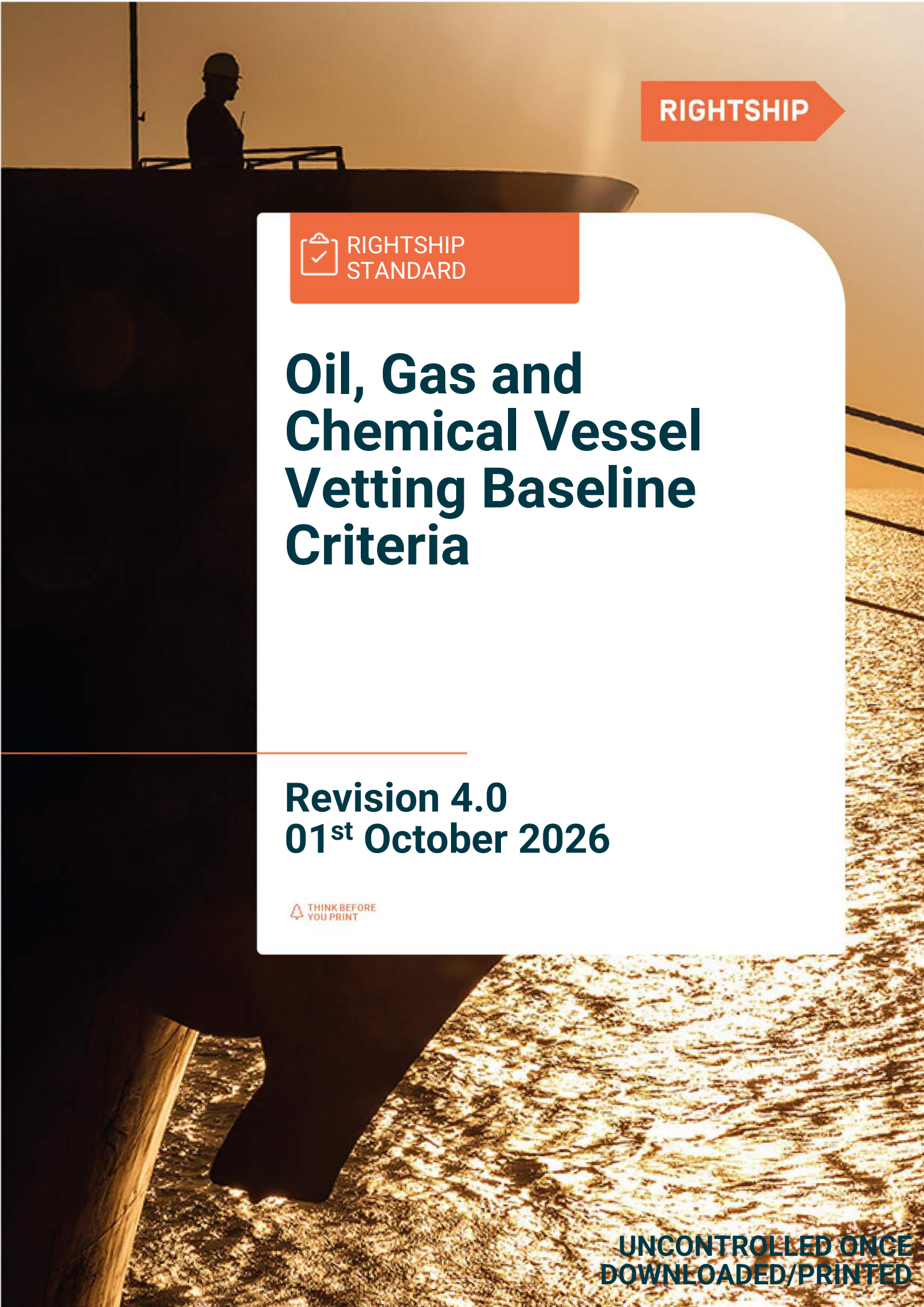




RIGHTSHIP



**RIGHTSHIP
STANDARD**

Oil, Gas and Chemical Vessel Vetting Baseline Criteria

**Revision 4.0
01st October 2026**



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Purpose

This document outlines the RightShip recommended minimum Baseline Criteria for vetting services specific to oil, gas and chemical vessels. These criteria can be customised based on the specific needs and risk profiles of each vetting customer. The tailored requirements are then used to establish final vetting rules, which guide the vetting process and inform vessel recommendations, considering factors such as safety, environmental impact, and crew wellbeing.

RightShip - OCIMF Third Party Vetting Contractor (TPVC)

All nominated tanker vessels must have a current SIRE Inspection Report available for review as a condition of recommendation. The suitability of a SIRE Inspection Report depends on several factors including the mode of operation at the time of the inspection and the performance.

The management – access and handling – of Ship Inspection Reports (SIRE) will be in full compliance with OCIMF SIRE Terms of Use.

- > OCIMF SIRE Programme – Conditions for Participation as a Third-Party Vetting Contractor.
- > OCIMF Programme Recipient Members – Conditions for using Third Party Vetting Contractors.

RightShip Vetting Policy

- > There is no RightShip minimum Safety Score. Any vessel may be vetted with a Safety Score between 1/5 and 5/5 and could be positively recommended by RightShip provided that the agreed customer requirements are met.
- > Vessels with a lower Safety Score may require additional vessel vetting checks before we can consider a positive recommendation to our vetting customers.
- > Vessels with a 0/5 or 1/5 Safety Score are unlikely to be positively recommended until the reason for the score has been investigated and resolved to the satisfaction of RightShip.
- > Vessels with a N/A Safety Score may not be covered by our normal vessel vetting services and may require the provision of additional information and additional checks if a customer requires RightShip to vet a vessel with a N/A Safety Score.

Checks performed within the vetting process

Checks performed during the vetting process include but are not limited to the following:

- > Full review of the Safety Score including assessment of the veracity of data contributing to its calculated value.
- > Verification, with input from the vessel's DOC Company, of data for missing defects, adverse reports, incidents not yet captured by the Safety Score.
- > Assessment of Port State Control Inspection performance beyond that illustrated by the Safety Score, including status and severity of deficiencies.
- > Review of any missing Port State Control data, for example from Riyadh and Abuja MoU's is captured and uploaded to allow for recalculation of the Safety Score.
- > Assessment of incident performance beyond that illustrated by the Safety Score, including the status and severity of incidents.
- > Assessment of the vessel's DOC Company / Technical Managers performance beyond that illustrated by the Safety Score and/or DOC Subscore.
- > Verification of the vessel's current Class status, including the status and validity of key Certificates, Surveys and the presence of any overdue Conditions of Class or which might have operational impacts or reveal an unreported recent incident.

- > Open Abandonment of Seafarers case(s) involving the subject vessel, or its associated owning or managing entities.
- > Review of SIRE Inspection Report, up-to-date Crew Matrix and HVPQ information.
- > Review of onboard Officer Experience and length of service.
- > Review against Vessel or Company Restrictions set by RightShip and/or the vetting customer.
- > Update and assessment of details of recent vessel changes of management or new build deliveries.
- > Current trading status of the vessel, including (but not limited to) In Casualty/Repairing, Laid Up.
- > Assessment of previous vetting history.

Conditions that always lead to a vessel being recommended as Unacceptable

Binary outcome based on RightShip Baseline Criteria:

- > Vessel age exceeds the RightShip Standard.
- > Open Abandonment of Seafarers cases involving the subject vessel.
- > Vessel banned by a Port State Control Authority.
- > Vessel or company restricted by RightShip due to ongoing concerns.
- > Incident(s) of extreme significance – likely to be those Category A incidents that cause multiple fatalities, very high environmental impact or attract major media attention.
- > Vessel with an 'Unacceptable' last SIRE Inspection.
- > Vessels which are non-IACS classed.
- > Vessel flagged with a Paris or Tokyo MoU scored flag, which is Very High Risk.
- > Vessel flagged with a Paris or Tokyo MoU scored flag, which is on their Blacklist, and combined with a Paris or Tokyo MoU Low or Very Low performing Class Society.
- > Vessel without P&I insurance provided by a member of the International Group of P&I Clubs.

Subject to clarification through the Vetting Process:

- > Vessel which has been De-Classified or Class Suspended as a result of performance and failure to comply with Class requirements.
- > Vessel that is falsely presented.
- > Vessel Operator demonstrating an unwillingness to respond to RightShip during the vetting process.
- > Vessel with overdue Class and Statutory Surveys, overdue Conditions of Class and/or overdue significant memos.
- > Vessels with an overdue SIRE inspection and unwillingness to undergo a new SIRE Inspection.
- > Vessel's Class, Flag, P&I club, or DOC Company.
- > Vessel exhibits traits inconsistent with the international tanker fleet.

Conditions that may lead to a vessel being recommended as Unacceptable

In most cases the recommendation of unacceptable will be a result of an accumulation of the risk factors shown below as opposed to one of the items being observed in isolation.

- > Recurrent issues highlighting failures in Safety Management System.
- > Lack of acceptable response to enable satisfactory close out of an incident/adverse report.
- > Cases with the same ship manager where serious incidents have occurred and have not been disclosed.
- > Open Abandonment of Seafarers case(s) involving the subject vessel or operators still under review after a closed Abandonment of Seafarer case(s).
- > Vessels or Companies under review by RightShip due to ongoing concerns.
- > Vessels flagged with a Targeted, Medium to High or High Risk Flag as designated by Tokyo or Paris MoU.
- > Excessive number of incidents of any category in a particular time frame.
- > Unacceptable SIRE inspection reports where lack of Safety awareness and effective Maintenance control are evident.
- > Multiple PSC Detentions over a timeframe – typically 3 such events over 24 months.
- > Excessively high ratios of Deficiencies/PSC Inspection over 24 months, with port averaging taken into consideration.
- > Consistently unacceptable close-outs.
- > Crew Experience and/or length of service does not meet RightShip Standard and DOC Company's response suggests a crew change is not imminent.
- > Crew Matrix not matching RightShip minimum requirements.
- > Vessel or Company Restrictions set by the vetting customer.
- > Vessel under the management of a DOC Company which is on any MOU refusal of access or letters of warning list.

What would trigger additional Marine Subject Matter Expert Review?

