

# Temporary Guidelines for Conducting a Vessel Inspection During Covid-19

(Second edition, November 2022)



Issued by the

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## 1 Introduction

- I. These temporary guidelines provide a common set of industry procedures to help facilitate CDI-Marine or OCIMF Programme inspections during the continuing Covid-19 crisis. It is important to be aware that the level of Covid-19 infection varies significantly between countries and the level of infection within countries is subject to ongoing change. If followed, these temporary guidelines will ensure the vessel's crew, the Operator and the Inspector are well prepared, reducing the risk of Covid-19 transmission between the Inspector and vessel's crew.
- II. To arrange travel to and from vessels subject to a CDI-Marine or OCIMF Programme inspection concerned persons should refer to the IMO recommended framework: *Industry Recommended Framework of Protocols for Ensuring Safe Ship Crew Changes and Travel During the Coronavirus (Covid-19) Pandemic*.
- III. To the greatest extent possible, Submitting Companies and Operators should treat Inspectors as seafarers and follow the IMO recommended framework except where the Operator or Submitting Company agree that the IMO recommended framework interferes with the status of an Inspector as a temporary visitor. Inspectors must take all reasonable measures to mitigate their risk of transmitting Covid-19 to those onboard the vessel to be inspected.

## 2 Pre-exchange of information

- i. **Covid-19 pre-embarkation questionnaires**  
The Inspector and the Operator should complete and exchange the Covid-19 pre-embarkation questionnaires (see annexes A and B).
- ii. **Self-Inspection Document (SID) (CDI inspections only)**  
For a CDI inspection, the Operator/Master should complete the CDI Self-Inspection Document (SID) and email it to the appointed CDI Inspector. Operators should provide the SID several days before the inspection when possible, to allow the Inspector to prepare. Completing the SID accurately will minimise the inspection time.
- iii. **E-certificates**  
Where the vessel is issued with any electronic certificates, the following requirements must be met:
  - The vessel crew needs to demonstrate management of and the ability to verify the electronic certificates online to the Inspector.
  - Operators are encouraged to provide Inspectors with temporary access to their online E-certificate system to give the Inspector the opportunity to review the certificates at least two days before the inspection.
- iv. **Vessel Particulars Questionnaire (VPQ)**  
Before the inspection takes place, the Operator must enter the vessel's VPQ into the CDI and SIRE/OVID databases. Operators must ensure that the information provided in the VPQ is accurate at least two days before the physical inspection.
- v. **Crew matrix**  
The Operator must ensure that the crew matrix is fully up to date on both the CDI and SIRE databases at least two days before the physical inspection.
- vi. **Remote review of documentation**  
In order to minimise the time spent by the Inspector on board, the review of documentation should be done remotely. The OCIMF Submitting Company or the CDI Inspector may ask to remotely review additional documents. If the Operator agrees to the request, the additional documents must be securely transmitted as detailed below.

**CDI inspections** (refer to annex D for details): The Operators shall use one of the following methods to ensure that secure data protection is in place:

Secure emails, encrypted files, password protected WinZip files, secure download locations, secure drop box, secure transfer links or MS SharePoint.

**OCIMF Programme inspections** (refer to annex C for details): The Operator shall upload the documents to the document repository developed by OCIMF for this purpose. Once an inspection is booked and an Inspector has been assigned to the booking, the Inspector will be allowed access to the repository.

The documents should be transmitted at least two days before the physical inspection and may include the following:

- The latest class survey status issued for the owner's use, including details of condition(s) of class, recommendations, memoranda issued, if any.
- For OCIMF inspections: All the information required for completing chapter 1 (General information).
- All statutory and class certificates including IOPP Form B and Cargo Safety Equipment Form E.
- Copy condition evaluation report and survey report attached (showing steel repairs done, etc) from last dry dock.
- Copy Condition Assessment Programme (CAP) certificate if applicable.
- Ballast water management certificate.
- Copy of P&I Club certificate.
- Overview of last ballast tank and cargo tank inspection records including the last dates of inspection.
- Civil Liability Certificate (CLC) for bunker oil pollution.
- CLC for cargo oil pollution.
- The last Port State Control (PSC) inspection, indicating the port and date of inspection and including the page with deficiencies (if any).
- Dates of the last two technical/marine superintendent inspection reports and copies of observations, non-conformities (NCs).
- Date of the last internal audit, number of NCs and observations raised (if any) as well as dates of closeout, copies of supporting documents as evidence.
- The latest Master's review.
- Copy of type approval for ECDIS fitted on board.
- Copies of navigation officers ECDIS type specific training records.

