

CDI NEWS LETTER #1 2013

Welcome to the latest round up of CDI news and updates to the three schemes operated by CDI:

CDI Marine

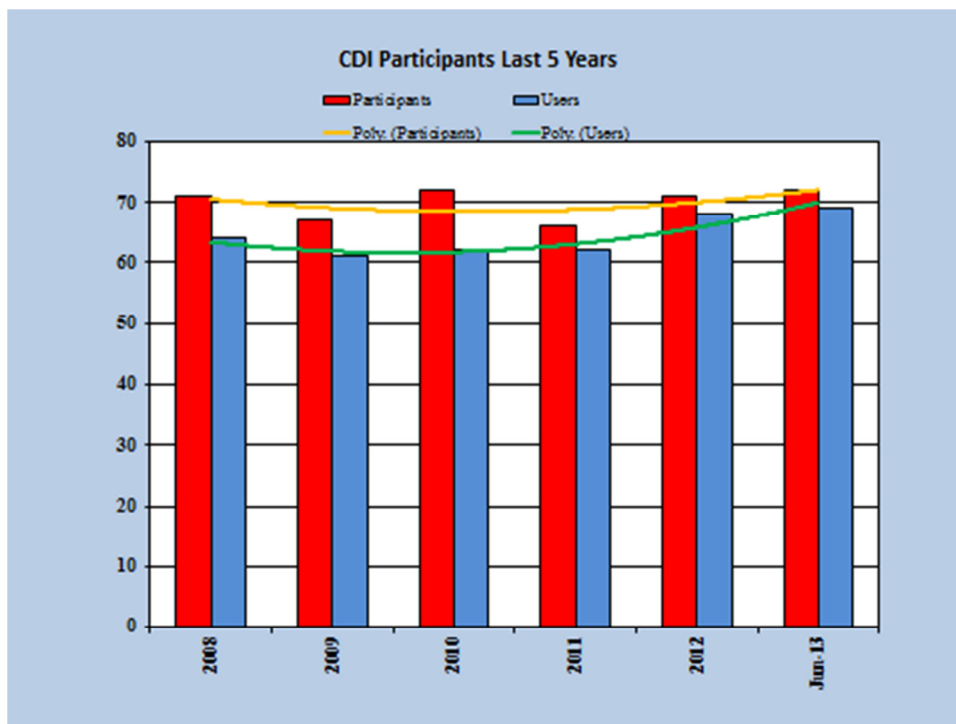
CDI-Terminals

International Marine Packed Cargo Audit Scheme (IMPCAS)

CDI Marine Scheme

CDI Marine Scheme - Overview

The CDI Marine scheme continues to grow with the total number of chemical company participants currently standing at 71. The scheme now has over 800 ship operators, over 4500 ships in the database; is conducting 2000 inspections per year; has almost 2000 active ships on the database and almost 100 CDI Marine accredited Inspectors globally located. In the last 18 months we have seen new participants joining CDI from SIPCHEM; KEM ONE; UBE Chemical Europe; Saudi Aramco, Tonen General; Phillips 66 Company and Potash Corp (PCA Sales USA Inc.) and new associate members from DVB Bank.



Increase in CDI Marine Inspectors

CDI have recently accredited new marine inspectors in Canada, China, Panama, Venezuela and Argentina.

Upload Additional Remarks and Documents/Photo's to your SIR.

Many ship operators requested this function in the "2012 CDI User Survey". Therefore ship operators are reminded of this functionality which was launched with the 7th edition of the SIR in 2011. Both the "Ship File" and "Ship Documents" Tab in ISIS XI is now highlighted to indicate that content exists.

CDI "Best Practice Recommendation Regarding the use of Nitrogen"

Produced by CDI in 2012, 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, regarding the use of nitrogen on sea going chemical tankers and to supplement safer ways of working within the industry, whilst fully recognising the dangers of nitrogen, both to people and ships, and the means to address this. The best practice document can be freely downloaded from the CDI web site publication page at www.cdi.org.uk

NEW CDI PUBLICATION: Chemical Tankers A Pocket Safety Guide"

This a new publication produced by CDI which covers basic tanker safety practices for crewmembers who are serving on, 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 is priced at £15.00 with 10% discount for CDI chemical members (user coupon code CDI10) and can be ordered via our publishers Witherby Seamanship at www.witherbyseamanship.com.

Inspection Costs

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 is well aware of the concerns expressed by some ship operators regarding escalating costs of a CDI Inspection and these complaints are been taken very seriously by the CDI Board of Directors, and the CDI Marine Executive Board, consequently CDI is evaluating a number of changes to assist in addressing this.

Port State Control - More sign up to CDI Marine

CDI is pleased to advise that the marine scheme has new PSC Authority associated participants with access to the statutory information within a SIR. New PSC authorities have joined CDI Marine from The Paris MoU; Bulgaria; Republic of Cyprus; Germany; and France.