- > Port State Control Inspections with deficiencies with an open status¹ within the RightShip Platform within a given time frame (typically the last 12 months).
- > Port State Control Inspections with deficiencies presenting elevated risk factors regardless of status and/or time frame.
- > Incidents with an open status¹ within the RightShip Platform within a given time frame (typically the last 24 months for Category A & B and 12 months for Category C & D).
- > Incidents presenting elevated risk factors regardless of status and/or time frame.
- > Observations from a SIRE inspection report that need additional scrutiny before acceptance.
- > Class Survey Status Report not updated, expired or expiring Certificates/Surveys, investigation into the reason for issuance of Short-Term Conditional Certification, Conditions of Class for operational impacts.
- > Vessels exhibiting unknown details in key areas - Class, Flag, P&I, Ownership and Management details.
- > Unscheduled Dry Docking or Repair periods require investigation to ascertain the reasons for such.

¹ Open Status = RightShip has not yet received, assessed and closed the vessel operator's PSC Inspection Closeout Submission or Incident Investigation Report including Root Cause Analysis, Corrective Action(s) and Preventative Measure(s) Plan.

Vetting Baseline Criteria & Responsibility – Tankers

Attributes

	BASELINE CRITERIA	RULES
1	Any vessel where any of the following attributes are listed as unknown within the RightShip Platform: - Name/IMO number - DOC holding company - Classification society - Flag - P&I Club	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the missing or unknown attributes have been verified, corrected within the RightShip Platform, and supported by acceptable evidence from the relevant source, including the vessel operator, DOC Company, Class Society, Flag State, P&I Club, or other recognised authority as applicable.

Port State Control (PSC)

	BASELINE CRITERIA	RULES
2	Any vessel with 3 or more PSC Detentions in the last 24 months.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that each PSC Detention has been reviewed and closed out, root causes have been addressed, and Corrective Actions and Preventative Measures are effective, together with an acceptable SIRE Inspection dated after date of the most recent PSC Detention.
3	Any vessel with 2 PSC Detentions in the last 24 months.	Subject to review and may be Unacceptable depending on detention severity, deficiency profile, trend, and close-out quality. The vessel will not be positively recommended until RightShip is satisfied that each PSC Detention has been reviewed and closed out, root causes have been addressed, and Corrective Actions and Preventative Measures are effective, together with an acceptable SIRE Inspection dated after date of most recent PSC Detention.

4 Any vessel with 1 PSC Detention in the last 12 months.	Subject to review. The vessel will not be positively recommended until RightShip is satisfied that the PSC Detention has been reviewed and closed out, root causes have been addressed, and Corrective Actions and Preventative Measures are effective. An acceptable SIRE Inspection dated after date of most recent PSC Detention may be required depending on detention severity, deficiency profile, close-out quality, and wider vessel or DOC Company performance.
5 Any vessel with PSC Inspection performance history that is less than adequate.	Subject to review and may be Unacceptable depending on deficiency severity, port deficiency averaging, trend, and close-out quality. The vessel will not be positively recommended until RightShip is satisfied that PSC Inspection performance has been reviewed, root causes have been addressed, and Corrective Actions and Preventative Measures are effective. An acceptable SIRE Inspection dated after date of most recent PSC Inspection may be required depending on deficiency severity/profile, close-out quality, and wider vessel or DOC Company performance.
6 Any vessel with PSC Inspection deficiencies in the last 24 months that present a high-risk condition or indicate unresolved structural, machinery, operational, or safety-critical deficiencies.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the high-risk deficiencies have been corrected. In exceptional circumstances, RightShip may consider class-approved temporary repairs or other risk-control measures where supported by documented conditions, restrictions, monitoring requirements and a defined plan for permanent repair. An acceptable SIRE Inspection dated after date of most recent PSC Inspection may be required depending on deficiency severity/profile, close-out quality, and wider vessel or DOC Company performance.
7 Any vessel, DOC Company, owner, operator, manager, or other associated entity that has evaded, ignored, or departed in breach of a PSC Detention or Port State control order.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the detention breach has been fully investigated, the vessel and associated entities are no longer connected with the circumstances of the breach, and appropriate corrective and preventative actions have been implemented.

8	Any vessel submitted for vetting with PSC Inspection deficiencies recorded in the last 12 months that have not been reviewed.	Subject to review. PSC Inspection deficiencies in the last 12 months must be reviewed to RightShip's satisfaction. Reviews typically include evaluation of PSC Inspection closeout submission containing deficiency details, explanation, root cause analysis, corrective actions, preventative measures, and any supporting evidence.
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Incidents

	BASELINE CRITERIA	RULES
9	Any vessel involved in two or more Category A incidents within the last 24 months, unless clear and proven non-fault is established.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that each incident has been reviewed and closed out, including acceptable investigation, root cause analysis, and corrective and preventative actions. SIRE Inspection report after date of the most recent incident must be clear of observations that could potentially highlight recurrence in previous incidents.
10	Any vessel involved in a Category A or Category B incident within the last 24 months, unless clear and proven non-fault is established.	Subject to review. The incident must be reviewed and closed out to RightShip's satisfaction, including acceptable investigation with description, root cause analysis, corrective actions and preventative measures. Most recent SIRE Inspection report must be clear of observations that could potentially highlight recurrence in previous incidents.
11	Any vessel involved in a Category C or Category D incident within the last 12 months, unless clear and proven non-fault is established.	Subject to review. The incident must be reviewed and closed out to RightShip's satisfaction, including acceptable investigation with description, root cause analysis, corrective actions and preventative measures. Most recent SIRE Inspection report must be clear of observations that could potentially highlight recurrence in previous incidents.
12	Any vessel with recurring incidents over the last 24 months that indicate a common root cause or repeated failure of the safety management system, regardless of incident category.	Subject to review and may be Unacceptable depending on incident pattern, severity, and closeout quality. The vessel will not be positively recommended until RightShip is satisfied that any recurring issue has been investigated, root causes have been addressed, and corrective and preventative actions are effective. Most recent SIRE Inspection report must be clear of observations that could potentially highlight recurrence in previous incidents.

