

OMV VESSEL CLEARANCE WARRANTIES 2022 GAS

VESSEL NAME	
IMO NO.	
DATED	
CONTACT DETAILS	NAME: EMAIL:

PLEASE ANSWER ALL QUESTIONS OF THE VESSEL CLEARANCE WARRANTIES (NUMBERS 1 TO 6) IF THE SUBJECT VESSEL HAS BEEN NOMINATED FOR CLEARANCE AND IS INTENDED TO CARRY GAS CARGO(ES) FOR OMV GROUP.

THE FOLLOWING DOCUMENTS ARE REQUIRED FOR AN OMV VESSEL CLEARANCE:

- OMV VESSEL CLEARANCE WARRANTIES 2022 GAS
 - FORM C (NOT OLDER THAN 4-5 DAYS)
 - CREW MATRIX IN OCIMF FORMAT (NOT OLDER THAN 4-5 DAYS)
- MORE DETAILS ABOUT THE REQUIRED DOCUMENTS UNDER SECTION 1B-1C.
PLEASE SEND THESE DOCUMENTS TO vetting@omv.com

VETTING

Technical Terms

1. GENERAL TERMS AND CLEARANCE DOCUMENTATION
2. SUPPORTING DOCUMENTS
3. OMV VETTING INSPECTION
4. PORT COMPLIANCE

Sanctions Terms

5. US AND EU / UN SANCTIONS
6. FLAG HISTORY

TECHNICAL TERMS

1. GENERAL TERMS AND CLEARANCE DOCUMENTATION

1A. ANY CLEARANCE / ACCEPTANCE GRANTED WILL BE BASED UPON THE VESSEL CLEARANCE WARRANTIES, Q88, CREW MATRIX, AND SUPPORTING DOCUMENTATION FORWARDED TO OMV. SHOULD ANY ISSUE ARISE AT THE TIME OF CALL DUE TO WRONG INFORMATION, OMV WILL REJECT ALL RESPONSIBILITY AS A CONSEQUENCE OF THIS MISINFORMATION.

NOTWITHSTANDING PRIOR ANY ACCEPTANCE OF A VESSEL, OMV RESERVES THE RIGHT TO REJECT THE VESSEL ON ANY REASONABLE GROUNDS. E.G., THE VESSEL IS INVOLVED IN AN INCIDENT WITH THE POTENTIAL TO JEOPARDISE THE SAFETY OF LOAD AND/OR DISCHARGE OPERATIONS I.E. IF SUCH AN INCIDENT OCCURRED, EVEN AFTER THE ACCEPTANCE OF THE VESSEL, OR INFORMATION IN RESPECT OF ANY PREVIOUS INCIDENT WAS NOT IN THE PUBLIC DOMAIN AT THE TIME OF ACCEPTANCE, OMV RESERVES THE RIGHT TO REJECT THE VESSEL.

YES | **NO**

OPERATOR TO PROVIDE:

1B. FORM C, NOT OLDER THAN MAX 4-5 DAYS.

YES | **NO**

1C. CREW MATRIX (OCIMF FORMAT) CLEARLY SHOWING THE DATE AND VESSEL NAME, NOT OLDER THAN MAX 4-5 DAYS – IF THERE ARE ANY CREW CHANGES PRIOR TO THE COMPLETION OF THE VOYAGE, OPERATOR MUST ADVISE OMV VETTING (NOTIFICATION TO BE SENT TO vetting@omv.com). ANY CHANGES TO BE APPROVED BY OMV VETTING. ALTERNATIVELY, OWNERS/SUPPLIERS CAN RECONFIRM THAT THE CREW MATRIX SUPPLIED IS STILL VALID FOR THE CLEARANCE TO BE BASED UPON.

YES | **NO**

2. SUPPORTING DOCUMENTS

OPERATOR CONFIRMS / ACKNOWLEDGES THE OMV SUPPORTING DOCUMENTS, WHICH ARE LISTED UNDER SECTION “DOWNLOADS” - “SUPPORTING DOCUMENTS” ON THE OMV VETTING LINK →<http://adriaticvetting.it/clearance-request/> (IF APPLICABLE FOR THIS VOYAGE).

OMV VETTING, IF NECESSARY, RESERVES THE RIGHT TO REQUEST ADDITIONAL DOCUMENTS OF VETTING / SAFETY / TECHNICAL NATURE DURING THE VESSEL CLEARANCE PROCESS.

YES | **NO**

3. OMV VETTING INSPECTION

IF THE SUBJECT VESSEL WAS NEVER PREVIOUSLY **SIRE INSPECTED BY OMV** OR THE DATE OF THE LAST OMV INSPECTION IS NOT WITHIN THE BELOW MENTIONED PERIOD BASED UPON THE VESSEL'S AGE OR IF THE SUBJECT VESSEL IS EX DRY DOCK AND/OR MAJOR REPAIR / MODIFICATIONS HAVE BEEN MADE TO THE VESSEL, THEN THE OPERATOR MUST ACCEPT A FRESH OMV INSPECTION DURING DISCHARGE, TO BE PERFORMED BY A SIRE-ACCREDITED INSPECTOR NOMINATED BY OMV.

ALL INSPECTION FEES AND TRAVEL COSTS ARE AT OWNER'S TIME AND EXPENSE.

