**OMV Warranties**

|  |  |
| --- | --- |
| Vessel Name: |  |
| Vessel IMO: |  |
| Date: |  |
| Operator Contact Name: |  |
| Operator Contact Email: |  |

|  |  |  |  |
| --- | --- | --- | --- |
| **All Vessels to Complete** | | | |
| # | Warranty | Yes / No / NA | Comment |
| 1. | Operator acknowledges general OMV Vetting terms in Appendix Part I |  |  |
| 2. | Is this the vessels maiden voyage? |  |  |
| 3. | Is this the vessels first voyage after dry-dock? |  |  |
| 4. | Operator acknowledges OMV’s SIRE Requirement as per section 3e in the MSC and acceptability terms in Appendix Part II. If an inspection is required, OMV Vetting will propose to the operator an OMV SIRE inspection during discharge of this voyage. |  |  |
| 5. | Owners confirm the vessel’s cargo tanks will be ready to load/discharge and purged/inerted as per terminal requirements |  |  |
| 6. | Please advise if there will be any slops on board from pervious voyages? |  |  |
| 7. | Is the vessels H2S measuring equipment and venting system tight and in full working order? |  |  |
| 8. | Owners warrant that the vessel will arrive at load port with tanks/lines/pumps properly cleaned and suitable to load the intended cargo |  |  |
| 9. | Is the vessels IG system fully operational? |  |  |
| 10. | Are the vessel’s C.O.W. / tank cleaning and heating systems fully operational? |  |  |
| 11. | Vessel complies with wording in Appendix Part III and Part IV. |  |  |
| 12. | Owners warrant that the vessel is in compliance with local, national and international requirements, regulations, conventions and OCIMF guidelines. |  |  |
|  | | | |
| **Vessels intended for Trieste only to Complete** | | | |
| # | Warranty | Yes / No / NA | Comment |
| 1. | Owners warrant that the vessel complies with SIOT Terminal Information and Port Regulations. |  | Download: <http://adriaticvetting.it/clearance-request/> |
| 2. | Vessel complies with SIOT Terminal mooring lines safety and maintenance criteria as detailed in Section 7.5.3 of the port regulations.  Mooring Tail Certificates to be provided to OMV Vetting for checking during clearance process with original certificates to be on board vessel |  |  |
| 3. | Has the vessel received any LOP / General Information Communication issued by SIOT during / after its last call at SIOT Terminal? |  | If yes, please provide a copy to [vetting@omv.com](mailto:vetting@omv.com) |
| 4. | Please provide **max** Longitudinal windage area in m2 in **ballast** condition | | …m2 |
| 5. | Please provide **max** Transversal windage area in m2 in **ballast** condition | | …m2 |
| 6. | Owners acknowledge that OMV reserves the right to conduct an OMV Pre-Berth Inspection (PBI) |  | All time & cost to be for OMV account |

**Appendix**

Part I

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.

Part II

In case an OMV SIRE inspection is required (i.e. vessel never OMV inspected or last OMV inspection expired), OMV will propose to the operator to carry out an inspection during discharge of this given voyage. It is the operator’s / owners’ decision to accept this inspection. If no inspection is desired during this discharge, OMV Vetting grants a grace period of 3 months from the date of discharge, to perform an OMV inspection and consequently remain acceptable for OMV business. If the grace period expires without an OMV inspection carried out, the vessel is not acceptable anymore for OMV business until an OMV SIRE inspection has been performed.

Part III

If there are any crew changes prior completion of the voyage, operator must advise OMV vetting (notification to be sent to [vetting@omv.com](mailto:vetting@omv.com)). any changes to be approved by OMV vetting. Alternatively, owners can reconfirm that the crew matrix supplied is still valid for the clearance to be based upon.