Age, CAP, Type & Inspection Requirements

	BASELINE CRITERIA	RULES
13	Any vessel over the following Maximum Age Requirements: - 25 years for Tankers - 25 years for LPG - 35 years for LNG	Unacceptable. Exceptions may be considered on a case-by-case basis for specific trading areas (e.g. Great Lakes) where vessels over 30 years are commonly used, where agreed with the vetting customer and supported by acceptable vessel performance, condition, and inspection history.
14	Any Tanker or LPG vessel over 20,000 DWT and 15 years or over. Any LNG vessel over 20 years old.	Acceptable only where RightShip is satisfied that the vessel meets the applicable CAP requirement. CAP 2 Minimum for Hull Structure, Machinery and Cargo Systems. Issued by an IACS member, with Level 2 FDA – Simplified Fatigue Design Analysis (or equivalent) Max validity 36 months from last date of survey.
15	Any vessel without an acceptable SIRE / CDI inspection..	Unacceptable. The vessel is required to have an acceptable physical examination available in the SIRE / CDI database conducted within the previous six months.
16	Any vessel with an 'Unacceptable' last SIRE / CDI inspection.	Unacceptable. A new acceptable SIRE / CDI inspection is required before a positive vetting outcome can be considered.
17	Any vessel with an unsatisfactory Crew Matrix.	Unacceptable. Must be dated within the past 30 days. Vessels not meeting the RightShip Crew Matrix criteria provided in Annex 1 of this document will be subject to further review and may be considered acceptable only if appropriate and satisfactory mitigating measures are in place.
18	Any vessel with an HVPQ which has not been updated in the last 3 months.	Subject to review. An up-to-date HVPQ shall be provided.

19	CABU (Caustic Bulker)	If the vessel is a CABU (Caustic Bulker) being vetted for Caustic Soda, then the above SIRE inspection requirements apply.
20	OBO (Oil Bulk Ore Carrier)	If the vessel is an OBO (including its variants) being vetted for wet cargoes, the latest SIRE inspection must be in the WET mode and the last voyage in WET mode.

Flag, Class & Regulatory Compliance

	BASELINE CRITERIA	RULES
21	Any vessel flagged with a Paris or Tokyo MoU scored flag which is listed as Very High Risk (of the Blacklist).	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the flag-related risk no longer applies, or that the vessel has been reflagged to arrangements acceptable to RightShip.
22	Any vessel flagged with a Paris or Tokyo MoU scored flag which is on their Blacklist, and combined with a Paris or Tokyo MoU Low or Very Low performing Class Society.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the combined flag and recognised organisation risk no longer applies, or that the vessel has been reflagged, reclassified, or otherwise brought under arrangements acceptable to RightShip.
23	Any vessel flagged with a Targeted, Medium to High or High Risk Flag as designated by Tokyo or Paris MoU.	Acceptable only where RightShip is satisfied that the flag-related risk has been appropriately addressed. The vessel will not be positively recommended until the flag-related risk has been appropriately addressed or alternative arrangements acceptable to RightShip are in place.
24	Any vessel with overdue Class or Statutory Conditions, Certificates, Surveys, or other mandatory requirements.	Unacceptable. The vessel will remain Unacceptable until the overdue item has been remedied or otherwise accepted by the relevant Class Society, Flag State, or issuing authority, and RightShip is satisfied that the reason for the overdue status has been reviewed and resolved.

25 Any vessel with current (in date) Class or Statutory Conditions, Memoranda, recommendations, or other survey findings that may affect safe operation, statutory compliance, trading ability, or vessel readiness.	Subject to review and may be Unacceptable depending on operational or compliance impact. The vessel will not be positively recommended until RightShip is satisfied that the finding has been reviewed, any required action is being appropriately managed, and there is no unacceptable impact on safe operation or readiness to trade.
26 Any vessel with a classification status other than In-Service or operational status other than In Trading Fleet, including but not limited to laid up, in casualty, under repair, in dry dock, keel laid, detained, arrested, withdrawn from service, or otherwise unavailable for normal commercial operation.	Subject to enhanced review and may be Unacceptable depending on the status and operational impact. The vessel will not be positively recommended until RightShip is satisfied that the reason for the status, any related operational or compliance implications, and the vessel's readiness to trade have been reviewed and resolved.
27 Any vessel that has been de-classed, had Class suspended, withdrawn, or otherwise invalidated within the last 24 months, including cases arising from failure to maintain classification standards, non-compliance with Class requirements, non-payment of Class fees, unresolved survey issues, or other circumstances affecting the vessel's valid classification status.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that valid Class status has been reinstated or otherwise confirmed, the reason for the de-classing, suspension, withdrawal, or invalidation has been fully explained, and appropriate corrective actions and preventative measures have been implemented. RightShip may require supporting evidence from the relevant Class Society, updated certificates and survey status, confirmation that any required surveys or approvals have been completed, and/or an acceptable SIRE Inspection before any positive recommendation can be considered. Where the Class issue is associated with a DOC Company, owner, operator, manager, or other related entity, RightShip may also undertake wider fleet or company-level review.
28 Any vessel, DOC Company, owner, operator, manager, or other associated entity found to have failed to notify Flag State and/or Class of matters required under applicable entry, retention, statutory, or classification requirements, including but not limited to incidents, damage, defects, unauthorised repairs, structural issues, machinery failures, or other conditions affecting the vessel's compliance, seaworthiness, or safe operation.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the matter has been fully disclosed to the relevant Flag State and/or Class Society, the cause and extent of the non-notification has been investigated, and appropriate corrective actions and preventative measures have been implemented. RightShip may require supporting evidence from Flag and/or Class, updated certificates or survey status, confirmation that any required surveys or approvals have been completed, an acceptable SIRE Inspection, and/or DOC Company Management Assessment/Audit before any positive recommendation can be considered. Where the non-notification is associated with a DOC Company, owner, operator, manager, or other related entity, RightShip may also undertake wider fleet or company-level review.