VESSEL'S AGE	OMV SIRE VALIDITY
0 - 5.0 YEARS	12 MONTHS
5.1 - 10.0 YEARS	9 MONTHS
10.1 - 15.0 YEARS	6 MONTHS

NOTE: OPERATOR MUST ADVISE OMV PRIOR TO ANY CLEARANCE IF ANY OTHER SIRE INSPECTION IS PLANNED TO BE CARRIED OUT BEFORE THE INTENDED OMV VOYAGE OR LESS THAN 30 DAYS BEFORE DISCHARGING DATE. SHOULD THIS BE THE CASE, OMV RESERVES THE RIGHT TO REQUIRE AT LEAST AN OMV SAFETY INSPECTION DURING DISCHARGE WITH THE INSPECTION FEE AND TRAVEL COSTS TO BE AT OWNER'S TIME AND EXPENSE (OMV SIRE VALIDITY MAY BE LIMITED FOR SAFETY INSPECTIONS).

LAST NON-OMV SIRE INSPECTION
PERFORMED / PLANNED ON _____

YES | **NO**

4. PORT COMPLIANCE

4A. MOORING

TO ASSURE SAFE MOORING OPERATIONS, THE VESSEL MUST COMPLY WITH OCIMF MOORING EQUIPMENT GUIDELINE - MEG - 4TH EDITION.

YES | **NO**

4B. IGS

OWNERS CONFIRMS VESSEL IGS NITROGEN SYSTEM 100% WORKING.

YES | **NO**

OPERATOR'S COMMENTS (OPTIONAL):

SANCTIONS TERMS

5. US & EU / UN SANCTIONS

OPERATOR / OWNERS CONFIRM THAT THE VESSEL IS IN COMPLIANCE WITH LOCAL AND INTERNATIONAL REGULATIONS AND CONVENTIONS.

YES | **NO**

FOR THE PURPOSE OF THIS CHARTERING POLICY

“SANCTION” MEANS ANY LAWS, REGULATIONS, STATUTES, PROHIBITIONS OR RESTRICTIONS IMPOSED BY THE UNITED STATES, THE EUROPEAN UNION, THE UNITED KINGDOM, SWITZERLAND AND/OR APPLICABLE TO EITHER PARTY (INCLUDING THE DESIGNATION OF ANY VESSEL, VESSELS, FLEET OR FLEETS) RELATING TO THE ADOPTION, IMPLEMENTATION AND ENFORCEMENT OF ECONOMIC SANCTIONS, EXPORT CONTROLS, TRADE EMBARGOES OR OTHER RESTRICTIVE MEASURES INCLUDING BUT NOT LIMITED TO THOSE MEASURES WHICH PROHIBIT OR OTHERWISE RESTRICT EITHER PARTY’S ABILITY TO ENGAGE IN DEALINGS WITH, OR TO IMPORT OR EXPORT PRODUCT, OR SUPPLY PRODUCT OR SERVICES, DIRECTLY OR INDIRECTLY TO A SANCTIONED PARTY. FOR THE AVOIDANCE OF DOUBT, PRODUCT SHALL INCLUDE, BUT NOT BE LIMITED TO, ALL COMMODITIES, FOODSTUFFS AND GOODS.

“SANCTIONED PARTY(IES)” MEANS ANY INDIVIDUAL, ENTITY, BODY, OR ANY VESSEL, VESSELS, FLEET OR FLEETS EITHER A) DESIGNATED OR LISTED UNDER SANCTIONS OR B) HOWSOEVER OWNED OR OTHERWISE CONTROLLED BY ANY INDIVIDUAL, ENTITY OR BODY DESIGNATED OR LISTED UNDER SANCTIONS, OR C) ACTING FOR OR ON BEHALF OF ANY INDIVIDUAL, ENTITY OR DESIGNATED OR LISTED UNDER SANCTIONS OR HOWSOEVER OWNED OR OTHERWISE CONTROLLED BY ANY INDIVIDUAL, ENTITY OR BODY DESIGNATED OR LISTED UNDER SANCTIONS.

“PROHIBITED COUNTRY” MEANS AS PER JUNE 2020: CUBA, IRAN, MYANMAR (FORMERLY BURMA), NORTH KOREA, SYRIA OR ANY OTHER COUNTRY THAT MAY BE ADVISED BY OMV.

OPERATOR / OWNERS ACKNOWLEDGE THAT ANY POSITIVE MATCH WITH SANCTIONED PARTIES OR SANCTIONED COUNTRIES ARE NOT ACCEPTABLE.

OPERATOR / OWNERS ACKNOWLEDGE THAT ANY VESSEL CURRENTLY (OR PREVIOUSLY) REGISTERED, MANAGED, OWNED, DIRECTLY OR INDIRECTLY CONTROLLED OR CHARTERED BY A SANCTIONED PARTY OR BY ANY LEGAL PERSON, ENTITY OR BODY HOWSOEVER CONNECTED WITH OR RELATED TO A PROHIBITED COUNTRY CANNOT BE CONSIDERED.

IN ADDITION, OPERATOR / OWNERS ACKNOWLEDGE THAT VESSELS CURRENTLY FLAGGED, REGISTERED OR CONNECTED WITH OR RELATED TO A PROHIBITED COUNTRY ARE NOT ACCEPTABLE.

OPERATOR / OWNERS CONFIRM THAT THE VESSEL IS FREE FROM THE ABOVE MENTIONED SANCTIONS.

YES | NO

6. FLAG HISTORY

HAS THE FLAG OF THE VESSEL BEEN CHANGED AFTER 24/02/2022?

YES | NO

IF YES, PLEASE INDICATE:

DATE OF CHANGE:

PREVIOUS FLAG:

