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The Stichting Chemical Distribution Institute is a chemical industry organisation operating on an international basis and managed by its chemical company members. CDI is responsible for the inspection and audit of the global supply chain for the transport and storage of bulk and packaged chemicals. CDI is not a trade association; it is non-profit, non-commercial and free from political influence.

All CDI inspection schemes, audit schemes and protocols are founded on the principles of Responsible Care®, allowing members and participants to demonstrate their commitment to the industry initiative.

This year book introduces the people, the activities and the options for chemical companies and supply chain participants as well as demonstrates the benefits from participation.

Acknowledgements:
ADPO Kallo; Anthony Vader; Arcadia Shipping; AST; Augusta Due SRL; Bernhard Schulte; Bertschi Containers; BP Guangzhou; Den Hartogh; Evergas Ship Management; Exmar Group; Flexitank Inc.; Greathorsh International Ship Management; Gulf Energy Maritime; Hoyer Group; Leschaco Containers; Mideast Ship Management; Navig8 Ship Management; Navigator Ship Management; NI Chemical Corporation; Odfjell Tank Terminals; Oman Ship Management; Pavino Shipping; SCF Management Services; Sener Pétrol; Stealth Maritime; Stolt Tank Containers; Sinochem; Synergy Maritime; Trefin Tankers; TB Ship Management; TEPSA; Transal Denuzilik; Transport Desgagnes; Unigas International; Uni-Tankers; V Ships France; VP Liquid Terminal; Wah Kwong Ship Management; Birlesik Ship Management; Clipper Maritime; Deval Transport; Furtans Tanker & Ship Management; Hanseatic Lloyd; Jo Tankers; Knutsen OAS; Koun Marine; KSS Line; Lotus Shipping; MOL Tankship Management Asia; Odfjell SE; Odfjell Management; QMCI Ship Management; Oil Tanking; Q Shipping; Seatrans; Shosii Kisen; Suntechnomarine; Trefin Tankers; Unigas; VGB Tankers; Wappen Reederei; Wah Kwong Ship Management HK.
Introduction to the Chemical Distribution Institute

General

CDI is very much a global institute with inspectors located globally and CDI is recognised worldwide.

The CDI Foundation is a non-profit making and non-commercial organisation funded by the chemical industry; CDI's core membership currently consists of 67 international Chemical Companies.

CDI was created by the chemical manufacturing industry, for the chemical industry in 1994 and over the years has gone from strength to strength; at this time CDI has 67 chemical companies using CDI's services. CDI is here to serve the chemical company members of CDI and provide their inspection and audit needs in order to provide them with cost effective systems for risk assessment using the best chemical and LPG knowledge available.

The objectives of CDI are set out in our Quality Policy Document which includes:

• To constantly improve the safety, security and quality performance of marine transportation and storage for the chemical industry
• Through cooperation with industry and centers of education, drive the development of industry best practice in marine transportation and storage of chemical products
• To provide information and advice on industry best practice and international legislation for marine transportation and storage of chemical products to customers and stakeholders
• To monitor current and future international legislation and provide experience, knowledge and advice from the chemical industry to the legislators
• To provide chemical companies with cost effective systems for risk assessment, thus assisting their commitment to Responsible Care and the Code of Distribution Management Practice
• To provide a single set of reliable and consistent inspection data which chemical companies can use with confidence
  • To provide the chemical industry with an independent organization for:
    • training, qualification and accreditation of inspectors
    • development and maintenance of databases on which inspection and risk assessment information can be promulgated

These publications include:

"Bulk Liquid Chemical Handling Guide"
"Chemical Tankers – A Pocket Safety Guide"
"CDI Guidelines for Liquid Chemical Hose Management"
"CDI Best Practice Regarding the Use of Nitrogen" (An Information paper)
"Chemical Tanker Operations for STCW Advanced Training Course"

These publications ensure the continuing enhancement of the service provided by the CDI to its chemical company participants and a demonstration of compliance with CDI's objectives.

CDI is responsible for the accreditation of inspectors and auditors to provide inspection and audit reports for use in the risk assessment process. CDI online databases provide the facility to create, edit and interpolate the inspection and audit reports on a 24/7 global basis.

CDI is a Dutch foundation operating from offices in the UK; audited accounts are filed annually with Companies House. The Foundation conducts its activities entirely within EU competition and US anti-trust law. The databases are maintained at secure sites in the Port of Rotterdam.

The CDI schemes are each managed by their own Executive Boards, made up of individual representatives from the chemical company participants. Reporting to the Executive Boards are the Technical and Accreditation Committees, responsible for the inspection protocols, technical publications, and the accreditation of inspectors and auditors. The committees are of split representation, their membership being 50% from chemical companies and 50% from the supply chain participants. Additionally, CDI is monitored by its Quality Audit Committee and a Finance Committee.

There are almost 250 global inspectors/auditors across all of CDI’s schemes who are accredited by CDI to conduct CDI inspections and audits around the world. In addition to meeting high academic and industry experience criteria, the inspectors and auditors are trained, examined and performance monitored in the field. Training and examination is undertaken by relevant scheme appropriate training facilities such as “Warsash Maritime Academy” in Southampton or “The Centre for Maritime & Industrial Safety Technology Limited” (C-MIST) in Edinburgh UK.

Accreditation certificates remain the property of CDI and individuals failing to meet the continuous rigorous standards have their certification revoked.

Over the last few years CDI has produced a number of technical publications drawing upon the wealth of knowledge and expertise from all participating companies including the Chemical Companies, Terminal Operators, Ship Operators and Logistic Service Providers.
CDI is not a trade association; it is non-profit, non-commercial institute; free from political influence. The CDI Foundation is funded by the chemical industry. CDI online databases provide the facility to create, edit and interpolate the inspection and audit reports on a 24/7 global basis.

The permanent staffing of CDI consists of 5 persons; reporting to the General Manager are a General Manager, a Technical Manager (Logistics), an Accounts Administrator and an Accreditation Administrator. The Board of Directors elected from the chemical company membership oversees the overall activity of the Foundation.

CDI has close relationships with; American Chemistry Council (ACC); Association of the Brazilian Chemical Industry (ABIQUIM); Association of International Chemical Manufacturers (AICM); Chemical and Allied Industries’ Association (CAIA); Bulk Liquid Industry Association, (BLIA); European Petrochemical Association, (EPCA); European Chemical Industry Council (CEFIC); China Petroleum and Chemical Industry Federation (CPICF); DA-Desk; European Commissions Quality Shipping Program, (EQUASIS); Gulf Petrochemical and Chemical Association, (GPCA); Green Award Foundation; Indian Chemical Council (ICC); The International Cargo Handling Coordination Association (ICHCA); International Liquid Terminal Association (ILTA); International Independent Tanker Owners Association (INTERTANKO); International Parcel Tankers Association (IPTA); International Container Handling Coordination Association (ICHCA); Oil Companies International Marine Forum (OCIMF); Responsible Packaging Management Association South Africa, (RPMASA) and The Society of International Gas Tanker and Terminal Operators, (SIGTTO).

Memorandums of Understanding
Gulf Petrochemicals & Chemicals Association (GPCA) and CDI are party to a Memorandum of Agreement; it sets out future co-operation and mutual collaboration between CDI and GPCA primarily to focus upon the promotion of cost effective systems for risk assessment in the regions as well as promotion of the industries Responsible Care® initiative and Code of Distribution Management Practice.

1994, CDI-Marine
CDI-M was created by the chemical industry to improve the safety and quality performance of bulk liquid shipping on Chemical Tankers and LPG tankers. CDI-M now provides annual inspection reports on the world fleet of chemical and LPG tankers, with over 1000 ship owners with over 5500 ships participating in the scheme. CDI-M is an information provider to EQUASIS, the European Commission’s Quality in Shipping Campaign. Via the EQUASIS web site, ship inspection reports are available to the Port State authorities.

1997, CDI-Terminals
The CDI-T scheme was developed in 1997 and similar to the Marine scheme; its purpose is to improve the safety and quality performance of bulk liquid storage terminals. Over 150 major chemical storage terminal companies are participants in the Terminals scheme with over 250 active terminal reports. Over 50 CDI-T Accredited inspectors carry out the detailed management and technical inspections of liquid storage terminals on all continents of the world.

2002, International Marine Packed Cargo Audit Scheme
IMPCAS is potentially the largest scheme of its kind in the world, with close to 200 CDI Accredited auditors based in the major container handling ports. Developed to provide audit reports on each category of service provider involved in the logistic distribution supply chain, the scheme extends to include:

Shipping Companies, Ships, Tank Container Operators, Container Freight Stations, Freight Forwarders, Agents, and Container Terminals.

With over 69 logistic supply chain, companies participating in the audit scheme this is probably the largest marine, LSP assurance system in the world.
CDI Policy Statement

The following statement describes the overall objectives and policies of the Stichting Chemical Distribution Institute (CDI). These are approved by the Board of CDI and signed, on their behalf, by the Chairman. All participants, employees and accredited inspectors are expected to adhere to these at all times in the execution of their work for CDI. The combined statement is prominently displayed within the CDI offices and made known to all participants.

Vision
Driven by the expertise of the world’s leading chemical manufacturers CDI sets out to be the global source for data, information and advice specific to marine transportation and storage of chemical products, whether that be in bulk or packaged form.

Quality Objectives
• To meet customers' requirements for providing high quality data, and information and advice on industry best practice and international legislation for marine transportation and storage of chemical products
• To improve continuously the way we operate.
• To measure our performance and provide meaningful statistical evidence of our progress

Quality Policies
• To meet our customers' quality demands consistently
• To manage CDI in a manner meeting the current ISO 9001:2015 Standard
• To implement and maintain awareness of and participation in meeting the quality objectives
• To keep proper records to demonstrate effectiveness of the quality system

The Business Objectives
• To constantly improve the safety, security and quality performance of marine transportation and storage for the chemical industry
• Through cooperation with industry and centers of education, drive the development of industry best practice in marine transportation and storage of chemical products
• To provide information and advice on industry best practice and international legislation for marine transportation and storage of chemical products to customers and stakeholders
• To monitor current and future international legislation and provide experience, knowledge and advice from the chemical industry to the legislators
• To provide chemical companies with cost effective systems for risk assessment, thus assisting their commitment to Responsible Care and the Code of Distribution Management Practice
• To provide a single set of reliable and consistent inspection data which chemical companies can use with confidence
• To provide the chemical industry with an independent organization for:
  • training, qualification and accreditation of inspectors
  • development and maintenance of databases on which inspection and
  • risk assessment information can be promulgated

The Business Policies
• CDI will promulgate information and advice specific to safe marine transportation and storage of chemical products
• Through observance and feedback, CDI will monitor legislation respective to chemical transportation and storage. Representing industry, expertise and knowledge accessible through CDI will be provided to the legislators
• CDI will ensure that reliable and accurate inspection schemes are maintained. Inspection protocols will be constantly updated in line with legislation, accepted international standards and technology
• With user friendliness in mind, CDI will constantly improve the interactive databases for input, extraction and interpolation of data and information
• Pending compliance with the procedures for accreditation, a sufficient number of inspectors will be maintained to provide a global coverage for ship, terminal and supply chain inspection
• CDI will operate within the budgetary limits set by the Board. Surplus capital will be used to reduce the charges to participants
• Through evaluation of experience feedback and customer comment, CDI will strive for continuous quality improvement
• Extend the services of CDI beyond the chemical industry wherever assistance and advice may be requested, thus avoiding foreclosure towards any 3rd party

Safety, Security, Health and Environment Objectives
• To ensure that CDI, its employees and the inspectors conduct their activities in ways that are safe and secure for personnel, ships, terminals, warehouses, offices and the environment
• To ensure that the office administration function contributes to a pollution free environment

Safety, Security, Health and Environment Policies
• Through inspection protocols, guidelines, training of personnel and industry presentations, CDI will actively promote Safety, Security, Health and a pollution free Environment
In carrying out the activities of inspection and administration, CDI will ensure that all legislation, industry guidance and recommendations are considered.