29 Any vessel that is confirmed, suspected, or credibly reported to be fraudulently flying, displaying, or claiming the flag or registry status of a State to which it has no valid entitlement.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the vessel's valid Flag State registration has been confirmed, any fraudulent flag or registry representation has been fully investigated and resolved, and appropriate corrective actions and preventative measures have been implemented. RightShip may require supporting evidence from the relevant Flag State, updated registry certificates, confirmation from Class and/or the DOC Company before any positive recommendation can be considered. Where fraudulent flag representation is associated with a DOC Company, owner, operator, manager, or other related entity, RightShip may also undertake wider fleet or company-level review.
30 Any vessel for which RightShip is unable to verify valid Class and/or Flag status, or any vessel that is confirmed to be operating without valid Class and/or Flag registration.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that valid Class and Flag status has been confirmed, the reason for any absence, withdrawal, suspension, or inability to verify status has been fully explained, and appropriate corrective actions and preventative measures have been implemented. RightShip may require supporting evidence from the relevant Class Society and/or Flag State, updated certificates, confirmation of current classification and registry status before any positive recommendation can be considered.
31 Any vessel, DOC Company, owner, operator, manager, or other associated entity found to have deliberately contravened applicable international standards, conventions, laws, or mandatory regulatory requirements, including but not limited to IMO, SOLAS, MARPOL, STCW, MLC, Class, Flag State, Coastal State, or Port State requirements.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the contravention has been fully investigated, the root cause has been identified, and appropriate corrective actions and preventative measures have been implemented. RightShip may require supporting evidence, confirmation from the relevant authority, Class or Flag State verification, an acceptable SIRE Inspection, and/or DOC Company Management Assessment/Audit before any positive recommendation can be considered. Where the contravention is associated with a DOC Company, owner, operator, manager, or other related entity, RightShip may also undertake wider fleet or company-level review.

32 Any vessel, DOC Company, owner, operator, manager, or other associated entity that deliberately provides RightShip with false, misleading, incomplete, or materially inaccurate information, or deliberately withholds information considered critical to the vetting assessment. This includes, but is not limited to, the non-disclosure of prior incidents, Port State Control outcomes, class or statutory issues, management changes, ownership/control details, sanctions exposure, or other adverse information not otherwise visible to RightShip.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the matter has been fully investigated, the information record has been corrected, and appropriate corrective actions and preventative measures have been implemented. RightShip may require supporting evidence, an acceptable SIRE Inspection, and/or a DOC Company Management Assessment/Audit before any positive recommendation can be considered. Where deliberate misrepresentation or non-disclosure is associated with a DOC Company, owner, operator, manager, or other related entity, RightShip may also undertake wider fleet or company-level review.
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Human Rights

	BASELINE CRITERIA	RULES
33	Any vessel flagged to a country that has not adopted and ratified the Maritime Labour Convention, 2006 (MLC, 2006), and which does not demonstrate an equivalent level of compliance (for example, through a valid ITF Agreement, voluntary MLC compliance, or internationally recognised labour laws).	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that an equivalent level of compliance with MLC, 2006 requirements has been demonstrated, or the vessel is reflagged to a State that has adopted and ratified MLC, 2006 and the vessel holds the applicable MLC certification or equivalent supporting evidence. RightShip may require evidence such as a valid Maritime Labour Certificate, Declaration of Maritime Labour Compliance, valid ITF Agreement, voluntary MLC compliance evidence, Flag State confirmation, or other recognised labour compliance documentation before any positive recommendation can be considered.
34	Any vessel and/or company associated with a vessel found to have committed, facilitated, or been directly associated with human rights abuses.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that appropriate corrective actions and preventative measures have been implemented.
35	Any vessel found to have poor living standards, poor working standards, or significant failings in respect of seafarers' rights, welfare, or terms and conditions of employment.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that appropriate corrective actions and preventative measures have been implemented.
36	Any vessel that is the subject of a current ILO Abandonment of Seafarers case, or which is associated with an owning, managing, or operating entity that is subject to a current ILO Abandonment of Seafarers case.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the abandonment case has been resolved, affected seafarers have been repatriated and/or compensated as applicable, and appropriate corrective actions and preventative measures have been implemented. Where appropriate/required, the vessel must also have successfully completed an acceptable SIRE Inspection. Repeat, or multiple abandonment cases associated with a common vessel, DOC Company, owner, operator, or managing entity may result in continued Unacceptable status or wider company-level review.

Sanctions, Banning's & Geopolitical Risks

BASELINE CRITERIA	RULES
37 Any vessel, flag, Registered Owner, Beneficial Owner, DOC Company, Technical Manager, Commercial Operator, Commercial Manager, or other associated entity that is sanctioned, restricted, banned, or otherwise prohibited by recognised authorities or regimes, including OFAC, USCG, AMSA, DFAT, the EU, the UK, the UN, or Port State Control Authorities/MoU's.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the applicable sanction, restriction, ban, or prohibition no longer applies, or that the vessel and all relevant associated entities are demonstrably outside the scope of the applicable measure. RightShip may require supporting documentation, ownership and control verification, sanctions screening evidence, and/or wider company-level review before any positive recommendation can be considered.
38 Any vessel where management, control, ownership, commercial operation, or associated entity details cannot be verified or are refused by the vessel, DOC Company, owner, operator, manager, or other associated party.	Subject to review and may be Acceptable in cases where incomplete Registered Owner and/or Beneficial Ownership details are identified, provided no other ownership, status, sanctions, control, management, or wider vessel performance concerns are identified. The vessel will remain Unacceptable where RightShip is unable to verify the relevant control, management, or associated entity information to its satisfaction, or where the review identifies sanctions exposure, restricted-party involvement, deliberate non-disclosure, misrepresentation, or other material integrity concerns.
39 Any vessel meeting all of the following criteria and therefore displaying characteristics inconsistent with the international trading tanker fleet: Tanker Type: Oil, Liquefied Gas, Chemical, Bunkering Vessel Age: 15 years and above Vessel DWT: Greater than or equal to 20,000 Ownership: Unknown P&I Coverage: Unknown	Unacceptable. The vessel will remain Unacceptable where the combination of vessel age, size, ownership, insurance arrangements, or other characteristics is inconsistent with accepted international tanker fleet practices.

Structures, Machinery & Operations

BASELINE CRITERIA	RULES
40 Any vessel which has undergone a Class re-assessment of scantlings in an attempt to avoid steel renewals as a result of excessive wastage.	Subject to case-by-case review and may be accepted if the vessel undergoes a Hull Structure CAP with a rating on completion of Minimum CAP 2.
41 Any vessel known or credibly reported to have been overloaded, loaded beyond approved limits, or operated outside applicable loading, stability, structural, draught, or load line requirements, where subsequent structural assessment, Class review, and any required repairs or approvals have not been completed to RightShip's satisfaction.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the overloading event has been fully investigated, the vessel's structural condition has been assessed by the relevant Class Society, and any required surveys, repairs, reinforcements, approvals, or operational restrictions have been completed or accepted by Class. RightShip may require supporting evidence from Class and/or Flag State, updated survey or certificate status, cargo/loading records, stability/loading documentation, root cause analysis, corrective actions and preventative measures, and/or an acceptable SIRE Inspection or Hull Structure CAP before any positive recommendation can be considered.
42 Any vessel found, reported, or credibly suspected to be in poor material condition or to have poor maintenance standards affecting structural, machinery, cargo, safety-critical, or operational systems.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that the poor condition and/or maintenance standard has been reviewed, root causes addressed, and effective corrective and preventative actions implemented. Supporting evidence and an acceptable SIRE Inspection will normally be required before any positive recommendation can be considered.
43 Any vessel that has recently undergone substantial alteration, modification, conversion, or extensive repair that may affect vessel structure, machinery, cargo systems, operational capability, certification, or trading readiness.	Subject to review and may be Unacceptable depending on the nature, extent, and reason for the alteration, modification, conversion, or repair. The vessel will not be positively recommended until RightShip is satisfied that the work has been reviewed, any impact on vessel characteristics, certification, structure, machinery, or safe operation has been assessed, and any related incident, defect, Class, Flag, or statutory matter has been identified and resolved. Supporting evidence and/or an acceptable SIRE Inspection may be required.

44 Any vessel found, reported, or credibly suspected to have no effective Planned Maintenance System, or where the system is not being used to control safety-critical, statutory, machinery, structural, cargo, or operational maintenance.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that an effective Planned Maintenance System is implemented and being used to manage maintenance, defects, overdue tasks, and safety-critical equipment. Supporting evidence and an acceptable SIRE Inspection will normally be required before any positive recommendation can be considered.
45 Any vessel found, reported, or credibly suspected to have no effective key shipboard operational procedures or instructions, or where such procedures are not being implemented for safety-critical, statutory, cargo, machinery, or navigational operations.	Unacceptable. The vessel will remain Unacceptable until RightShip is satisfied that effective key shipboard operational procedures are in place, implemented, and being used to control safety-critical operations. Supporting evidence and an acceptable SIRE Inspection will normally be required before any positive recommendation can be considered.

P&I

	BASELINE CRITERIA	RULES
46	Any vessel not entered with a P&I Club which is a member of The International Group of P&I Clubs.	Unacceptable. The vessel will remain Unacceptable until RightShip has verified that the vessel maintains valid entry with an International Group P&I Club.

Environment

	BASELINE CRITERIA	RULES
47	Any vessel with a RightShip GHG Rating lower than D.	Better than E highly preferable.