**Bridge related**

- Under keel clearance (UKC) policy.
- ECDIS safety parameter setting requirements. Shallow C, Safety D, etc, and safety cone/frame.
- Deviation card.
- Last shore gyro service.
- Contract chart correction provider.
- Shore-based maintenance contract.
- Master's standing orders.
- Pre-arrival and pre-departure checklists completed most recently.
- Latest Master/Pilot information exchange and Pilot Card.
- Voyage Data Recorder (VDR) last annual verification.

### **Safety related**

- Inventory and calibration certificates for personal and portable gas detection equipment.
- Last shore calibration certificate (if fixed gas detection is fitted).
- Foam test certificate.
- How many gas-tight chemical suits are on board?
- Evidence for the last shore test of gas-tight chemical suits.
- Numbers of chemical protective equipment provided on board.
- Evidence for the last inspection of self-contained breathing apparatus (SCBA) equipment by shore.
- Evidence for the last pressure test of CO<sub>2</sub> bottles.
- Copy of the last hot work permit issued for hot work outside engine room workshop, if any, including associated risk assessment.
- Certificates for the last yearly and five-yearly inspections of lifeboat, rescue boat and cranes.
- Copy of the latest enclosed space entry permit with associated risk assessment.
- Certificate for annual inspection of liferafts.
- Record of the last lifeboats/rescue boat launching and manoeuvring in the water.
- Air quality test report for the breathing apparatus air recharging system.
- Evidence of latest drug and alcohol testing and calibration records for the alcometer.

### **Cargo related**

- Last cargo pump cofferdam purging records.
- Copies of shore calibration certificates for all ullage temperature interface UTI devices available on board.
- Evidence for cargo tank pressure and temperature sensor calibration/comparison.
- What is the opening pressure of pressure/vacuum (P/V) valves?
- Name of stability programme? Does it work online? Does it have a damage stability module?
- Latest load and discharge plans.
- Maximum Allowable Relief Valve Setting (MARVS) – gas tankers only.
- Evidence of latest complete overhaul and pressure test of P/V valves, including MARVS where applicable, performed during dry dock.
- Class approval certificate for the Stability and Damage Stability programmes.
- Evidence of the last cargo and crude oil washing (COW) lines pressure test.
- Evidence of calibration/shore servicing of Oil Discharge Monitoring Equipment (ODME).

### **Mooring related**

- Evidence for the last winch brake test.
- Copy of any one mooring line certificate. If all mooring lines do not have the same Line Design Break Force (LDBF) then provide one copy per LDBF.
- What is the Ship's Design Minimum Breaking Load (MBL)?
- Copy of Operator's policy for retirement of mooring wires/ropes/tails.
- Copy of Mooring System Management Plan Register.
- Copy of Mooring Tails certificates with Tail Design Break Force (TDBF).

### **Engine related**

- Name of the planned maintenance programme.
- List of the outstanding planned maintenance tasks.
- Evidence for the last pressure test of bunker pipeline.
- Name of company undertaking fuel oil (FO) testing.

- Name of company undertaking lubricating oil (LO) testing.
- Lubricating and hydraulic oil testing schedule including the date of last test and results, for example:
  - Main engine 3 Monthly dd/mm/yyyy
  - Generators 3 Monthly dd/mm/yyyy
  - Summary overview of last LO analysis results from testing company.
- Fuel changeover procedure (copy of the first page would be sufficient provided it indicates vessel-specific procedure).
- Copy of the last bunkering operation checklist.
- Fuel changeover record book: copy of the page showing entry into and out of Sulphur Emission Control Areas (SECA).
- Chief Engineer’s standing orders.
- Copy of the procedure for restarting essential equipment in the deadship mode.
- Certificate for inspection/replacement of regulators for oxygen and acetylene cylinders.
- Evidence of calibration/shore servicing of oil detection system for Oily Water Separator (OWS).