CDI will ensure that all inspectors are provided with photo identification documents and maintain accurate records to provide verification that inspectors are who they claim to be.

CDI employees and inspectors are expected, at all times, to comply with these Safety, Security, Health and Environment Policies.

CDI employees and inspectors are expected, at all times, to comply with the Safety, Security, Health and Environment Policies of the ships, terminals, warehouses, and offices they visit.

CDI will monitor safety performance by recording and reviewing all accidents and incidents involving employees and inspectors.

CDI will maintain a safe and secure place to work and a healthy working environment for employees.

CDI will provide information, instruction and supervision to ensure all employees and inspectors avoid hazards likely to be encountered in their daily activities.

**Personnel Objective**

- To acknowledge that properly trained and qualified personnel are the key elements to the success and quality of the CDI

**Personnel Policies**

- CDI will ensure that the right people are employed in the right positions with the right work instructions.
- CDI will ensure that appropriate training is given to all employees to ensure they stay up-to-date with changing procedures and modern working practice.
- Within the administration office, CDI will maintain appropriate safety equipment, fire protection, first aid and welfare facilities.

**Ethics Policy**

- To respect different cultures, religions, traditions and customs and in so doing maintain the highest integrity in its dealings and activities.
- To be honest, straightforward and impartial with participants, stakeholders, third parties and employees.
- To maintain an administrative system which records accurately and honestly its activities and financial situation.
- To prevent any form of incentives being paid to or by employees and inspectors, either in cash or kind in connection with contractual or other business relationships that CDI may have with third parties.
- To ensure that information which is required to be kept confidential is respected by all employees.
- To declare immediately any potential or known conflict of interest that may arise or has arisen.

**Competition Law Policy**

It is the policy of the Stichting Chemical Distribution Institute ("CDI") that all of its Directors, Officers, Employees, Participants and Representatives shall, in carrying out their duties and activities, comply with all those antitrust laws which are applicable to CDI’s activities. Consistent herewith, the CDI Board shall emphasise the importance of Competition Law compliance and shall maintain an Antitrust Compliance program requiring the Antitrust statement be circulated prior to commencement of all Board, Executive Board, Committee and Work Group meetings.

Nobody should assume that CDI’s interest ever requires otherwise. Moreover, no one in CDI or on behalf of CDI has authority to give any order or direction that would result in a violation of this policy.

It is recognised that on occasion there may be legitimate doubt as to the proper interpretation of the law. In such circumstances, it is required that the case will be referred to CDI’s legal counsel for an opinion.
The Stitching Chemical Distribution Institute Statutes

Endorsed by the Board of Directors 3rd December 2013. Free English Translation.

Name. Seat. Duration.

Article 1.
1.1 The name of the foundation is Chemical Distribution Institute and has its registered office in Rotterdam.
1.2 The foundation lasts for an unlimited period.

Article 2.
2.1 The objective of the foundation is to improve the safety, health and environmental aspects related to the transport, storage and transfer of chemical products.
2.2 The foundation does not aim to make a profit.
2.3 The foundation aims to achieve its objective inter alia by:
   a) identification of critical execution aspects, the training of inspectors/auditors and monitoring their status;
   b) cooperation and consultation with those involved;
   c) conducting and promoting of studies and research;
   d) managing data.

Participants and Associated Participants

Article 3.
The foundation admits participants and associate participants.

Article 4.
Participants can be:
   a) any company which is wholly or partly engaged in manufacturing, supplying, trading, shipping, distributing, storing and receiving of chemical products and which in the framework of its activities uses the services of companies engaged in transport, storage and transfer of chemical products, all in the broadest sense,
   b) any company belonging to a category of companies designated as eligible for participation by the Board.

Article 5.
An associate participant can be any company which is wholly or partly engaged in the transport, storage and transfer of chemical products as well as any institution or company belonging to a category of institutions or companies designated as such by the Board.

Financial Resources

Article 6.
1. The financial resources of the foundation consist of:
   a) annual contributions of participants and associate participants;
   b) the revenue of the foundation’s assets;
   c) what the foundation may obtain (receipts) from donation, inheritance, legacy or in any other manner; and
   d) any other receipts.
2. The contribution due by a participant or an associate participant will be fixed by the Board in conformity with the guidelines to be established by the Board in bylaws.

Rights and Obligations of the (Associate) Participants

Article 7.
Participants and associate participants have the rights and obligations resulting from the Statutes, the bylaws and the decisions taken in accordance therewith.

Termination of (Associate) “Participation”

Article 8.
8.1 “Participation” ends:
   a) through dissolution of the participating company,
   b) through written notice of participant effective a date to be set by participant,
   c) through termination by the Board in the event that a participant fails to comply with the Statutes.
8.2 “Associate participation” ends in the same manner as those in which participation ends.
8.3 In case (associate) participant ends his (associate) participation, he continues to be obliged to pay the contribution due for the year of notice. However, in case notice will be given after the first of December in a year, (associate) participant is also obliged to pay the contribution which he would have to pay in the following year. A contribution on the basis of this paragraph can never be higher than the latest contribution for the (associate) participant as set prior to his notice.

Board

Article 9.
9.1 The Foundation is managed by a Board of Directors, hereafter referred to as “The Board”, consisting of at least seven individuals having come of age. If and as long as the number of board members is less than seven, the remaining board members, or the only remaining board member will nevertheless constitute a legally valid board. As soon as possible the Board will appoint new Directors in order to have at least
seven Directors. Board members hereafter also referred to as: Directors. The Board determines the number of Directors.

9.2 The Board appoints at least four (4) of its Directors after an election by the participants of at least one person for each position to be fulfilled. A person who will be nominated as Director must be a representative of a participant holding a senior management position and must have the necessary knowledge about, and experience in, policy making and commitment. The Board will propose a person who can be elected by the participants. The election by the participants will take place by electronic postal ballot of all the participants. The result of the election will be announced to the participants and after the announcement the Board may appoint the person as Director.

Further the Board can appoint as member of the Board each Chairman of an Executive Board as referred to in Article 12.

9.3 The Board, from among its Directors, appoints a Chairman and a Treasurer.

9.4 Directors are appointed for three years and may be re-elected by the Board. The Board has to take into account the election process as mentioned in article 9.2. Membership of the Board ends:

a) if no re-election occurs after the period of appointment has ended;

b) by termination in writing by the Director;

c) by death;

d) if a Director is put under legal restraint (curatele);

e) by dismissal by the Board; or

f) by dismissal by the court.

9.5 The Board may consult the participants regarding the following Board resolutions:

1) Extension of the foundation’s activity;

2) Change in the foundation’s management structure.

9.6 The Board may, at its discretion, consult with the associate participants and participants from time to time.

**Article 10.**

10.1 The Board is entrusted with the management of the Foundation as well as of the Foundation’s assets and equity (vermogen). The Board is entitled to conclude contracts, to buy, alienate or encumber “registergoederen” (exempli gratia goods for the transfer of which the entry in a public register is required) as well as to conclude contracts, by which the foundation commits itself as surety or as several co-debtor, guarantees for a third party or commits itself for the liabilities of a third party.

10.2 The Board represents the Foundation. The Foundation will also be represented by two jointly acting members of the Board.

10.3 The Board is allowed to delegate certain of its powers to other persons, who may hold the title of General Manager, Secretary or any other title as long as there is no confusion with the titles of the members of the Board. A holder of a power of attorney may represent the Foundation with due observance of the restrictions on this authority.

10.4 Only a holder of a power of attorney with the title General Manager may also be delegated powers to act as secretary of the Board. This proxy holder is not a member of the Board.

**Article 11.**

11.1 Meetings of the Board will be held as often as the Chairman or at least two Directors deem it to be necessary.

11.2 The convocation of the Directors for the meeting will be taken care of by a Director or by a proxy holder, on a notice of at least fourteen days, the day of the convocation and that of the meeting excluded.

11.3 The convocation includes the agenda of the meeting.

11.4 Each Director has the right to have him/herself being represented by another Director at the meeting by written proxy.

11.5 Each Director is entitled to one vote in meetings of the Board.

11.6 Insofar these statutes do not state a larger majority, all decisions can be taken by absolute majority of votes cast.

11.7 Board decisions can – instead of during Board meetings – also be taken in writing, including but not limited to e-mail if:

a. all Directors have been informed timely and in sufficient detail re the decision to be taken; and

b. at least four fifths of the Directors have expressed themselves in writing in favour or against the decision to be taken.

**Executive Boards**

**Article 12.**

As part of its business the Foundation shall operate a number of schemes, each of which will have its own daily board (“Executive Board”). Members of the Executive Boards will have the title Executive Board Member. The Chairman of each Executive Board will be eligible to be appointed as a member of the Board. The Executive Boards will conduct the day-to-day operation of each relevant scheme within the Foundation. The Board shall adopt regulations in which the tasks of the Executive Boards and formalities regarding the operations of the Executive Boards and their schemes will be elaborated.

**Finances Management**

**Article 13.**

13.1 The property of the Foundation is invested as solidly as possible.

13.2 The financial year coincides with the calendar year.

13.4 The Board may appoint a Finance Committee of at least three persons. The Treasurer will be the chairman of the Finance Committee. Each member of the Finance Committee will serve for a period of three years. Only the Treasurer can be re-elected by the Board. The Finance Committee will monitor the financial management on a quarterly basis and report financial status to the Board.
13.5 The Treasurer, within four months after the end of a financial year, renders account to the Board under forwarding a written statement of the Financial Committee. The approval thereof by the Board discharges the Treasurer for his/her management during the preceding financial year.

13.6 The annual financial statements will be available upon request to each participant.

Bylaws

Article 14.

14.1 All subjects, not being specifically provided for in these Statutes, may be dealt with by the Board in bylaws.

14.2 Such bylaws may not contain clauses which are in conflict with these Statutes and the law.

Amendment of Statutes

Article 15.

The Board may decide to amend the Statutes. The decision to amend the Statutes can be taken by the Board with at least a four fifth (4/5) majority of votes casted in a meeting in which at least four fifth (4/5) of the Board members or their representatives are present or represented. The amendment of the Statutes will be effected by notarial deed. Each Board member is entitled to execute the deed amending the Statutes.

Dissolution and Liquidation

Article 16.

The Board may decide to dissolve the foundation. The decision to dissolve can be taken by the Board with a majority of at least four fifth (4/5) of the votes casted in a meeting in which at least four fifths (4/5) of the Board members are present or represented. The liquidation shall be effected by the Board, unless by the decision to liquidate the foundation one or more legal entity/ies/person(s) is/are appointed. The Board determines the destination of a possible positive balance. This destination has to be as much as possible in accordance with the objective of the foundation.