RightShip & Customer Restrictions

	BASELINE CRITERIA	RULES
48	Any vessel or company listed on a RightShip or Customer Restricted List.	Subject to the applicable RightShip or Customer restriction. The vessel will not be positively recommended unless the restriction permits the proposed vetting outcome or RightShip is satisfied that the restriction has been removed, waived, or otherwise resolved in accordance with the applicable restriction process.

Operator & Vessel Overall Performance

	BASELINE CRITERIA	RULES
49	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 contributing factors (along with the calibre of the DOC Company's investigation and corrective and preventative measures) will be assessed and, coupled with latest SIRE Inspection report review, this will result in either the vessel being deemed 'Unacceptable' or will require the vessel to be submitted for a new SIRE Inspection.
50	DOC Company found to be generally poor in terms of overall operational and safety performance.	Will be subject to additional measures, which may include increased frequency of SIRE Inspections across their fleets or restricting their entire managed fleets as deemed appropriate by way of addition to a RightShip Company watchlist and may require the vessel's DOC Company to undergo a Management Assessment/Audit.
51	Vessels found to be generally poor in terms of operational and safety performance.	Will be subject to additional measures, which may include increased frequency of SIRE Inspections or technical holds as deemed appropriate by way of addition to a RightShip Vessel watchlist and may require the vessel's DOC Company to undergo a Management Assessment/Audit.

Information Only Criteria*

	BASELINE CRITERIA	RULES
52	Any vessel operated by a DOC Company without a current Crew Welfare Self Assessment.	Information Only with no current impact on vetting outcomes. Vessel DOC Companies are strongly encouraged to complete, submit and periodically update a Crew Welfare Self Assessment to showcase their commitment to Crew Welfare.
53	Any vessel that has not submitted details of EEDI, EEXI or CII and Energy Saving Measures.	Information Only with no current impact on vetting outcomes. Vessel DOC Companies are strongly encouraged to submit details of their vessel's EEDI, EEXI or CII and Energy Saving Measures implemented.

*** Information Only Criteria** – These items represent criteria which RightShip consider important, but they are not presently part of the RightShip recommended Vetting Baseline. Where any of these criteria are not met, it will be reflected within final vetting outcomes as “For Information Only”, however, vetting customers may wish to consider incorporating such criteria within their bespoke vetting criteria.

Vetting Baseline Criteria & Responsibility – Tugs & Barges

	BASELINE CRITERIA	RULES
A	Satisfactory Tug / Barge BIRE Inspection in the last 12 months.	Mandatory. Vessel will be evaluated on the basis of the severity and number of observations, together with the calibre of vessel operators responses.
B	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 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).
C	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.
D	Double Hulled (only for Barges)	Mandatory.
E	IACS Class	European Inland Barges only. Mandatory.
F	P&I Insurance	European Inland Barges Only. International Group P&I Mandatory – US\$ 1B.
G	Certificate of Approval	European Inland Barges. Valid Certificate of Approval basis BIRE report. If unavailable, comments to be provided in vetting response – No impact on vetting outcome.

H Tug – Barge has valid US Coast Guard report (COI / COD) & no outstanding PSIX incidents / PSC Inspections	For US Barges only, basis USCG PSIX. New barges shall have a valid USCG Operational Approval. If PSIX information is unavailable, comments shall be provided in the vetting response. This will not impact the vetting outcome.
I Owner / operator is a member of AWO (American Waterways Operators). Company certified under Responsible Carrier Program OR other certification confirming Sub-chapter M compliance.	For 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.

Annex 1 – Tanker Crew Matrix

RANK	CALENDAR TIME WITH COMPANY	SEA TIME IN RANK	SEA TIME ON THIS TYPE OF TANKER	SEA TIME ON ALL TYPES OF TANKERS
Master & Chief Officer	Aggregate not less than 2 years	Aggregate not less than 3 years	Aggregate not less than 6 years	
2nd Officer & 3rd Officer or / and other Junior Officers		Aggregate not less than 1 year		Aggregate not less than 1.5 years
Chief Engineer & 2nd Engineer	Aggregate not less than 2 years	Aggregate not less than 3 years	Aggregate not less than 6 years	
3rd Engineer & 4th Engineer or / and other Junior Engineers (including Electrical)		Aggregate not less than 1 year		Aggregate not less than 1.5 years

Note: For LNG and LPG vessels, the RightShip Baseline requirements are aligned with the SIGTTO LNG and LPG Officer Experience Matrix.