### 3 Pre-arrival onboard the vessel

#### i. Covid-19 testing requirements

The Operator must communicate all testing or other pre-embarkation requirements in time to enable the Inspector’s attendance. Any onboard testing requirements must be communicated and agreed with the Submitting Company and Inspector before Inspector embarkation.

#### ii. Designated space

A designated meeting space should be allocated only for use by staff involved in the opening, document review and closing meeting. The space should have enough room to gather, store, arrange and handle all the documents required by the Inspector before the inspection, and enough room to allow for the required social distancing for the Q&A. It should have a PPE disposal bin. In the hour before the Inspector boards, the meeting space should be wiped down with disinfectant by vessel crew.

#### iii. Designated washroom/lavatory

The Operator must nominate a dedicated washroom/lavatory with paper hand towels, soap and running fresh water for the sole use of the Inspector during the inspection. The crew must clearly identify the room with signs and restrict access.

### 4 During the inspection

- i. It is the responsibility of the Master, site manager and/or the Inspector to stop the inspection at any time if its continuation could result in danger or risk to the health and safety of either the crew or the Inspector from Covid-19. The inspection should not resume until any concerns are addressed. The IMO recommended framework should be used to guide Inspector behaviours while onboard.
- ii. Where an Operator has its own internal policies requiring temperature gauging for visiting staff, the equipment must be of a clinical “non-contact” type thermometer and must be calibrated. Where clinical non-contact thermometers are not intrinsically safe, those boarding should be escorted to a safe area where their temperature may be taken. Please note, scanning for temperature is not 100% effective as infected people may not develop symptoms for up to 14 days.
- iii. The Inspector should be escorted directly to the designated meeting room. Handshakes and other physical contact must be avoided. Social distancing between Inspector and all vessel personnel should be maintained at all times while the Inspector is on board.

- iv. Anyone entering the meeting room should wash their hands thoroughly before entering. Only those crew/staff members directly involved in the inspection should enter the meeting room. Once the initial meeting has finished, the vessel crew should wipe down the room with disinfectant.
- v. **The inspection**

The inspection should follow the inspection plan agreed in the opening meeting while maintaining social distancing at all times. Extreme care shall be taken to observe social distancing, especially in the engine room where spontaneous Q&A with loud background machinery noise could unintentionally draw Inspector and crew closer.
- vi. **Document access and control**

Irrespective of the pre-sharing of documents, the Inspector may still need to see additional documentation during the inspection. In such cases, social distancing must be maintained and strict compliance with hand washing/sanitisation be adhered to.
- vii. **World Health Organisation (WHO) Covid-19 precautions**

All crew members and the Inspectors will comply with WHO Covid-19 precautions and any applicable requirements set out by the national or local government.
- viii. **Meals/drinks**

The Inspector should try to bring their own bottles of water/soft drink with them, but where this is not possible sealed bottles of water may be provided onsite. The Inspector should not take meals in the crew/officer mess rooms while onboard. Inspectors are encouraged to avoid break periods not required for the safe completion of the inspection.

## 5 After the inspection

- i. **Closing meeting**

On completion of the inspection, the Inspector must hold a closing meeting with the Master and essential vessel staff. At the closing meeting, the Inspector shall verbally report the Summary of Observations and Remarks, if any. Once agreed with the Master, the Inspector will print the final list of observations and the vessel representative will collect it from the ship's printer, without it being handled by the Inspector. Once the meeting is complete, the Inspector must be escorted from the vessel.
- ii. **Cleaning after the inspection**

After the closing meeting, the designated Inspector washroom and the designated space for the opening/closing meeting should be wiped down with disinfectant by vessel staff.
- iii. **Document retention**

Any ship Operator documents shared with the Inspector must be destroyed by the Inspector within five days of the inspection.

The "Covid-19 pre-embarkation health questionnaires" in annexes A and B must also be destroyed by the Inspector and the Operator within five days of the inspection.