Concluding Article

Article 17.

The Board decides in all cases not provided for in these Statutes.

Meetings of the Chemical Distribution Institute

anti-Trust Statement

To insure compliance with anti-trust laws and associated regulations, all participants in any CDI meeting must abide by the guidelines listed below. These guidelines are meant to supplement the anti-trust commitment that is already present in our CDI operating rules. We must stress that these guidelines do not only apply in our meeting, but will apply at any time, whether it is during your evening events, meal times, breaks, or on your way home after the meeting. So, as stated, these guidelines apply to all social gatherings incidental to any CDI meeting. The issues mentioned are a number of examples, and should not be construed as an exhaustive list.

We must all ensure strict performance in areas of oversight and supervision. Any and all anti-trust questions related to any CDI meeting will be brought to the attention of the CDI attorney. During our meetings, we will plan to limit our meeting discussions to the agenda topics, unless the meeting elects to add additional topics during the course of the meeting. A copy of these anti-trust guidelines will be made available to each participant and visitor to any CDI meeting, and a copy will also be recorded in the minutes of the meeting. We will also endeavor to maintain accurate records of our meetings, and utilise our agenda to stay on focus, and record minutes to accurately reflect the matters which occur. Also, prior to any discussions about and/or presentations by work groups and or committees, we will first describe the purpose and authorities of that particular group. We ask that everyone attending the meetings be vigilant to protest against any discussion or meeting activities which appear to violate this checklist, and ask that you dissociate yourself from any such discussion or activities, and leave any meeting or discussion, whether formal or social, in which they occur.

To further ensure compliance with anti-trust requirements, we insist that you do not, in fact or appearance, discuss or exchange information on prices, production, transportation rates, or market procedures. Examples of pricing issues that must be avoided include discussions on individual company prices, price changes, price differentials, markups, discounts, allowances, credit terms, and the like. It could also include individual company data on costs, production, capacity, inventories, and sales, as well as industry pricing policies, price levels, price changes, and differentials. Production issues that are off limits include plans of individual companies concerning the design, distribution, or marketing of particular products, including proposed territories and customers, as well as changes in industry production, capacity, or inventories. Discussions on transportation rates must be avoided as well, including discussions of rates or rate policies for individual shipments. Finally, do not discuss or exchange information on market procedures, including company bids on contracts for particular products and/or services, as well as company procedures for responding to bid invitations. Also avoid matters relating to actual or potential individual suppliers or customers that might have the effect of excluding them from any market or influencing the business conduct of firms towards them.

It is not our purpose to put fear into your minds, but, as CDI is based on a partnership approach between shippers, supply chain service providers and inspectors, we must insure that we abide by the appropriate rules and regulations in order to maintain the total integrity of our organization, as well as to safeguard our finances from the potential liability that could result from the violation of these rules. As mentioned at the in the beginning, we ask that each of you remain vigilant, and if you see anyone straying into prohibited areas of discussion, make it a point to stop the conversation, and if unsuccessful excuse yourself from the conversation. As a final note, these are simply examples, and are not intended to serve as an exhaustive listing. If you have any particular concerns or issues, please feel free to take them up with any members of the Board of Directors or the appropriate Executive Board, or with the General Manager of CDI.
# The People of the CDI

## The CDI Board of Directors

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Company</th>
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<tbody>
<tr>
<td>Mitch King</td>
<td>Chairman of CDI</td>
<td>The Dow Chemical Company</td>
</tr>
<tr>
<td>Capt. Jan Antonsson</td>
<td>Maritime Technical Manager Global Chemicals</td>
<td>Shell International Trading and Shipping Company Ltd.</td>
</tr>
<tr>
<td>Rob Kiefer</td>
<td>North America Supply Chain Operations</td>
<td>The Dow Chemical Company</td>
</tr>
<tr>
<td>Wouter Vermijs</td>
<td>Director Supply Chain Chemicals Europe</td>
<td>SABIC Europe B.V.</td>
</tr>
<tr>
<td>Armando Pirone</td>
<td>EMEAFAF Liquids L&amp;D Manager</td>
<td>ExxonMobil</td>
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## CDI-Marine Executive Board Members

<table>
<thead>
<tr>
<th>Name</th>
<th>Company</th>
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<tbody>
<tr>
<td>Jan Antonsson</td>
<td>Shell International Trading and Shipping Company Ltd</td>
</tr>
<tr>
<td>John Kelly</td>
<td>ExxonMobil</td>
</tr>
<tr>
<td>Luc Cassan</td>
<td>BASF</td>
</tr>
<tr>
<td>James Prazak</td>
<td>Tricon Energy</td>
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<tr>
<td>Steven Beddegenoodts</td>
<td>SABIC</td>
</tr>
<tr>
<td>Paul Verschueren</td>
<td>The DOW Chemical Company</td>
</tr>
<tr>
<td>Rik Poppe</td>
<td>ExxonMobil Chemical Supply Chain</td>
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</tbody>
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## The role of the CDI Marine Executive Board

The CDI Marine Executive Board is established to conduct the day-to-day operation and management of the CDI-Marine scheme including CDI’s “International Marine Packed Cargo Audit Scheme” (IMPCAS). On behalf of the Board of Directors, the Executive Board initiates and stewards all necessary steps to ensure the CDI Marine scheme fulfils the prime objectives as defined in the CDI Statutes and the CDI Marine Operating Procedures of the Stichting Chemical Distribution Institute. In discharging its role, the Executive Board is assisted by the CDI General Manager and the Committees as established by them.

## CDI-Terminal Executive Board Members

<table>
<thead>
<tr>
<th>Name</th>
<th>Company</th>
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<tbody>
<tr>
<td>Mitch King</td>
<td>Dow Chemicals (C)</td>
</tr>
<tr>
<td>Stuart Greenhill</td>
<td>BP Chemicals (C)</td>
</tr>
<tr>
<td>Philippe Verbakel</td>
<td>ExxonMobil Petroleum &amp; Chemicals (C)</td>
</tr>
<tr>
<td>Martyn Lyons</td>
<td>Inter Terminals (T)</td>
</tr>
<tr>
<td>Sacha Nahmais</td>
<td>TEPSA (T)</td>
</tr>
<tr>
<td>Niek Verbree</td>
<td>Vopak (T)</td>
</tr>
<tr>
<td>Andrew Drayton</td>
<td>OilTanking (T)</td>
</tr>
<tr>
<td>Peter Marshall</td>
<td>DOW (C)</td>
</tr>
</tbody>
</table>

## The role of the CDI Terminal Executive Board

The CDI Terminal Executive Board is established to conduct the day-to-day operation and management of the CDI-Terminal scheme. On behalf of the Board of Directors, the Executive Board initiates and stewards all necessary steps to ensure the CDI Terminal scheme fulfils the prime objectives as defined in the CDI Statutes and the CDI Marine Operating Procedures of the Stichting Chemical Distribution Institute. In discharging its role, the Executive Board is assisted by the CDI General Manager and the Committees as established by them.
**CDI-Marine Technical & Documentation Committee** *(Chairman Mike Banon. CDI Technical Manager (Marine)*

<table>
<thead>
<tr>
<th>Chemical Company</th>
<th>Ship Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Prazak (Chairman)</td>
<td>Tricon Energy</td>
</tr>
<tr>
<td>Hans Joachim Dunemann</td>
<td>Dow Chemical</td>
</tr>
<tr>
<td>Andrew Atchison</td>
<td>Shell</td>
</tr>
<tr>
<td>John Gipson</td>
<td>SABIC</td>
</tr>
<tr>
<td>TBA</td>
<td>Evonik</td>
</tr>
<tr>
<td>Peter R. M. Van Herck</td>
<td>BASF</td>
</tr>
<tr>
<td>Tony Caldwell</td>
<td>ExxonMobil</td>
</tr>
</tbody>
</table>

**The role of the CDI-Marine Technical Documentation Committee**

The Marine Executive Board has established the Technical and Documentation Committee, which consists of an equal number of appointees from chemical company participants and associate participants to recommend to the Executive Board amendments to documents for their approval, including the inspection questionnaires and technical publications produced by CDI or jointly with other associations. To achieve this objective the committee meets regularly to review the system’s documentation with the objective to discuss and agree amendments to accommodate changes in legislation and improvements in industry practices.

**CDI-Marine Accreditation Committee** *(Chairman Mike Banon. CDI Technical Manager (Marine)*

<table>
<thead>
<tr>
<th>Chemical Company</th>
<th>Ship Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shaikh.A.Rahim.</td>
<td>ExxonMobil</td>
</tr>
<tr>
<td>Andrew Atchison</td>
<td>Shell</td>
</tr>
<tr>
<td>Maayke van Noort</td>
<td>DOW</td>
</tr>
<tr>
<td>TBA</td>
<td>BASF</td>
</tr>
</tbody>
</table>

**The role of the CDI-Marine Accreditation Committee**

Members of the Accreditation Committee act independently and objectively in the assessment of candidates seeking CDI Marine accreditation. The Accreditation Committee;

- assesses the results of the candidate’s interview
- assesses the results of a candidate’s written exam following the training course
- assesses the reports of a candidate’s supervised inspections

If found to meet CDI’s rigorous standards the Accreditation Committee will recommend to the CDI-M Executive Board, that an individual candidate should be accredited as an inspector capable of conducting inspections of chemical and gas ships or chemical ships only or gas ships only in accordance with the CDI-M inspection format if the candidate has:-

i) Demonstrated at the interview, that he has the requisite qualifications and experience; and;

ii) Satisfactorily attended a CDI-M approved training course; and

iii) Passed the written examination following completion of a CDI-M approved training course; and

iv) Satisfactorily completed two supervised inspections of chemical and/or gas ships in accordance with the CDI-M inspection format.

**CDI-Terminal Technical and Accreditation Committee** *(Chairman Howard Snaith. General Manager CDI)*

<table>
<thead>
<tr>
<th>Chemical Company</th>
<th>Ship Operator</th>
<th>Observers</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Buys</td>
<td>SASOL (C)</td>
<td>Nuria Blasco</td>
</tr>
<tr>
<td>Jane Monk</td>
<td>BP Chemicals (C)</td>
<td>TBA</td>
</tr>
<tr>
<td>Siegfried Fiedler</td>
<td>BASF (C)</td>
<td>David Carter</td>
</tr>
<tr>
<td>Tom Feichtinger</td>
<td>Dow (C)</td>
<td>Marc Tesselaar</td>
</tr>
<tr>
<td>Hugo van der Boom</td>
<td>Lyondellbasell (C)</td>
<td>TBA</td>
</tr>
</tbody>
</table>
The role of the CDI-Terminal Technical and Accreditation Committee

The Terminal Executive Board has established the Technical Documentation and Accreditation Committee, which consists of an equal number of appointees from Chemical company participants and Terminal company participants to recommend to the Executive Board amendments to documents for their approval, including the terminal inspection questionnaires and any technical publications produced by CDI or jointly with other associations. To achieve this objective the committee meets regularly to review the system’s documentation with the objective to discuss and agree amendments to accommodate changes in legislation and improvements in industry practices.

The committee also acts independently and objectively in the assessment of candidates seeking CDI Terminal accreditation. The Accreditation Committee;

- assesses the results of the candidate’s interview
- assesses the results of a candidate’s written exam following the training course
- assesses the reports of a candidate’s supervised inspections

If found to meet CDI’s rigorous standards the Accreditation Committee recommends to the CDI-T Executive Board, that an individual candidate should be accredited as an inspector capable of conducting inspections on behalf of CDI-T only in accordance with the CDI-T inspection format if the candidate has:-

i) Demonstrated at the interview, that he has the requisite qualifications and experience; and;
ii) Satisfactorily attended a CDI-T approved training course; and
iii) Passed the written examination following completion of a CDI-T approved training course; and
iv) Satisfactorily completed one supervised inspection of a terminal in accordance with the CDI-T Inspection format.

IMPCAS Technical and Accreditation Committee (Chairman Terry Frith, CDI Technical Manager (Logistics))

<table>
<thead>
<tr>
<th>Chemical Companies</th>
<th>Logistic Service Providers</th>
</tr>
</thead>
<tbody>
<tr>
<td>TBA</td>
<td>Maersk Line</td>
</tr>
<tr>
<td>Dow</td>
<td>MSC</td>
</tr>
<tr>
<td>BASF</td>
<td>M&amp;S</td>
</tr>
<tr>
<td>Infinium</td>
<td>Vopak Agencies</td>
</tr>
<tr>
<td></td>
<td>Casper Shipping Ltd</td>
</tr>
<tr>
<td>Observers</td>
<td>Industry Associations</td>
</tr>
<tr>
<td>CEFIC</td>
<td>ITCO</td>
</tr>
<tr>
<td>ACC</td>
<td>FIATA</td>
</tr>
<tr>
<td></td>
<td>FONASBA</td>
</tr>
</tbody>
</table>

The role of the IMPCAS Technical Documentation and Accreditation Committee

The CDI Marine Executive Board has established the IMPCAS Technical Documentation and Accreditation Committee, which consists of an equal number of appointees from Chemical Company Participants and Logistic Service Providers, to recommend to the Executive Board amendments to IMPCAS documents for their approval, including all IMPCAS audit questionnaires and any technical publications produced by CDI or jointly with other associations. To achieve this objective the committee meets regularly to review the system’s documentation with the objective to discuss and agree amendments to accommodate changes in legislation and improvements in industry practices.

The committee also acts independently and objectively in the assessment of candidates seeking CDI IMPCAS accreditation. The Accreditation Committee;

- assesses the results of the candidate’s interview
- assesses the results of a candidate’s written exam following the training course
- assesses the reports of a candidate’s supervised audits

If found to meet CDI’s rigorous standards the Accreditation Committee recommends to the CDI-Marine Executive Board, that an individual candidate should be accredited as an auditor capable of conducting audits on behalf of IMPCAS only in accordance with the IMPCAS format if the candidate has:-

i) Demonstrated at the interview, that he has the requisite qualifications and experience; and;
ii) Satisfactorily attended an IMPCAS approved training course; and
iii) Passed the written examination following completion of an IMPCAS approved training course.
CDI Finance Committee

Mitch King (Treasurer/Chairman)  DOW
Margaret O'Donnell  Aughinish
Stuart Greenhill  BP Acetyl's Europe

The role of the Finance Committee

The General Manager provides a financial report to the Finance Committee each quarter throughout each financial year for approval. The Finance committee also reviews and approves CDI's Annual Accounts, following assessment by CDI's external Accounting Company, before presentation to the Board of Directors for review and approval.

CDI Quality Audit Committee (QAC)

<table>
<thead>
<tr>
<th>Chemical Company</th>
<th>Ship Operator</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fintan Cullen</td>
<td>Steve Hardy</td>
</tr>
<tr>
<td>Lizzie Lumb</td>
<td>Satinder Baveja</td>
</tr>
</tbody>
</table>

CDI Information Technology Steering Committee

<table>
<thead>
<tr>
<th>Howard Snaith (Chairman)</th>
<th>CDI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Egbert Horring</td>
<td>Pharox</td>
</tr>
<tr>
<td>Tony Caldwell</td>
<td>ExxonMobil</td>
</tr>
<tr>
<td>Elsa Martina</td>
<td>DOW</td>
</tr>
</tbody>
</table>

The role of the Quality Audit Committee

CDI is externally audited each year by the British Standards Institute (BSI) and certified to the requirements of ISO 9001/2015.

In addition, in a unique and transparent manner via the members of the QAC, CDI's Management, Operating and Accreditation procedures are fully audited on an annual basis also in accordance with ISO 9001-2015, effectively undertaking the role of internal auditors.

Capt. Howard N. Snaith
F.N.I., Master Mariner
General Manager
A UK Qualified Class 1 Master Mariner, with DCE's for Petroleum and Chemicals, he sailed for 37 years in all ranks up to and including Master on IMO Type 2 Chemical Tankers. He was elected a Fellow of the Nautical Institute in 2008, was sworn in as a Younger Brother of Trinity House in 2010 and is an IRON qualified Lead Auditor. Howard served as one of the Merchant Navy Liaison Officers on part time secondment throughout all of 2009 at The Maritime Security Centre Horn of Africa, (MSCHOA) as part of the EU Naval Force Operation ATALANTA and was awarded the EU “Common Security & Defence” Service Medal in 2010.

Since coming ashore, he has undertaken a variety of roles including team leader with the UK Marine Pollution Control Unit (MPCU), A CDI Inspector, chemical tanker superintendent and fleet manager and worked as a marine consultant in numerous roles.

Howard was appointed General Manager by the CDI Board of Directors in September 2011 and is registered as CDI's company secretary.

Capt. Terry Frith,
Master Mariner
Technical Manager
Logistics
Captain Terry Frith served at sea for over 34 years, as an Indentured Apprentice in dry bulk vessels from 1966 to 1969, and from 1970 to late 1971 he sailed onboard VLCC in the capacity as Second Officer.

In the advent of the, then “new” generation of chemical tankers, Terry rose through the ranks onboard all classes of chemical vessels and was promoted Master in 1979. Following 18 years in Command, including a period on LPG tankers, he was seconded ashore in 1995 to assist in coordinating the Safety Management System (SMS) and later appointed to join the System Management Department in shipping offices based in Norway and The Netherlands.

It was in 2001 that he joined CDI as Technical Manager responsible for the industry’s global marine transportation and storage inspection schemes. He holds a UK Class 1 Master Mariner certificate, with DCE’s for Oil, Chemicals, LPG.

Capt. Mike Banon,
Master Mariner
Technical Manager (Marine)
Mike Banon joined CDI as Technical Manager (Marine), in 2016 due to ongoing growth and expansion of CDI. Mike joined CDI from MOL Tankship Management (Europe) Ltd, where he held the position of Fleet Superintendent (Operations). Mike has 30 plus years of extensive experience in chemical tanker operations, holds an Irish Class 1 Master Mariner Certificate with DCE for Chemicals and Oils, and 7 years’ command experience on IMO Type 2 Chemical parcel tankers. He is also a QMI qualified and experienced Lead Auditor.
The roles, aims and objectives of the Information Technology Steering Committee (ITSC)
Underpinning all the database and web site related development and maintenance work across CDI, the aim of the ITSC Committee is to oversee and coordinate the development of CDI’s software applications for the storage, support, processing and exchange of CDI inspection and audit reports in a safe and secure manner.

With user friendliness in mind and taking into account the evaluation of experience, feedback and customer comment the ITSC committee strives to constantly improve the interactive databases for input, extraction and interpolation of data and information.

The objective is to provide the chemical company participants with cost effective systems for risk assessment, thus assisting their commitment to Responsible Care®

CDI Inspector Working Group

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>Howard Snaith</td>
<td>General Manager CDI (Chairman of IWG)</td>
</tr>
<tr>
<td>Mike Banon</td>
<td>CDI Technical Manager (Marine)</td>
</tr>
<tr>
<td>Terry Frith</td>
<td>CDI Technical Manager (Logistics)</td>
</tr>
<tr>
<td>Kaare Hjelle</td>
<td>Regional Elected CDI Inspector Representative (Europe)</td>
</tr>
<tr>
<td>Ian Mann</td>
<td>Regional Elected CDI Inspector Representative (Asia)</td>
</tr>
<tr>
<td>Jorgen Victor</td>
<td>Regional Elected CDI Inspector Representative (S. America)</td>
</tr>
<tr>
<td>Murray Hardy</td>
<td>Regional Elected CDI Inspector Representative (N. America)</td>
</tr>
<tr>
<td>David Brock</td>
<td>Regional Elected CDI Inspector Representative (Middle East)</td>
</tr>
</tbody>
</table>

The roles, aims and objectives of Inspector Working Group (IWG)

The aim of CDI’s Inspector Working Group is to foster the interests and development of CDI and continue to provide enhanced communication flow between CDI and all accredited CDI Inspectors regarding CDI related matters.

i) The objective is to enable a formal two-way communication process for:
ii) the continuous development of the CDI schemes

Mandy Howard
Accreditation Administrator
Mandy joined CDI in 2002 as CDI’s Accreditation Administrator. Mandy’s role involves the co-managing of day to day operations of the CDI head office, but primarily the maintenance and administration of CDI inspector performance records including a continuous review of each inspectors accreditation status, their accreditation certificates, ID cards and all inspection attestation certification. Mandy is CDI’s qualified First Aider and she also provides support to the Accounting Administrator.

Lorraine Wyithe
Accounting Administrator
Lorraine joined CDI in 2016 as CDI’s Accounting Administrator. Lorraine’s role involves the managing of day to day operations of the CDI head office, but primarily issuing CDI’s annual invoices, fees and subscriptions, all banking and booking keeping requirements. Lorraine also provides support to the Accreditation Administrator. Lorraine is an Associated Accounting Technician Qualified Book keeper (AATQB), and a Member of Associated Accounting Technicians (MAAT).