Part IV

“Trade Controls” means any economic or financial sanctions, anti-boycott measures, export controls or other similar measures implemented pursuant to any laws, regulations or orders applicable to OMV or any other party, the vessel, or the cargo, including but not limited to those of the European Union or any of its member states, the United States, the United Kingdom or the place of incorporation or establishment of either Party or Trieste Port.

“Sanctions Target” includes any entity, individual, vessel, or asset that is subject to sanctions or export control restrictions under any Trade Controls, including without limitation by being: (1) identified on any applicable government-issued restricted party or vessel list; (2) 50% or more owned or otherwise controlled, directly or indirectly, by any individual(s) or entity(ies) on any such list; (3) a part of, or owned or controlled by, a government subject to property-blocking sanctions (including at the time of this Agreement, the governments of Cuba, Iran, North Korea, Syria, and Venezuela); or (4) organized under the laws of, domiciled in, or located or ordinarily resident in, a Sanctioned Jurisdiction.

“Sanctioned Jurisdiction” means Belarus, Cuba, Iran, North Korea, Russia, Syria, the non-Ukrainian controlled parts of Ukraine (currently including the Crimea, Donetsk, Luhansk, Kherson, and Zaporizhzhia regions of Ukraine), or any other country or territory (to the extent not specified herein) that is or becomes the subject of comprehensive sanctions imposed under Trade Controls.

(1) The Owner, Operator, Commercial Operator confirm that they have undertaken, and will continue to undertake, appropriate due diligence and other actions to ensure that no vessel used in connection with any activities directly or indirectly relating to this Agreement, OMV, or any cargoes involving OMV:

1. is a Sanctions Target, or directly or indirectly owned or controlled by, or managed or operated by, a Sanctions Target;
2. was previously listed as a Sanctions Target, but was subsequently subject to a name change to cause its name to no longer match a restricted vessel Trade Controls designation entry;
3. has been directly or indirectly chartered by or for a Sanctions Target, or is the subject of any contractual rights or obligations held directly or indirectly by any Sanctions Target;
4. is registered under the laws of, or operating under the flag of, any Sanctioned Jurisdiction (including without limitation any vessel certified by the Russian Maritime Register of Shipping), or has changed its registration or flag from any of the foregoing jurisdictions at any point on or after 24 February 2022;
5. has been involved in any activities that are the subject of restrictions under Trade Controls or that could cause the application of punitive measures under Trade Controls, including without limitation activities concerning the transportation of petroleum, petroleum products, or natural gas that originate in or were exported from Russia;
6. has interfered with, switched off or otherwise disabled its shipborne automatic identification system at any point of voyage, except to the extent such actions fully comply with applicable law and International Convention for the Safety of Life at Sea (SOLAS) standards.

(2) The Owner, Operator, Commercial Operator confirm that they will further conduct due diligence to more broadly evaluate Trade Controls risks associated with a vessel, including without limitation to evaluate whether a vessel has previously docked in ports in Sanctioned Jurisdictions, manipulated International Maritime Organization (IMO) numbers, or been subject to vessel or flag name changes at any point in the last three years. The Owner, Operator, Commercial operator will consult with OMV before engaging any vessel whose history indicates elevated Trade Controls risks.

(3) The Owner, Operator, Commercial Operator confirm that they have undertaken, and will continue to undertake, appropriate due diligence and other actions to ensure that that none of their respective sub-contractors or other parties directly or indirectly involved in carrying out tasks relevant to their obligations (including without limitation sub-charterer, shippers, receivers, cargo interests, bunker and lubes suppliers, port agents, local representatives, mangers) is a Sanctioned Party.

(4) The Owner, Operator, Commercial Operator will notify OMV promptly in writing to the extent any facts or other developments arise that would render any confirmations in clauses (1), (2), or (3) inaccurate or incomplete.

(4) The Owner, Operator, Commercial Operator will promptly provide any information reasonably requested by OMV to enable OMV to confirm compliance with Trade Controls or with obligations set out in clauses (1), (2), (3), or (4).

Operator / Owners Comments to be added below (if applicable)