# ANNEX A

## Covid-19 pre-embarkation health questionnaire for the Inspector

Private and Confidential – contains personal data when completed.

Copies of this form are to be deleted within one month of the date on the form when it was completed (or as per the guidance below if in the control of the Operator).

Health information to be completed by the Inspector and submitted to the Vessel Operator.

No.	Question/Information	Yes	No
1	Do you, or anyone in your household, have any of the Covid-19 symptoms as described by WHO?		
2	Complete the Covid-19 testing required by national or local governments or agreed upon with the Operator and retain necessary documentation for travel and embarkation.		
3	In the last 14 days, have you knowingly had any contact with anyone diagnosed with Covid-19?		
4	In the last 14 days, have you knowingly visited or stayed with anyone with Covid-19?		
5	In the last 14 days, have you knowingly shared a home environment with anyone with Covid-19?		
6	During your time onboard, will you follow WHO guidelines, vessel's requirements and local regulations to prevent the spread of Covid-19, including but not limited to hand washing, social distancing, etc?		
7	Have you been advised of any additional local or ship-specific PPE requirements prior to embarkation?		
8	Have you been advised of any onboard testing requirements, and do you agree to comply with these requests?		

Name of Inspector: \_\_\_\_\_

Date: \_\_\_\_\_

*Note: Signature not required, completed form to be emailed to the Vessel Operator.*

The personal data contained in this form will be used solely for the purpose of compliance with legal/statutory requirements of authorities. The personal data will be stored and processed by the Operator in accordance with any applicable data privacy laws and all copies will be deleted by the Operator within five days of the inspection for which the personal data was provided. The Operator will confirm via the Submitting Company within seven days that:

- All copies of the personal data held by the Operator have been deleted.
- Which third parties have been provided with a copy of the completed form by the Operator.

# ANNEX B

## Covid-19 pre-embarkation health questionnaire for the Operator

Private and Confidential

Health information to be completed by the Operator of the vessel to be inspected and submitted to the Inspector.

No.	Question/Information	Yes	No
1	Are any crew members suffering from any of the Covid-19 symptoms as described by WHO?		
2	In the last 14 days, has any crew member knowingly had any contact with anyone diagnosed with Covid-19?		
3	During the inspection, will all crew follow WHO guidelines and local regulations to prevent the spread of Covid-19, including but not limited to hand washing, social distancing, etc?		
4	Have you provided the Inspector with any ship-specific PPE requirements?		
5	Provide the Inspector with the Covid-19 test requirements for pre-embarkation and define any onboard testing and/or other requirements beyond national and local government requirements.		

Name of Operator: \_\_\_\_\_

Name of Vessel: \_\_\_\_\_

Vessel IMO Number: \_\_\_\_\_

*Note: Signature not required, completed form to be emailed to the Inspector.*

The personal data contained in this form will be used solely for the purpose of compliance with legal/statutory requirements. The personal data will be stored and processed by the Operator in accordance with any applicable data privacy laws and be destroyed by the Inspector within five days of the inspection.

# ANNEX C

## OCIMF Guidance to Programme Participants

The *Temporary Guidelines* have been developed as one of the key measures in response to the impact of the Covid-19 pandemic on the conduct of vessel inspections by Programme Participants. This document serves to provide clarifications to Programme Participants on the implementation of the temporary guidelines.

These guidelines will remain in effect during the Covid-19 pandemic. Changes to or withdrawal of these guidelines would be subject to WHO recommendations as well as guidance provided by national and local authorities.

### 1 Inspection commissioning

- It is emphasised that OCIMF does not arrange inspections or have any involvement in the commissioning activities of Submitting Companies.
- The decision on the use of remote review of documentation belongs to the Submitting Company that commissions the inspection, in agreement with the Operator.
- Operators must not contact Inspectors to dictate terms of inspections. Operators should discuss these issues with the Submitting Company when an inspection is requested.