Egbert Horring
Pharox Automatisering B.V. CDI Senior Program Manager
Egbert Horring, Manager Development and Operations at Pharox. Pharox is an international ICT service company based in Rotterdam, The Netherlands and is specialized in assurance and vetting database solutions for the chemical transport industry. Egbert is since 2002 with CDI as Senior Program Manager. He has a professional background in Business Information Science with over 20 years of experience in the management of new software developments and leading development and support teams in the day to day operations. Egbert’s role involves the management of all activities with regard to the development, hosting, maintenance and support of the CDI database systems, software applications and websites. In addition, he is deeply involved in the management of other chemical industry software projects for various member-driven organizations related to CDI, such as European Chemical Industry Council (Cefic), Gulf Petrochemicals and Chemicals Association (GPCA), European Barge Inspection Scheme (EBIS) and various other multinational customers in the chemical industry like BASF, BP and Shell.
## Appendix 1

### The Chemical Company Participants of CDI

<table>
<thead>
<tr>
<th>Representative</th>
<th>Chemical Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Gill Watson</td>
<td>Agility Chemical (Founding Company)</td>
</tr>
<tr>
<td>2. R De Leeuw</td>
<td>Akzo Nobel Base Chemicals</td>
</tr>
<tr>
<td>3. Dawn Brubaker</td>
<td>Americas Styrenics LLC</td>
</tr>
<tr>
<td>4. Hermant Berry</td>
<td>AMPOL Management Services Pte Ltd</td>
</tr>
<tr>
<td>5. Gerard Langlais</td>
<td>Arkema</td>
</tr>
<tr>
<td>6. Kazuto Miyamoto</td>
<td>Asahi Kasel Chemicals Corporation</td>
</tr>
<tr>
<td>7. Carmen Santangelo</td>
<td>Atlantic Methanol (AMPCO)</td>
</tr>
<tr>
<td>8. Kevin Crabbin</td>
<td>Aughinish Aluminium</td>
</tr>
<tr>
<td>9. Luc Cassan</td>
<td>BASF</td>
</tr>
<tr>
<td>10. Shantel Williams</td>
<td>Blue Cube Operations</td>
</tr>
<tr>
<td>11. Thomas Van De Velde</td>
<td>Borealis</td>
</tr>
<tr>
<td>12. Jonathon Garlick</td>
<td>BP Chemicals (Founding Company)</td>
</tr>
<tr>
<td>13. Elton Passaro</td>
<td>Braskem</td>
</tr>
<tr>
<td>15. Giovanni Olivesia</td>
<td>Chemtrade Agbios AG</td>
</tr>
<tr>
<td>16. Ralph Rohena</td>
<td>ConocoPhillips</td>
</tr>
<tr>
<td>17. Mitch King</td>
<td>The Dow Chemical Company (Founding Company)</td>
</tr>
<tr>
<td>18. Klaas Wouterlood</td>
<td>DSM</td>
</tr>
<tr>
<td>19. Greg Allen</td>
<td>Eastman Chemical Company</td>
</tr>
<tr>
<td>20. Waddah S. Ghanem</td>
<td>Emirates National Oil Company (ENOC) LLC</td>
</tr>
<tr>
<td>21. Ali Al-Luqman</td>
<td>EQUATE Petroleum Company</td>
</tr>
<tr>
<td>22. Hermann-Josef Fortmann</td>
<td>Evonik Services GmbH</td>
</tr>
<tr>
<td>23. Armando Prone</td>
<td>ExxonMobil (Founding Company)</td>
</tr>
<tr>
<td>24. Michele Pugh</td>
<td>Flint Hills Resources, LP</td>
</tr>
<tr>
<td>25. Niko Grigoriev</td>
<td>Gazprom Global LNG Limited</td>
</tr>
<tr>
<td>26. Barbara Leadbetter</td>
<td>Greenenergy Fuels Ltd</td>
</tr>
<tr>
<td>27. Jehad Taqi</td>
<td>Gulf Petrochemical Industries Company</td>
</tr>
<tr>
<td>28. Richard Fletcher</td>
<td>Holborn Europa Raffinerie GMB</td>
</tr>
<tr>
<td>29. Makoto Fujito</td>
<td>Idemitsu Tanker Co. Ltd</td>
</tr>
<tr>
<td>30. Clare Evans</td>
<td>Infineum</td>
</tr>
<tr>
<td>31. Paul Brunsmann</td>
<td>INVISTA Textiles (UK) Ltd</td>
</tr>
<tr>
<td>32. Claude Chavanne</td>
<td>KEM ONE</td>
</tr>
<tr>
<td>33. Andrew Smiley</td>
<td>Koch Shipping Pte</td>
</tr>
<tr>
<td>34. Julie Schonberger</td>
<td>Koch Fertilisers International</td>
</tr>
<tr>
<td>35. Chavdar Tozev</td>
<td>Kolmar Group AG</td>
</tr>
<tr>
<td>36. Stefano Rocca</td>
<td>Kuwait Petroleum Italia Spa</td>
</tr>
<tr>
<td>37. Hugo van der Boom</td>
<td>LyondellBasell</td>
</tr>
<tr>
<td>38. Ringo Leung</td>
<td>MEGLOBAL International FZE</td>
</tr>
<tr>
<td>39. Fahad S Al Nawai</td>
<td>MAADEN</td>
</tr>
<tr>
<td>40. G. Smith</td>
<td>Methanol Corporation/Waterfront Shipping</td>
</tr>
<tr>
<td>41. Dennis Patrick</td>
<td>Methanol Holdings (Trinidad) Limited</td>
</tr>
<tr>
<td>42. Adolfo C. Pardo</td>
<td>Mexichem Resinas Vinilicas S.A. de C.V.</td>
</tr>
<tr>
<td>43. Saket Khanduri</td>
<td>MUNTAJ</td>
</tr>
<tr>
<td>44. Pieter Leenaers</td>
<td>NESTE Oil N.V.</td>
</tr>
<tr>
<td>45. Eirik Josephsson</td>
<td>Nynas</td>
</tr>
<tr>
<td>46. T. Hosken</td>
<td>IXOM</td>
</tr>
<tr>
<td>47. Anders Broberg</td>
<td>Perstorp Oxo, AB</td>
</tr>
<tr>
<td>48. Eduardo Ribeiro</td>
<td>Petrobras</td>
</tr>
<tr>
<td>49. Bryan Blau</td>
<td>Potash Corp.</td>
</tr>
<tr>
<td>50. Judy Pettye</td>
<td>Phillips 66</td>
</tr>
<tr>
<td>51. F. M. Cordova Escobedo</td>
<td>PMI Comercio Internacional SA de CV</td>
</tr>
<tr>
<td>52. Yasser Behiry</td>
<td>Qatar Petroleum</td>
</tr>
<tr>
<td>53. Abdulla Al Marri</td>
<td>Qatar Vinyl Company Limited (QVC)</td>
</tr>
<tr>
<td>54. Robyn Martin</td>
<td>Qenos Pty Ltd</td>
</tr>
<tr>
<td>55. Paulino Rascado</td>
<td>REPSOL Trading S.A</td>
</tr>
<tr>
<td>56. Mohammed Al Zuhair</td>
<td>Sabic</td>
</tr>
<tr>
<td>57. Ben Human</td>
<td>SASOL Group Services</td>
</tr>
<tr>
<td>58. Jan Antonsson</td>
<td>Shell Chemicals (Founding Company)</td>
</tr>
<tr>
<td>60. Khaled S. Al-Dossary</td>
<td>SPCHEM – Saudi International Petrochemical Company</td>
</tr>
<tr>
<td>61. Ann Gerardi</td>
<td>Southern Chemical Corporation</td>
</tr>
<tr>
<td>62. Philippe Heuchon</td>
<td>Solvay SA</td>
</tr>
<tr>
<td>63. Bob Koaches</td>
<td>Trinseo</td>
</tr>
<tr>
<td>64. James Prazak</td>
<td>Tricon Energy</td>
</tr>
<tr>
<td>65. Jeronimo Torres</td>
<td>UBE Corporation Europe</td>
</tr>
<tr>
<td>66. Francois Detavernier</td>
<td>YARA Switzerland Limited</td>
</tr>
<tr>
<td>67. Rob Murray</td>
<td>Vivego Fuels Ltd</td>
</tr>
</tbody>
</table>
The Organisation

CDI BOARD OF DIRECTORS

Finance Committee

Quality Audit Committee

General Manager

Technical Manager

Technical Manager

Accounts

Accreditation

Inspectors & Auditors

Inspector Working

CDI Marine Executive Board

CDI-M Accreditation Committee

CDI-M Technical

IMPCAS Technical Accreditation Committee

I.T. Committee

CDI Terminals Executive Board

Technical & Accreditation

Port State Control Associates

Australian Maritime Authority (AMSA)

Netherlands Shipping Inspectorate

Cyprus PSC Authority

French PSC Authority

German PSC Authority

Italian Coast Guard

Swedish Maritime Authority

MCA UK

Finland PSC

MPA Singapore

MSA New Zealand

AMSA

Brazilian Maritime Authority

Romanian Naval Authority

Paris MoU

Bulgarian PSC Authority

CDI Inspectors

CDI inspections or audits can only be conducted by CDI Accredited Inspectors/Auditors. These professional people are independent from all supply chain companies and continuously achieve the most rigorous CDI standards of training, examination and performance evaluation. All Inspectors carry personal ID cards issued by CDI and are listed on the public website and databases for verification of authenticity.

www.cdi.org.uk
The Benefits of CDI Participation

Working Systems Reducing the Burden of Industry Inspections

• CDI works closely with other industry partners to minimise duplicity in inspections, such as the American Chemical Council, Together for Sustainability and CEFIC
• CDI Chemical companies will not individually inspect your ships if you have an active report in the CDI database
• As a Marine Logistic Service Provider (LSP) you can arrange a CDI inspection or audit for any time or at any place to suit your own requirements
• Terminal companies can access active CDI-Marine ship inspection reports and screen ships before they arrive at their terminals, avoiding the need to inspect on arrival
• Port State Control can access the statutory information in active CDI Marine Ship Inspection Reports and maximise their resources
• Marine Banks can access active CDI Marine Ship Inspection reports, enabling them to protect their investments and mortgages
• Insurance Companies and P&I clubs can access active CDI Marine Ship Inspection reports, enabling them to mitigate their risk and assess premiums
• Environmental bodies can access the statutory information in active CDI Marine Ship Inspection Reports enabling them to reduce the time of their own inspections
• The entity being inspected will always retain control of the access rights to the report.

Promotion

As a Logistic Service Provider (LSP);

• Having your CDI report available in the database enables you to demonstrate your compliance levels to potentially 70 new customers through CDI's chemical manufacturing companies.

As a Chemical Company;

• Using CDI reports enables you to visibly demonstrate your commitment to Responsible Care®

Quality

• CDI operates to ISO standard 9001-2015
• CDI reports are in a standardised format
• The reports are closely monitored for consistent quality and technical accuracy
• User friendly reports can be customised to suit a Chemical Companies own template requirements.

Cost Effective Systems for Chemical Companies

• The costs to use CDI's systems are set by the chemical company participants, these are the minimum operational costs and CDI strives to always ensure these are the minimal feasible, whilst enabling CDI to continuously improve
• Compared to undertaking your own global inspections and audits; the CDI user fees are minimal
• Access to the CDI database from any part of the world 24 hours a day, 7 days a week and obtain quality standardised inspection or audit reports compiled by professionals

Risk Mitigation

• If you are serious about risk mitigation regarding the carriage or storage of chemicals or LPG in your company; then you should use systems provided by the collective expertise from within the chemical/LPG industry
• CDI is often emulated but our knowledge and experience in this sector is never surpassed
• CDI's Inspection systems are developed by Chemical & LPG experts from the collective Chemical and LPG industry
• CDI strongly embraces the process of continuous improvement to provide you with the best up to date risk evaluation tools in the industry
• CDI's focus is on the Chemical and LPG sector of the industry. CDI understands that nowhere else does such unparalleled knowledge and expertise lie; drawing upon the combined strength from all of CDI's stakeholders including the Chemical Manufacturing Companies, the entire chemical marine supply chain; Chemical Parcel Tanker Operators, LPG Tanker Operators, Bulk Liquid Terminal Operators, Shipping Agents, Container Port Terminals, Tank Container Operating Companies, Freight Forwarders and Container Freight Stations, Manufactures and suppliers - CDI is able to provide the perfect tools for the job
How much will an Accident cost?

If we consider the cost of an accident these can be astronomical and include visible as well as many hidden financial implications.

