standards defined in “ OCIMF GUIDELINES FOR THE CONTROL OF DRUGS AND ALCOHOL ON BOARD SHIP” June 95.