### 2 Remote review of documentation

- Remote review of documentation is a temporary measure to reduce the risk of Covid-19 transmission.
- If for any reason the Operator is unable to upload the documentation to repository, then the Submitting Company should seek other secure means of data transfer in agreement with the Operator.
- The use of the document repository and remote review of documentation will have no impact on IT systems of OCIMF members.
- Findings discovered by the Inspector during the remote review of documentation should only be discussed during the physical inspection on board the vessel.

### 3 Physical inspection

- While the remote review of documentation is intended to minimise the time spent by the Inspector on board a vessel, it should be recognised that the time required for the physical inspection will be subject to the type, size, operation and condition of the vessel.
- The Inspectors are expected to follow the current uniform Vessel Inspection Procedure, except for remote review of documentation, when conducting the physical inspection, while ensuring that all precautionary measures outlined in the guidance documents are followed.

### 4 Report writing

- If the Submitting Company and the Operator agree to a remote review of documentation this should be made clear in the Inspector's responses to each affected question in the questionnaire as it is completed.
- An inspection is deemed to commence when the Inspector starts the remote review of documentation. Timings for commencement and completion of remote review of documentation and the commencement and completion of the physical inspection on board the vessel should be clearly stated in the inspection report. Total time taken for inspection, stated in the report, shall include the time taken for remote review of documentation.

## 5 Document repository

This section describes the process for remote review of documentation and provides a step-by-step guide to the functionality available to Vessel Operators, Inspectors and Submitting Company users.

### 5.1 Vessel Operator functionality

#### 5.1.1 Certificates and documents

To facilitate the remote review of documents, Vessel Operators must upload documents and certificates to allow them to be reviewed by the Inspector in advance of the inspection.

The vessel certificates and documents listed in section 2 of the *Temporary Guidelines for Conducting a Vessel Inspection during Covid-19* must be uploaded to the document repository.

Some are classed as standard certificates, which may be updated by the Operator at any time during the lifetime of the certificate. Other certificates and documents are variable and specific to the inspection. These must be uploaded each time an inspection is commissioned. Version control will be implemented for standard certificates so that a historical record is maintained, accessible via the version history page.

Access to review the vessel certification will be available to the Inspector only while they hold a valid booking code to inspect the vessel. Updates to documents will not be allowed once the Operator has submitted declarations and until the report is published.

#### 5.1.2 Upload process

Once an inspection has been commissioned and a booking code issued, the Operator will be notified and instructed to upload the required documents, certificates and photos, using the online desktop editor and the mobile Operator editor.

The Operator will see the document list structured in three columns, with a row for each of the documents required, as follows:

- Column 1 – Document Name/Type
- Column 2 – A dropdown list of all questions in the booked inspection template. The Operator has to select the relevant questions to that upload. They may go back at any time to add further references.
- Column 3 – a file upload control button.

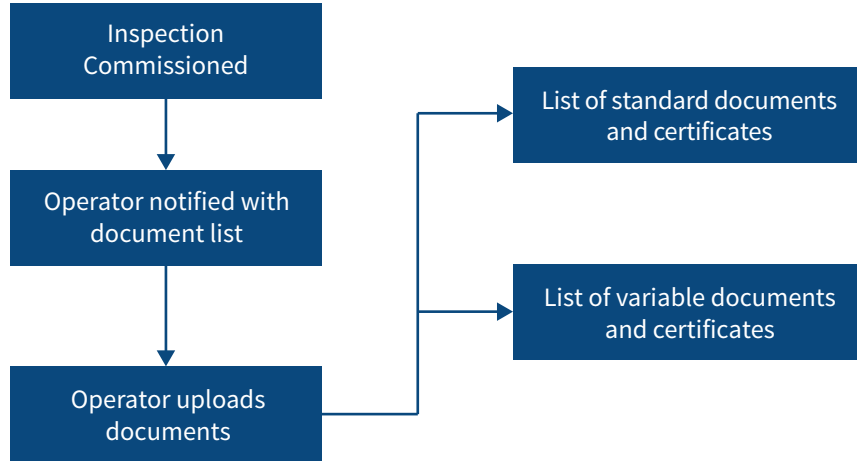
To upload each document, use the dropdown box to identify the question to which the row relates, then use the file upload control to drop in the document.