The Visible Implications of an Accident;
- Product loss/damage
- Vessel/Storage repair costs
- Dry-dock fees
- Tugs fees.
- Pilotage fees,
- Port fees
- Personal injury costs
- Medical costs
- Loss of revenue
- Increased administrative costs
- Insurance premium increases
- Pollution clean-up costs
- Fines

The Invisible Implications of an Accident;
- Loss of clients or customers
- Compensation payments
- Lost time injury
- Lost time
- Cost to hire or replace workers
- Re-training of staff
- Loss of personal property
- Damaged equipment downtime
- Accelerated depreciation of damaged equipment
- Accident reporting
- Implementing corrective actions
- Evaluating the effectiveness of implementing corrective actions
- Medical costs
- Adverse publicity
- Increased public relations costs
- Increase travel costs

It's impossible to put a single price on the cost of accident for many reasons, but its certain that the smallest accident can have huge implications. CDI’s systems can help mitigate these risks in a cost effective manner. Contact CDI today for an application form info@cdi.org.uk
CDI Marine

The Inspection of Chemical and LPG Tankers

It is onerous on the chemical industry as a whole, to constantly improve and maintain the safety and quality performance of bulk shipping. The members of the CDI Marine scheme demonstrate their commitment to this process.

Despite the excellent operating standards in shipping, ships do have incidents and this is the reason for the practice of ship vetting. If the chartered ship sustains a casualty then all the eyes of the media and the authorities will be on the charterer. Ship vetting involves carrying out risk assessment on the ships offered for charter and avoidance of the deficient ship. If the worst does happen, for whatever reason, and the authorities become involved, the charterer will be required to demonstrate the application of due diligence in selecting the ship. It is the successful demonstration that every step possible was taken to ensure the ship met international regulations and industry best practice that will save the charterer from liability. This is the reason 67 chemical companies finance CDI.

CDI Marine provides ship inspection data in an electronic report format to members. The ship is inspected and the report is entered to the database. The ship owner then enters his comments and the report progresses to active status. Once on the active database, the report can be accessed by CDI members and used in their risk assessment process. The database awards a score to the ship for statutory, recommended and desired compliance. More importantly, the database provides full template functionality, which allows the user to run his own templates of selected questions, i.e. their minimum safety criteria for chartering a ship. The database also provides the very latest Port State Control records and casualty information on the ship. Several large users of CDI have direct interfaces with the database, automatically downloading data immediately when the new inspection report arrives.

Today, there are over 5400 chemical and gas ships registered on the database with over 2000 inspection reports active submitted by almost 1000 ship operators whose Ship Inspection Reports (SIR) are available 24 hours per day.

Membership Fees

Chemical company members pay an annual subscription of between $2,500 and $25,000 which is based on the number of ships they charter:

- 1 - 25 $2500
- 26 - 50 $5000
- 51 - 100 $10,000
- 101 - 200 $15,000
- 201 - 300 $20,000
- Above 300 $25,000 (maximum)

For companies joining the scheme, the subscription fee is pro-rata calculated for the remainder of the year. Additionally, members pay $100 per report they access.

For ship owners participating in the CDI Marine scheme, there are no subscription fees to pay CDI, they must however complete the Annex B document, controlling propriety and distribution of the Ship Inspection Report.

Terminal company members of CDI-T may have access to ship reports to download Berthing Information Reports (BIR). These concise reports provide all relevant inspection data on aspects of a ship’s operation and equipment necessary for the terminal to perform vetting analysis of ships visiting the terminal. The fees are:

- Joining fee, inclusive of 50 reports is $2500
- Subsequent year subscriptions are based on the previous year accesses, the maximum being $10,000 and minimum fee of $1000

Non-chemical companies with a legitimate interest in the operation and technical condition of a ship may apply to be a non-voting associate participant of the Foundation. The participation allows the applicant electronic access to Ship Inspection Reports. The application is subject to verification and pending consultation with the ship owning associations the Executive Board may approve or reject the application. The fees are:

- Annual subscription is $1000
- Cost of access (per report) is $100

Ship Inspection

The aim of the Ship Inspection Report (SIR) is to give an accurate assessment of the ship at the time the inspection is carried out. The SIR is essentially a quality assessment of the ship, its operations and personnel which also incorporates essential aspects of safety and environmental protection. The SIR does not attempt to pass or fail the ship.

Compliance with statutory, recommended and desirable items is identified within the SIR. Observations to all negative answers are listed in the Inspection Summary. The Inspector may additionally remark on
any answer or section deserving further expansion and on any conditions or occurrences observed during the inspection which were contrary to safe working practices. Inspectors are encouraged to document positive items and best practices that are noted onboard, as well as items that have been corrected prior to completion of the inspection.

Ship Inspectors are automatically appointed by CDI Mechanical Rotation System (MRS) and inspection requests must be made via the website facility at: www.cdi.org.uk

Consecutive inspections of the same ship with the same Inspector are not permitted where the technical management of the vessel has remained unchanged. This includes occasions when an Inspector has carried out a "pre-inspection" on the vessel prior to the vessel undergoing a CDI inspection.

Prior to the inspection taking place, the Ship Owner should enter the ship's HVPQ to the database. HVPQ data need only be entered once and can be periodically updated by the Ship Owner at any time. SIR's of ships having no HVPQ, cannot be accepted onto the "active" database and will remain inaccessible until such time as the HVPQ data is entered. In cases where no HVPQ data has been entered, arrangements can be made through CDI Administration for entry of the data.

The time taken for inspection can be greatly reduced by the state of preparedness of the ship. The latest edition of the SIR should be on board and, as applicable, HVPQ and (self-Inspection (SI) questions should have been completed.

An inspection shall not normally be carried out during the night when the ship's key personnel may be expected to take a period of rest. The only exception to this is when special arrangements have been made with the Ship Owner and the Master prior to the Inspector boarding the ship.

On a rare occasion, a vessel may be inspected while not conducting cargo operations. In these cases, the validity of the report is limited to 3 months.

The report is active in the database for twelve months, after which it is archived. If at any time within the twelve month period, the technical management of the ship is transferred, the ship operator having the agreement with CDI is required to advise CDI and, subject to verification of the ISM Certification and written confirmation from Class, the report may be prematurely archived.

The full procedures for CDI ship inspection and the Marine Inspection Department are available on the website at: www.cdi.org.uk

Motivated Reasons
Ship Operators are reminded of the "motivated reason" clause in the CDI-Marine operating manual, in particular if a ship operator feels that abusive terms and conditions are being used regarding the cost of a CDI inspection this can be brought to the attention of CDI as a "motivated Reason", prior to agreeing to the inspectors terms and conditions. In situations where the ship operator feels there is a claim for motivated reasons they should contact CDI directly at cdimid@cdim.org

CDI Marine Crew Matrix Harmonisation Functionality
The "ship operator crew matrix" on both the CDI database and the SIRE database is harmonised. Following close cooperation between CDI and SIRE, a simplified solution to updating the crew matrix was established and is now currently available to all CDI Marine ship operators.

The CDI-Ship Inspection Reports

<table>
<thead>
<tr>
<th>Category</th>
<th>Edition</th>
<th>Rev CDI</th>
</tr>
</thead>
<tbody>
<tr>
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<td>8th</td>
<td>4/15</td>
</tr>
<tr>
<td>Chemical Tanker</td>
<td>8th</td>
<td>4/15</td>
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The 9th Edition Ship Inspection Reports, supported by a next generation database are scheduled to be published in early 2019.
Global chemical companies are supporting Sustainable Development and living with the principles of Responsible Care®. It is an initiative to continuously improve their Health, Safety, Environmental and Security (HSE&S) performances ethically and demonstrate the sound management of chemicals. It also takes into account activities beyond the facility fence line to incorporate the entire value chain.

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As businesses explore into new dimensions, the need to store chemical products in third party tank farms and terminals is essential. The reputation of a chemical company is reliant on the HSE management systems and infrastructure of storage tanks and terminals. Hence, the chemical companies worldwide need to ensure HSE&S commitment of their contracted tank farms and terminals which culminates in a pressing need to engage independent third party inspection to meet the mandatory company minimum safety requirement.

CDI-T is the global independent inspection scheme for bulk liquid chemical storage terminals. The inspection protocols were developed and are maintained by a Technical Committee with representatives from the chemical industry and terminal operators. CDI-T provides a systematic inspection system to provide quality, safety, security, health and environmental performance data on bulk liquid chemical storage terminals. The information, which is available in a standardized format, is non-judgmental and can be consulted by member chemical companies on a worldwide basis.

Membership
Chemical Company members pay a single annual subscription fee for unlimited access to the database. The annual fee is calculated on the number of inspected sites with which the company holds storage contracts. For example: in 2017, the unit cost is $480, therefore for a company storing at 5 inspected sites, the annual fee is $2,400.

An introductory membership fee for new chemical company members of CDI-T would be an initial annual subscription of $480 for the first year.

Terminal companies pay a one off joining fee of between $1,000 and $5,000, based on the capacity of chemical storage available. A terminal with less than 100,000 cbm would pay a single joining fee of $1,000 for a lifetime membership as long as the terminal maintains an active report in the CDI-T database, which is active in the database for 36 months. Terminal companies must complete the Annex B agreement when joining CDI-T, controlling propriety and distribution of the Inspection Report.

Terminal Inspection
The aim of the Terminal Inspection Report (TIR) is to give an accurate assessment of the terminal at the time the inspection is carried out. The TIR is essentially a quality assessment of the terminal, its operations and personnel, which also incorporates essential aspects of safety and environmental protection. The TIR does not pass or fail the terminal. The judgment of the terminal rests with the chemical company screening that report.

The time taken for inspection, is a very variable factor mostly influenced by the size of the facility, the scope of activity, the terminals preparedness for the inspection, however the better prepared a terminal is can greatly reduce the time for the inspection. The latest edition of the TIR should be at the site and, as applicable, TPQ and SI questions should have been completed.

Questions are answered “Yes” or “No”, with provision for a “N/A” answer to items which clearly do not apply to the terminal. A “No” answer to a question does not necessarily imply that the terminal is not in compliance. All “No” answers are supported with an observation explaining the reason and/or circumstance that exists.

On completion of the inspection, the Inspector will hold a closing meeting with the Manager. At the closing meeting the Inspector will provide the Manager with a copy of the Report Summary containing the Inspector’s observations and remarks. The Inspector shall not make any recommendations for the correction of any items marked as “No” in the report, nor indicate to the Manager, or any other person, the standard of the terminal or the possible eventual outcome of the inspection.

The report is valid for a period of 3 years, after which it is archived. If at any time within the 3 years, the ownership of the terminal changes, the new management is required to provide a written confirmation, committing the terminal company to continued compliance with CDI-T. The confirmation will be reported to the EB; failure to provide such conformation could result in the EB prematurely archiving the report(s).

The Chemical Distribution Institute Terminal inspection scheme continues to expand, with the scheme achieving over 150 Terminal Company participants earlier in 2017; equating to over 150 international CDI-T inspection reports available for CDI chemical companies to access. CDI is delighted with the growth within the terminal inspection scheme; it’s a clear demonstration that the foundation is listening to its members requirements and meeting the demands of the chemical industry.
The gap analysis identifies which TfS Sustainability questions are covered by existing CDI-T 6th edition TIR questions, (in some cases CDI-T asks more than one question relating to that particular sustainability question)
e.g. TfS question MA 1.0 is addressed in the 6th edition TIR by questions M1.3; M1.8, M1.12, M1.34 to M1.84, M14.1 to M14.2, M14.5 to M14.6 & M14.8

2. CDI-T has also created a new column “SUS” within the CDI-T database which identifies all sustainability related questions as identified in the gap analysis above.