Revisions Log

Revision Number	Criteria ID	Change Details	Date
1	Preamble	Minor edits to grammar and typo corrections.	Jun2023
1	Preamble	Comment around non-disclosure of adverse events.	Jun2023
1	Preamble	Addition of Tokyo PSC MoU to Flag and RO Performance.	Jun2023
1	Preamble	Amendment to Incident Review time span.	Jun2023
1	2&3	Amendment to outcome logic.	Jun2023
1	4	Addition of PSC Port Averaging consideration and timescale correction.	Jun2023
1	5	Addition of PSC Port Averaging consideration. Amendment to outcome logic.	Jun2023
1	6	Addition of alternative paths where there has been no PSC Inspection in the last 24 months.	Jun2023
1	7	Addition of a SIRE Inspection trigger. And timescale amendment.	Jun2023
1	8	Clarity over the processing of vessels which have "Jumped" a PSC Detention.	Jun2023
1	16	Change to blanket 6 months SIRE/CDI validity.	Jun2023
1	22&23	Tokyo PSC MoU added.	Jun2023
1	25&26	Amended to clarify focus is on operational impacts.	Jun2023
1	24,27,28&29	Clarity over processing of such vessels. Addition of a SIRE Inspection trigger.	Jun2023
1	30	Clarity over processing of such vessels and operators. Addition of a SIRE Inspection trigger.	Jun2023
1	31	Addition of a SIRE Inspection trigger.	Jun2023
1	32	Addition of a SIRE Inspection trigger and Owner Audit.	Jun2023
1	33	Addition of Voluntary MLC.	Jun2023
	36	Clarity over repeat cases of Abandonment. Addition of a SIRE Inspection trigger.	Jun2023
1	37	Addition of UK and USCG to Sanctions and Banning's.	Jun2023
1	39	Clarity over application of scantling re-assessment and intent. CAP route added.	Jun2023
1	41	Clarity over processing of such vessels. Addition of SIRE Inspection trigger. Removal of structural basis.	Jun2023
1	42	Clarification of desktop review.	Jun2023
1	43&44	Clarity over processing of such vessels. Addition of a SIRE Inspection trigger.	Jun2023
1	46	GHG logic clarification.	Jun2023
1	47&48	Change VTOP time span from 12 to 3 months.	Jun2023
1	52	Addition of a RightShip Company Audit trigger.	Jun2023
1	53	Addition of a RightShip Company Audit trigger. Blacklisted changed to Technical Hold.	Jun2023
1	1 Barge	Remove reference to EBIS.	Jun2023
1	3 Barge	Typographic correction.	Jun2023
1	8 Barge	Change EBIS to BIRE.	Jun2023
1	*	Human Rights. Crew Welfare Self-Assessment Info Only Criteria added.	Jun2023
1	*	Environmental. EEXI Info Only Criteria added.	Jun2023
2	46	Amendments to reflect GHG 2.0 implementation	Dec2023
3	Preamble	Update of Purpose section to reflect the transition to the baseline criteria being recommended.	Jul2025
3	Preamble	Deletion of Confidentiality section.	Jul2025
3	Preamble	References to Due Diligence replaced with vessel vetting.	Jul2025
3	Preamble	References to currency of SIRE and OCIMF Composite Guidelines updated.	Jul2025
3	Preamble	Updates to acceptability criteria for vessels flagged by Paris or Tokyo MoU Blacklisted flags which are Very High, High or Medium to High Risk.	Jul2025
3	6	Removal of criteria related to no PSC records in the last 24 months.	Jul2025
3	18	Inclusion of requirement for Crew Matrix to be dated within the past 30 days.	Jul2025
3	19	Updating of requirements related to HVPQ.	Jul2025
3	22&23	Updates to acceptability criteria for vessels flagged by Paris or Tokyo MoU Blacklisted flags which are Very High, High or Medium to High Risk.	Jul2025
3	34	Inclusion of DOC Company in criteria related to Human Rights abuses.	Jul2025
3	-	Inclusion of criteria related to tanker vessels displaying traits inconsistent with the international tanker fleet	Jul2025
3	-	Inclusion of CII	Jul2025
3	47&48	Removal of requirement for MOC/VTOP Questionnaire.	Jul2025
3	49	Removal of Financial Stability section.	Jul2025
3	-	Establishment of an Info Only Criteria Section.	Jul2025

3	1 Barge	Removal of reference to EBIS.	Jul2025
3	1&2 Barge	Merging of Tug and Barges Criteria related to BIRE Inspections.	Jul2025
3	Annex 1	Inclusion of reference to SIGTTO Matrix for LNG/LPG experience matrix.	Jul2025
3	-	Renumbering of all Criteria to account for previous additions, removals and updating barge criteria 'numbering' to letters.	Jul2025
3	-	Minor edits to grammar and other minor corrections including all references to DOC Holder, DOC Operator & DOC Manager updated to read DOC Company and Officer Matrix references updated to read Crew Matrix.	Jul2025
4	Preamble	Expanded and clarified the vetting policy, checks, unacceptable criteria and triggers for Marine Subject Matter Expert review, including revised Safety Score treatment and review timeframes	Oct26
4	1-8	Added an unknown vessel attributes criterion. Consolidated and expanded PSC criteria and rules to clarify detention, deficiency, close-out and post-event SIRE requirements	Oct26
4	9-12	Revised incident criteria to distinguish Category A/B and Category C/D review periods, recurring incident patterns, close-out requirements and SIRE review expectations.	Oct26
4	13-20	Refined age, CAP, vessel type and inspection criteria to clarify exception handling and CAP, SIRE/CDI, Crew Matrix and HVPQ requirements.	Oct26
4	21-32	Expanded Flag, Class and regulatory criteria to clarify outcomes and evidence requirements for non-notification, fraudulent representation, invalid status, deliberate contravention and non-disclosure.	Oct26
4	33-39	Expanded Human Rights, abandonment, sanctions, ownership and geopolitical risk criteria, including revised verification, supporting evidence and wider company-level review requirements.	Oct26
4	40-53	Refined structural, machinery, operational, P&I, restriction and overall performance rules to clarify review outcomes, supporting evidence, SIRE/CAP triggers and vessel or company watchlists.	Oct26
4	-	Document extensively reformatted and rewritten to provide clearer baseline criteria, review thresholds, acceptability expectations and closure requirements.	Oct26