Some documents in the inspection document repository relate to “standard” documents in the vessel’s standard document repository. The Operator can view stored standard documents through a link in the third column and update them if necessary. This standard document repository saves the Operator having to upload the documents each time an inspection takes place.

The upload form can be presented in sections in alignment with the document types outlined in section 2 of the *Temporary Guidelines for Conducting a Vessel Inspection during Covid-19*.

### 5.1.3 Miscellaneous documents

At the end of each section, the Operator will be able to add further “non-classified” documents. In these cases, instead of a dropdown box for the document type, a plain text box would capture the document type name. The Operator would still select the relevant question number. The Operator will be required to add a reference (or references) to each document uploaded.



### 5.1.4 Operator declaration

The Operator is required to declare that all documents and certificates that they have uploaded are current and applicable to the vessel in relation to the specific inspection undertaken.

## 5.2 Inspector and Submitting Company review

When the Inspector or the Submitting Company are reviewing the document list in relation to the inspection, they can select an inspection chapter and/or question and the system will display all documents linked to that chapter and/or question.

Submitting Companies will have access to the repository once an inspection that they have commissioned has been submitted by the Inspector. Access to the repository will end once the inspection has been published. They will be able to review vessel certification and other documents when they are validating an inspection. A link to the Operator data capture page will be available from the process inspection page.

Inspectors are provided access to the repository once the booking code has been issued up until the inspection is published.

If an inspection has been opened for re-submission, the Inspector will have access to the repositories for the vessel until publication of the re-submitted inspection.

# ANNEX D

## CDI Guidance to CDI-Marine Scheme Operators

The *Temporary Guidelines for Conducting a Vessel Inspection During Covid-19* have been developed as one of the key measures in response to the impact of the Covid-19 pandemic on the conduct of vessel inspections by CDI stakeholders. This document serves to provide clarifications to CDI-Marine stakeholders on the implementation of the temporary guidelines.

These guidelines will remain in effect during the Covid-19 pandemic. Changes to or withdrawal of these guidelines would be subject to WHO recommendations as well as guidance provided by national and local authorities.

### 1 Inspection requests

- Ship Operators should continue to submit inspection requests to CDI in the usual manner via the Ship inspection request tool at CDI's web site: [www.cdi.org.uk](http://www.cdi.org.uk)

### 2 Remote review of documentation

- Remote review of documentation is a temporary measure to reduce the risk of Covid-19 transmission.
- To facilitate the remote review of documents by the CDI Inspector, Operators shall use one of the following methods to ensure that secure data protection is in place: Secure emails, encrypted files, password protected WinZip files, secure download locations, secure drop box, secure transfer links or MS SharePoint to securely transmit upload documents and certificates to allow them to be reviewed by the Inspector in advance of the inspection.

### 3 CDI remote review mapping document

- The Vessel Certificates and documents listed in Section 2 of the *Temporary Guidelines for Conducting a Vessel Inspection during Covid-19* are classed as standard certificates which may be kept up to date by the Operator at any time during the lifetime of the certificate. Other certificates and documents are those that are variable and specific to the inspection.
- The CDI mapping document lists each of the documents, with a numeric reference and the CDI Ship inspection report question number(s).
- When transmitting documents to the CDI Inspector, the Operator will be required to reference each document. The Operator should name (reference) each document as indicated in the "CDI remote review mapping document" shown overleaf:
  - e.g. 1: "Ballast Water management certificate" should be referenced as "6".
  - e.g. 2: "Inventory and calibration certificates personal and portable gas detection equipment" all documents for each equipment should be batched together and referenced "27".
  - e.g. 3: "Evidence for the last winch brake test" should be referenced as "53".
- Note: The greyed-out cells are those documents that CDI does not ask about.
- If for any reason the Operator is unable to transmit the documentation to the CDI Inspector, the Inspector will safely review all documentation when on board the vessel.
- Findings discovered by the CDI Inspector during the remote review of documentation should only be discussed during the physical inspection on board the vessel.

Doc. Ref	CDI Remote Review Mapping Document CDI question numbers in red indicate: information, date, or number of units	Chemical 9th SIR	Gas 9th SIR
1	The latest Class Survey Status issued for the owner's use, including details of Condition(s) of Class, Recommendations, Memoranda issued, if any.	1.4.7 1.4.9	1.4.7 1.4.9
2	For OCIMF inspections: All the information required for completing Chapter 1 (General Information).		
3	All Statutory and Class Certificates including IOPP Form B and Cargo Safety Equipment Form E.	1.1.6 - 12 1.1.14 - 18 1.1.26 1.1.28 - 39	1.1.6 - 12 1.1.14 - 19 1.1.27 1.1.29 - 40
4	Copy Condition evaluation report and survey report attached (showing steel repairs done, etc) from last dry dock.	1.4.1	1.4.1
5	Copy CAP certificate if applicable.		
6	Ballast Water management certificate.	1.1.18	1.1.19
7	Copy of P&I Club Certificate.	1.1.24 - 25	1.1.25 - 26
8	Overview of last ballast tank and cargo tank inspection records including the last dates of inspection.	1.4.3	1.4.3
9	CLC for bunker oil pollution.	1.1.20 - 21	1.1.21 - 22
10	CLC for cargo oil pollution.	1.1.19	1.1.20
11	The last PSC inspection, indicating the port and date of inspection and including the page with deficiencies (if any).	1.1.40 - 42	1.1.41 - 43
12	Dates of the last two technical/marine superintendent inspection reports and copies of observations, NCs.		
13	Date of the last Internal Audit, number of NCs and Observations raised (if any) as well as dates of closeout, copies of supporting documents as evidence.	2.1.21	2.1.21
14	The latest Master's review.	2.1.10	2.1.10
15	Copy of type approval for ECDIS fitted on board.	3.1.16	3.1.16
16	Copies of navigation officers ECDIS type specific training records.	3.1.18	3.1.18
<b>Bridge related</b>			
17	UKC policy.	3.1.64	3.1.64
18	ECDIS safety parameter setting requirements. Shallow C, Safety D, etc. and safety cone/frame.	3.1.19 - 20	3.1.19 - 20
19	Deviation card.	3.1.47	3.1.47
20	Last shore gyro service.		
21	Contract chart correction provider.	3.1.60	3.1.60
22	Shore based maintenance contract.	3.1.2	3.1.2
23	Master's standing orders.	3.1.3	3.1.3
24	Pre-arrival and pre-departure check lists completed most recently.	3.1.50	3.1.50
25	Latest Master/Pilot information exchange and Pilot Card.	3.1.44	3.1.44
26	VDR last annual verification.	3.1.78	3.1.78

Doc. Ref	CDI Remote Review Mapping Document CDI question numbers in red indicate: information, date, or number of units	Chemical 9th SIR	Gas 9th SIR
<b>Safety related</b>			
27	Inventory and calibration certificates personal and portable gas detection equipment.	8.2.19 8.2.21 8.2.25 8.2.27 8.2.30	8.2.18 8.2.22 8.2.39 8.2.42 8.2.49 8.2.52
28	Last shore calibration certificate (if fixed gas detection is fitted).		
29	Foam test certificate.	9.1.45	9.1.64
30	How many gas-tight chemical suits are on board?		
31	Evidence for the last shore test of gas-tight chemical suits.	8.2.10	8.2.12
32	Number of chemical protective equipment provided on board.	8.2.4	
33	Evidence for the last inspection of SCBA equipment by shore.	8.2.10	8.2.12
34	Evidence for the last pressure test of CO <sub>2</sub> bottles.	9.1.31	9.1.35
35	Copy of the last hot work permit issued for hot work outside engine room workshop, if any, including associated risk assessment.	7.1.19 7.1.21	7.1.19 7.1.21
36	Certificates for the last yearly and five-yearly inspections of lifeboat, rescue boat and cranes.	7.1.31 10.1.35	7.1.31 10.1.35
37	Copy of the latest enclosed space entry permit with associated risk assessment.	7.1.19 - 20	7.1.19 - 20
38	Certificate for annual inspection of life rafts.	10.1.13	10.1.13
39	Record of the last lifeboats/rescue boat launching and manoeuvring in the water.	10.1.3 10.1.7	10.1.3 10.1.7
40	Air quality test report for the breathing apparatus air recharging system.	9.1.12	9.1.14
41	Evidence of latest D&A testing and calibration records for the Alcometer.	8.1.57	8.1.58
<b>Cargo related</b>			
42	Last cargo pump cofferdam purging records.	5.4.1	
43	Copies of shore calibration certificates for all UTIs available on board.	5.3.11	5.3.14
44	Evidence for cargo tank pressure and temperature sensor calibration/comparison.	5.3.15 5.3.24	5.3.17 5.3.27
45	What is the opening pressure of P/V valves?		
46	Name of stability programme? Does it work online? Does it have a damage stability module?	5.1.16 - 17	5.1.20 - 21
47	Latest load and discharge plans.	5.1.23	5.1.23
48	Maximum Allowable Relief Valve Setting (MARVS) – Gas tankers only		5.1.39
49	Evidence of latest complete overhaul and pressure test of P/V valves, including MARVS where applicable, performed during dry dock.	5.1.51	5.1.15 5.1.39