- An additional new functionality allows users to either select;
  - “All SUS Answers” – a template function where all answers to all sustainability questions can be viewed
  - “Negative SUS answers” – a template facility where only negative answers to all sustainability questions can be viewed

3. CDI-T has also made available a “CDI-T 6th Edition TIR Sustainability Addendum” available to download from the CDI-T web site “download” page as a PDF, free of charge

- This document lists the additional “Sustainability” related questions which are “not” included in the 6th edition TIR
- Conceptually, if a chemical company desires the terminal to answer these additional sustainability related “Self Inspection” (SI) questions, the chemical company will send the PDF document to the terminal prior to the CDI-T inspection, with a request that these additional (Self Inspection) “SUS” questions are completed and returned directly to the requesting Chemical company for their assessment
- If the terminal is not asked to complete the Sustainability Addendum by the chemical company, there is no need to complete these additional questions during the CDI-T inspection

4. In due course, when CDI-T undertakes the review and update of the 6th edition TIR, the Technical Committee will evaluate which (if any), of the additional questions contained in the above supplement “CDI-T 6th Edition TIR Sustainability Addendum” might be beneficial to include in the CDI-T 7th edition TIR.
IMPCAS

International Marine Packed Cargo Audit Scheme

Marine accidents and container inspection results show that the main causes and deficiencies appear to stem from the incorrect actions of the cargo originator. Every element of the supply chain is at risk from careless handling and security breaches outside of their immediate control. Both chemical companies and logistics service providers (LSP) companies need confidence in the supply chain and assurance that the package will be handled and forwarded correctly and securely throughout the distribution process, and also confidence that the package will not create risk whilst in their custody.

For the chemical industry it is simple logistics of acquiring bulk shipments of feedstock, from which to process and manufacture the end product, which is then packaged in the company brand and shipped to the customers via approved supply chain partners. The problem is that logistics are not the core activity of the chemical industry and correcting the inefficiencies can unintentionally breach the security of the supply chain. Additional to this are the constantly changing patterns in world trade as technology and development moves from West to East, creating new efficiency problems to overcome.

Feedstock products are purchased, stored and shipped in bulk through secure terminals on specialist ships, all dedicated to the trade on behalf of a few. This contrasts sharply with the reality of shipping the end product through a marine packed cargo supply chain of which the chemical industry occupies less than 5%.

International Conventions set the standards for ships and mandate the packaging and labelling of dangerous goods. These International Conventions are supported by national regulations and regional industry schemes aimed at ensuring safe and secure marine shipments, but the significant changes of the custodian in the supply chain bring high risks that must be managed.

Recognising that the logistics of end product distribution is not their core activity, lead some chemical companies to improve performance by streamlining the number of supply chain partners. So from using numerous partners in different global regions, contracts are sought with one or two partners who can offer a 2PL global service. (A typical 2PL would be shipping lines which own, lease or charter their ships; airlines which own, lease or charter their planes and truck companies which own or lease their trucks).

Under the 2PL agreements, partners will arrange to collect, consolidate, package and ship the cargo to the end customer. The risk in this exercise is that few supply chain companies are big enough to undertake global distribution and it requires sub-contracting to fully meet the contractual obligations. The business environment created leads to mergers and acquisitions amongst supply chain companies, all striving to increase market share and provide the elusive truly global service.

The current trend is to completely remove the logistics department from within the chemical company and assign the function to a 3PL partner. (A 3PL provides outsourced or “third party” logistics services to companies for part or sometimes all of their supply chain management function). The 3PL partner will integrate with the production activity of the company to manage the supply chain in entirety, from supply and delivery of production chemicals right through to the distribution of the end product to the customer. The commercial performance of this utopia is entirely reliant on subcontracting.

Whilst improving performance, 2PL and 3PL solutions dramatically increase the level of subcontracting and this can easily compromise the security-efficiency balance of the supply chain. Having achieved the desired performance of the supply chain, the efficiency is now reliant on managing the security of every shipment.

An important, though often overlooked fact is that whilst outsourcing may delegate the activity, in no way does it transfer responsibility or defer liability. The chemical company has a duty of care to ensure systems are in place to manage the security of the supply chain.

IMPCAS extends to include all Marine supply elements, including:

- The Container Port Terminal
- The Container Freight Station
- The Ship Agent
- The Freight Forwarder
- The Tank Containers Operator
- The Container Ship
- The Container Ship Operator
HSE regimes and ISO registration indicate compliance with the regional HSE schemes and the Quality Standards, but these are often non-specific to dangerous goods. ISO registration provides certification, but not the YES/NO answers necessary for statistical risk analysis. Comprehensive risk assessment requires consistent audit data, but conducting audits calls for considerable investment and often creates an unnecessary burden upon the distribution industry; the solution is a joint industry initiative. What is equally important is to recognise that marine packed cargo is a global activity, it is therefore necessary to have a global standard that can be applied on an international basis. By utilising an independent report, the cost saving is substantial and the burden of multiple audits is avoided. IMPCAS provides an international standard for consistent data, against which risk assessment processes can be applied to the entire marine supply chain; measuring not only safety and quality performance, but also compliance with the international regulations.

Security is a major issue for the distribution industry. IMO, US Customs, European Commission and others have either developed or are actively developing security regimes for Ports and Ocean Carriers. Whilst x-ray machines and advance declarations may substantially improve security, the question has to be asked as to who will monitor compliance in the far out regions from where the container originates? Marine packed cargo is a global activity; it is therefore necessary to reach the very depths of the supply chain with an international standard that can be applied on a global basis. Using an international standard to provide consistent data, a verification process can be adopted by all parties and applied to the entire marine supply chain. IMPCAS protocols contain detailed chapters on security and the combined scheme provides a valuable tool to effectively monitor security across the global supply chain.

Recognising that marine packed cargo is not limited to the chemical industry, the IMPCAS scheme is therefore open for participation by non-chemical companies. Access to audit reports will be extended to international authorities with a vested interest in verifying cargo security and the audit protocols can be rapidly amended to include new elements.

The IMPCAS Audit Report

The aim of the Audit Report is to give an accurate assessment of the site at the time the audit is carried out. The report is essentially a quality assessment of the site, its operations and personnel, which also incorporates essential aspects of safety and environmental protection. The report does not attempt to pass or fail the ship/site.

Questions are to be answered “Yes” or “No”, with provision for a “N/A” answer for items which clearly do not apply to the ship/site. A “No” answer to a question does not necessarily imply that the ship/site is not in compliance. All “No” answers are supported with an observation explaining the reason and/or circumstance that exists.

On completion of the audit, the auditor shall hold a closing meeting with the Manager (or his representative). The auditor will provide the Manager with a copy of the Report Summary. The Manager will be requested to sign the report summary. The auditor shall neither make any recommendations for the correction of any deficiencies nor comment on the condition of the ship/site or the standard of operation.

The report is valid for a period of 3 years after which it is archived. If at any time within the validity period, the Technical Management of the ship or the ownership of the site change, the report will archive.

The Shipping Company KPI Verification Audit Process Explained

This has been developed in cooperation through the KPI Association. The Shipping Company Key Performance Indicators (KPI's) developed by The KPI Association sets out 33 Key Performance Indicators (KPI's).

Full details of all the Key Performance Indicators and how these should be calculated are available from the Shipping KPI Web site at the following link https://www.shipping-kpi.org/

However: CDI’s chemical participants only identified “23” of those KPI’s for CDI audit purposes, which will enable the CDI members to initiate risk mitigation steps commensurate with the risk associated to the specific cargo they move in ocean containers whilst meeting the chemical industries Responsible Care Requirements.

The KPI’s which will only be used for CDI audit purposes are as follows

KPI001 Ballast water management violations
KPI004 Cargo related incidents
KPI005 CO2 efficiency
KPI006 Condition of class
KPI007 Contained spills
KPI010 Dry docking planning performance
KPI011 Environmental deficiencies
KPI012 Failure of critical equipment and systems
KPI013 Fire and Explosions
KPI014 Port state control performance
KPI017 Lost Time Injury Frequency
KPI019 Navigational deficiencies
KPI020 Navigational incidents
KPI021 NOx efficiency
KPI022 Officer retention rate
KPI023 Officers experience rate
KPI024 Operational deficiencies
KPI026 Port state control deficiency ratio
KPI027 Port state control detention
KPI028 Releases of substances
KPI029 Security deficiencies
KPI030 SOx efficiency
KPI032 Vessel availability
**KPI Audit Objective**
The CDI KPI verification audit sets out to verify the accuracy of the Ship Operators KPI values and therefore provide the chemical companies with a risk management evaluation tool.

**KPI Audit Report Validity**
The validity of a CDI KPI Audit report will be 12 months from the date of completion of the audit, as the audit is based on the previous quarter KPI values.

**KPI Audit Process**
This new CDI KPI verification audit replaces the CDI “Ship” and “Shipping Company” audit protocols, the CDI KPI audit process utilises the verification of the Shipping Company KPI values to verify the operation of the Shipping Company and the ships in Technical Management. Therefore, the CDI KPI Audit process is an office audit only and will not involve the inspection of the ships in technical Management.

The shipping company to be audited will have submitted its performance data regularly (each quarter) to the Shipping KPI web site (www.shipping-kpi.org). There is no fee to the ship operator to do this.

**Requesting a CDI/KPI Audit**
CDI has over 70 accredited KPI auditors located globally, the contact details for these CDI accredited inspectors are listed on the CDI web site at www.cdi-mpc.org. The Ship Operator wishing to complete a CDI KPI verification audit should contact the CDI auditor of choice. At the request of the Shipping Company to the CDI auditor, the CDI auditor will prepare an audit file by preferably downloading the owners KPI values for the last quarter for the ships in technical management, from the shipping KPI web site, into the CDI KPI Audit Offline client software.

The CDI auditor will then visit the shipping company for the KPI audit at a pre-arranged date and time to verify the accuracy of the Container shipping companies supplied KPI data. The shipping company should be prepared for the audit. On the day of the KPI audit the CDI auditor will randomly select from all those ships in Technical Management either a 10% sample or two ships, whichever is the greater. The CDI Auditor will verify each performance Indicator (P.I.) for the sample vessels. The auditor’s software will calculate each data entry and the resulting KPI values will be uploaded into the CDI IMPCAS KPI database usually within 24 hours in accordance with the procedures governing control of the IMPCAS database system.

**Certification**
A certificate of attestation will be issued by CDI to the Shipping Company on completion of the CDI KPI Verification Audit.

**The benefits of a KPI Audit to a Container Shipping Company**
- The establishment within the company of industry recognised and standardised Key Performance Indicators (KPIs)
- The ability to quantify and easily track the KPI values and therefore numerically measure continuous improvement
- The ability to benchmark (anonymously) against other container shipping companies via the KPI association web site
- The ability to be able to numerically demonstrate excellence within the shipping company by virtue of the measurable KPI values
- An independent CDI verification audit of the container shipping companies calculated KPI values, promotes business relationships between the container shipping company and the chemical companies who are shipping their products in container form and who are seeking participation in the CDI IMPCAS (KPI) scheme from the container shipping companies, as part of the chemical company’s risk management (Responsible Care) commitment and process

**Membership**
There are no additional subscription fees to Chemical companies who also subscribe to CDI-Marine Scheme. Chemical companies only pay an access fee of USD 50 per active IMPCAS report accessed, although access to Ship Agent reports are free to registered chemical companies and registered CDI-Marine Ship Operators.

For supply chain companies participating in IMPCAS, there are no subscription fees to pay CDI, they must however complete the Annex B document, controlling propriety and distribution of the Audit Report.

**The IMPCAS Audit Reports**

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<tr>
<th>Audit Report</th>
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<th>IMPCAS Version</th>
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<tr>
<td>Container Port Terminal Audit Report</td>
<td>1st Edition</td>
<td>CDI IMPCAS 2012 Rev1</td>
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<tr>
<td>Container Freight Station Audit Report</td>
<td>2nd Edition</td>
<td>CDI IMPCAS 10-2012 Rev2</td>
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<tr>
<td>Ship Agent Audit Report</td>
<td>2nd Edition</td>
<td>CDI IMPCAS 10-2012</td>
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The 4th edition of the tank container audit report will be released in 2018.
CDI - Inspector Code of Conduct

1. Introduction
This document provides guidelines regarding the standards of integrity, professionalism and transparency that the Chemical Distribution Foundation expects of all its accredited inspectors.

CDI may amend the code of conduct from time to time as appropriate.

The Chemical Distribution was created in 1994 by the chemical industry to improve the safety and quality performance of bulk liquid shipping. CDI inspections and audits are conducted globally in ports and terminals around the world.

2. CDI Foundation Objectives
- To constantly improve the safety, security and quality performance of marine transportation and storage for the chemical industry
- Through cooperation with * and centres of education, drive the development of industry best practice in marine transportation and storage of chemical products
- To provide information and advice on industry best practice and international legislation for marine transportation and storage of chemical products to customers and stakeholders
- To monitor current and future international legislation and provide experience, knowledge and advice from the chemical industry to the legislators
- To provide chemical companies with cost effective systems for risk assessment, thus assisting their commitment to Responsible Care and the Code of Distribution Management Practice
- To provide a single set of reliable and consistent inspection data which chemical companies can use with confidence
- To provide the chemical industry with an independent organization for:
  - Training, qualification and accreditation of inspectors
  - Development and maintenance of databases on which inspection and risk assessment information can be promulgated

3. The objective of this code of Conduct
The object of this Code of conduct is to assist CDI inspectors conduct their inspections to the highest professional level. CDI Inspectors are expected to act within the law, and in a fair, honest, open, impartial and consistent manner.

4. Fundamental Principles of the Code
The Code of Good Practice encompasses three fundamental principles against which a CDI Inspector will be judged: integrity, professionalism and transparency. These are defined as follows:

i) Integrity is the state of moral soundness, honesty and freedom from corrupting influences or motives

ii) Professionalism is applying accepted professional standards of conduct and technical knowledge

iii) Transparency implies openness and accountability

Nothing in the Code shall absolve the CDI Inspector or auditor from complying with applicable national laws.

Annex 1
The CDI Inspector Code of Conduct

1. The highest standards of ethical behaviour are expected from CDI Inspectors
2. The findings presented in the CDI inspection or audit report are to be regarded as confidential and the property of the Ship Operator; Terminal Operator or IMPCAS audited Supply Company and on no account shall the Inspector discuss the contents of the report with any third party
3. The Inspector should be an observer only and should not interfere or become involved in the operation of the ship, terminal or plant or be a party in any discussion between the ship, terminal, plant and port or shore authorities etc.
4. The Inspector shall not operate any equipment or give advice on any operational or constructional matters or give any advice on how a particular non-compliance or observation may be corrected
5. The Inspector may request equipment to be run or operated under test
6. A courteous and considerate approach is expected of the Inspector in all dealings with all staff being inspected or audited whether it is senior management or their delegates or any other representative

7. The Inspector should take care to ensure that his actions do not in any way delay or interfere with the normal operation of the ship, terminal or plant been audited or inspected
8. The Inspector is expected to set a good example in all respects, including safety, during the period of the audit or inspection
9. The Inspector must produce proper identification when requested and wear CDI insignia as provided by the Foundation. In addition, as appropriate for the location, utilise protective clothing and equipment including boiler suit, safety helmet, safety shoes, safety gloves, ear protectors and goggles / safety glasses
10. The ship, terminal or plants safety procedures and displayed notices must be followed by the Inspector
11. The Inspector shall not enter restricted areas without senior management permission been obtained and any relevant permits / checklists have been completed correctly
12. An Inspector shall not enter an enclosed space unless the appropriate industry enclosed space entry procedures are fully complied with
13. The inspector will not provide any indication of the ship, terminal or plants acceptability or non-acceptability at any time during his attendance as this is outside the remit of the inspector
The Services of CDI

In achieving the vision of being the global source for data, information and advice specific to marine transportation and storage of chemical products, CDI offers accompanying services to all participants.

World Fleet Average Performance
Through the powerful ISIS database, CDI produces the World Fleet Average Performance figures for CDI-M inspections. This allows ship owners to benchmark the performance of their ships against the world fleet average. Via the website facility, tanker owners can access the “Ship Performance Calculator” to benchmark performance for each section and inspection category of the Ship Inspection Report. The individual ship operator results can now be printed and saved and are linked directly to the CDI-Marine database and consequently updated on a daily basis as new inspection reports are constantly uploaded.

Casualty data and statistics
Casualty data is retained for all chemical, LPG tankers, and container ships. This data is available to members on accessing the ship inspection and audit reports. Annual statistics are produced for the world fleets, as illustrated below. More detailed and specific analysis can be provided on request to CDI Administration.

Transport and Storage Consultants
CDI Inspectors and Auditors are professional people, independent from supply chain companies, who achieve the most rigorous of training, examination and performance evaluation. Many of these offer consultancy services on a wide range of supply chain activities. Details can be searched on the website tab: “Consultancy Services”.

Training
CDI and IMPCAS accreditation training courses are open to all candidates. The CDI-Marine courses are conducted by Warsash Maritime Southampton and for CDI-Terminal by the Centre for Maritime and Industrial Safety Technology (C-MIST). Both offer unique high level training in dangerous goods operations and inspection techniques. For participants of CDI, both Warsash and C-MIST will construct and deliver specific courses to meet the customers’ own requirements.

On request, CDI will provide short specific training on the CDI schemes and deliver presentations to seminars and company events for all participants. Only charges for travel and accommodation will be made.
Publications

Ship to Ship Transfer Guide for Petroleum, Chemicals and Liquefied Gases

A joint publication by OCIMF, SIGTTO, CDI and ICS: The Guide is aimed at providing advice for Masters, Marine Superintendents and others, such as STS service providers and transfer organisers, who may be involved in the planning and execution of STS operations. Particular attention is given to the effective planning of operations and aspects that include risk assessment, ship compatibility and the management of workloads to minimise fatigue.

The Guide contains recommendations on safety, minimum equipment levels and good operating practices, but it is recognised that if more stringent international, national or local regulations apply, they must take precedence. This Guide is a required publication on the SIRE Vessel Inspection Questionnaires for Oil Tankers, Combination Carriers, Shuttle Tankers, Chemical Tankers and Gas Tankers and the CDI Ship Inspection Questionnaire (SIR).

To order contact the Publishers Witherby Seamanship, www.witherbyseamanship.com  tel: +44 (0) 1506 463 227.
(10% discount for CDI chemical company members – use coupon code CD10)

The CDI Bulk Liquid Chemical Handling (BLCH) Guide

This publication is a straightforward, comprehensive and practical guide that ranges from the basic design and layout to the continued safe and efficient operation, maintenance and management of the typical chemical tank terminal This publication is not designed to replace existing standards, but to provide complementary information for anyone involved in or responsible for managing this type of facility. It is designed to be consistent with, but not a substitute for, local or international regulations and requirements.

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Recommendations for Oil and Chemical Tanker Manifolds & Associated Equipment

A joint publication by OCIMF and CDI “Recommendations for Oil and Chemical Tanker Manifolds and Associated Equipment” provides clear recommendations and guidance for oil tankers, chemical tankers and dual classed oil/chemical tankers with the aim of achieving improved safety, standardisation and compatibility with terminal facilities. It supersedes the fourth edition of OCIMF’s Recommendations for Oil Tanker Manifolds and Associated Equipment (1991).

This new book contains a significant amount of new tanker industry accepted recommendations on safety and equipment, including additional tonnage categories and recommendations for ship owners.

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CDI Guidelines for Liquid Chemical Hose Management

The purpose of this publication is to provide an overview of the various types of hoses used in production, transportation and storage of liquid chemicals, and their appropriate use and safe management. While the main focus is on hoses used for the transfer of chemical products, the essential and frequently used range of service hoses for water, steam, air and nitrogen are also covered.

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continued over-leaf
CDI’s Databases are provided by Pharox Automatisering B. V.

Pharox is a market leader in web-based database systems for accreditation, inspection, audit, assessment and certification processes. Pharox has extensive experience in supporting companies, non-governmental organizations and governmental organizations with their assurance processes. Assurance covers all processes that organizations execute to ensure Health & Safety, Quality and Integrity for their company/organization, industry, society or environment.

CDI’s databases include the following services:

• Consulting
• Database architecture
• Database development
• Communication (e-mail, sms, VPN, internet etc.)
• Client software development
• Hosting services
• Helpdesk services
• Bespoke IT solutions

Chemical Tanker Operations for the STCW Advanced Training Course

This book is not an Industry Standard or Code of Practice. The contents do not challenge the established in-depth guidance of other industry organisations, but provide a cross-reference to those publications to ensure an overall understanding of safe chemical tanker operations. The book is written as a practical sequential prompt, an aide-mémoire for serving officers and managers, and as a consolidated study guide for those undertaking the advanced training for chemical tanker cargo operations as required by the STCW Convention. The book assumes that the reader has successfully completed basic training for oil and chemical tanker cargo operations.

To order contact the Publishers Witherby Seamanship, www.witherbyseamanship.com tel: +44 (0) 1506 463 227.
(10% discount for CDI chemical company members – use coupon code CD10)

Chemical Tankers – A Pocket Safety Guide

This pocket sized CDI book covers basic tanker safety practices for crew members who are serving or about to serve on chemical tankers. The booklet provides a good introduction and familiarisation to Tanker practice, terminology and standards. It is not intended as a detailed operational guide but is aimed at personnel with little or no experience.

The book costs £15.00 and is available from our publishers Witherby Seamanship, www.witherbyseamanship.com tel: +44 (0) 1506 463 227.
(10% discount for CDI chemical company members – use coupon code CD10)

CDI Best Practice regarding the use of Nitrogen

The purpose of this document is to provide the chemical industry best practice recommendation for consideration during the inerting process and future revisions of legislation and industry guidelines. In addition, this document is directed towards any party involved with tank ships carrying chemicals, including, but not limited to, vessel personnel, shore personnel, surveyors, inspectors and charterers.

The booklet can be downloaded free of charge from the CDI web site www.cdi.org.uk

Best Management Practices for Protection against Somalia Based Piracy (BMP4)

The purpose of BMP4 is to assist ships to avoid, deter or delay piracy attacks in the designated High Risk Area as defined within BMP4. Adopting BMP guidelines remains the best preparation against piracy for vessels traversing the Gulf of Aden and the Indian Ocean.

BMP4 has wide industry support including the CDI Foundation and can be downloaded free of charge from www.cdi.org.uk