<b>Doc. Ref</b>	<b>CDI Remote Review Mapping Document</b> <b>CDI question numbers in red indicate: information, date, or number of units</b>	<b>Chemical 9th SIR</b>	<b>Gas 9th SIR</b>
50	Class approval certificate for the Stability and Damage Stability programmes.	5.1.16 - 17	5.1.20 - 21
51	Evidence of the last cargo and COW lines pressure test.		
52	Evidence of calibration/shore servicing of ODME.	11.1.11	
<b>Mooring related</b>			
53	Evidence for the last winch brake test.	4.1.6 4.1.9	4.1.6 4.1.9
54	Copy of any one mooring line certificate. If all mooring lines do not have the same LDBF then provide one copy per LDBF.	4.1.21	4.1.21
55	What is the Ship's Design MBL?		
56	Copy of Operator's policy for retirement of mooring wires/ropes/tails.	4.1.1	4.1.1
57	Copy of Mooring System Management Plan Register.		
58	Copy of Mooring Tails certificates with TDBF.	4.1.18 - 19 4.1.21	4.1.18 - 19 4.1.21
<b>Engine related</b>			
59	Name of the planned maintenance programme.	6.1.12	6.1.12
60	List of the outstanding planned maintenance tasks.	6.1.13	6.1.13
61	Evidence for the last pressure test of bunker pipeline.		
62	Name of company undertaking FO testing.	6.1.17	6.1.17
63	Name of company undertaking LO testing.	6.1.14	6.1.14
	Lubricating and hydraulic oil testing schedule including the date of last test and results. For example:		
64	– Main engine 3 Monthly dd/mm/yyyy	6.1.14	6.1.14
65	– Generators 3 Monthly dd/mm/yyyy	6.1.14	6.1.14
66	– Summary overview of last LO analysis results from testing company.	6.1.14	6.1.14
67	Fuel change over procedure (Copy of the first page would be sufficient provided it indicates vessel-specific procedure).	6.1.21	6.1.21
68	Copy of the last bunkering operation checklist.	6.1.24	6.1.24
69	Fuel changeover record book: copy of the page showing entry into and out of SECA area.	6.1.22	6.1.22
70	Chief Engineer's standing orders.	6.1.2	6.1.2
71	Copy of the procedure for restarting essential equipment in the deadship mode.	6.1.1 7.1.2	6.1.1 7.1.2
72	Certificate for inspection/replacement of regulators for oxygen and acetylene cylinders.		
73	Evidence of calibration/Shore servicing of oil detection system for OWS.	6.2.2	6.2.2

## **4 Report writing**

- Time onboard and time departed should continue to be recorded in the SIR.
- However, if the Inspector and the Operator agree to a remote review of documentation this should be made clear in the Inspector's responses to each affected question in the questionnaire.
- The Inspector shall also indicate the time utilised for remote review of documentation in section A.2.8 of the CDI SIR.



**INTERTANKO**



**Our vision**

A global marine industry that causes no harm to people or the environment

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