CDI Signs MoU with GPCA in Dubai

The CDI Foundation has signed a Memorandum of Understanding (MoU) with GPCA (Gulf Petrochemical & Chemical; Association) in Dubai on the 28th November 2012. The MoU was signed at the GPCA 7th Annual Petrochemical & Chemical Forum. 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 region as well as promotion of the industries Responsible Care® initiative and it's "Code of Distribution Management Practice". It also addresses education/awareness programs aimed at improving safety, security and quality performance of marine chemical transportation and storage for the chemical industry in the gulf region and identifies future close cooperation within the gulf regions regarding the promotion and the on-going development of best practice in the chemical marine transportation and storage sector as well as the packed cargo supply chain. The MoU was signed on behalf of GPCA by Dr. Abdulwahab Al-Sadoun; Secretary General and Howard Snaith; General Manager of CDI who said *"CDI is delighted at this opportunity to work closer with GPCA the MoU provides a stable platform for both associations to continue to promote Responsible Care in the Gulf region"*

CDI and CPCIF Sign MoU in Beijing

The CDI Foundation signed a Memorandum of Understanding (MoU) with CPCIF (China Petroleum and Chemical Industry Federation) in Beijing on the 23rd April 2013. The MoU was signed at the AICM/CPCIF Annual Responsible Care Conference. The MoU sets out areas for future co-operation and mutual collaboration between CDI and CPCIF primarily to focus upon safety, security and quality performance of marine transportation and storage for the chemical industry.

The MoU was signed by Mr. Zhou Zhuye ; Vice Chairman of CPCIF and Howard Snaith; General Manager of CDI who said *"CDI is very pleased at this clear demonstration of on-going mutual cooperation between both parties and the great potential this provides for the chemical industry in China"*

BMP 4 "Best Management Practices for Protection against Somalia Based Piracy (BMP4)"

The purpose of "Best Management Practices for Protection against Somalia Based Piracy (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 which now includes The CDI Foundation; BMP4 can be freely downloaded from the CDI publications page at www.cdi.org.uk

CDI-Marine Inspector Accreditation Course Shanghai

CDI completed a marine accreditation course in Shanghai during May 2013, resulting in 10 candidates who met the accreditation criteria and successfully passed the examination.

Safety Alerts

CDI users are reminded of the safety alerts which are periodically posted on the CDI web site. The primary objective of sharing these bulletins is to promulgate relevant safety information within the industry and provide lessons learned with a view to promoting best practices and continuous improvement. CDI participants are actively encouraged to share their own bulletins with CDI so they can be posted here for other CDI participant's benefit. If you wish to share a safety bulletin with CDI please e-mail it to the General Manager at CDI, Howard Snaith at howard.snaith@cdim.org

CDI Inspector Code of Conduct

Whilst it's not new for CDI to have documented procedures and standards for its inspectors, what this code of conduct achieves is to mainly consolidate the existing CDI standards from a number of CDI manuals into a generic stand-alone document for all three CDI Schemes. The objective of this code of conduct is to assist CDI inspectors to continue to conduct their inspections/audits to the highest professional level whilst in addition enabling third parties to clearly understand that assessors act in a fair, honest, open, impartial and consistent manner. The three fundamental principles of the code are defined by:

- Integrity
- Professionalism
- Transparency

The code is endorsed by the 3 CDI scheme Accreditation Committees and is available to download from the CDI web site www.cdi.org.uk

Safety Data Sheets For Chemical Tankers – An Information Paper.

CDI was pleased to cooperate with INTERTANKO, CEFIC, DGAC and IPTA in the production of an Information Paper for the Industry regarding safety data sheets which is endorsed by CDI. The information paper has been produced to assist anyone (Seafarers, Manufacturers, Shippers, Port State Control Officers, National and International Authorities) associated with the carriage of liquids in bulk (chemicals and other products subject to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk – the IBC Code). It aims to provide the reader with an overview of the regulatory environment which mandates the provision of information in the form of safety data sheets as well as providing an overview of the structure of the data sheets. The information in this document is a brief overview; readers should refer to the regulations and other resources for detailed information on the requirements for safety data sheets. Download this document at www.cdi.org.uk

CDI - CKP Testing update

CDI received feedback from a number of ship operators and their respective trade associations regarding the Crew Knowledge & Proficiency (CKP) operating system. The feedback was reviewed by the CDI Marine Executive Board and the CKP review committee. Consequently, the following enhancements were made to the system.

Information for the ship operator.

At the request of ship operators more information about the CKP testing results is provided to the ship operator which now includes:

- A list of all the incorrectly answered questions during the test.
- A list of questions which were not answered during the test (only in cases where the test was taken).
- The incorrect answer provided by the candidate to a wrongly answered question during the test.

Enhanced Confidentiality for the Ship Operator.

A new tick box is added to the CKP test page for the ship operator stating: *“The results of the CKP test will be used by CDI on an anonymous basis for statistical purposes CDI will retain the following information;*

- *the year the test was taken*
- *the questions asked*
- *the answers provided*
- *the rank of the person taking the test*
- *% correct answers per rank*
- *% incorrect answers per rank.*
- *% questions not answered*

The ship operator agrees to all other CKP information being deleted from the ISIS database.”

By clicking this tick box the ship operator will ensure the removal of all specific “personal” details of the test, relating to:

- The shipping company
- The name of the ship
- The IMO number
- The date and time of the test

Approximately 100 new CKP questions have been added to the system

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.

At the time of a CDI inspection, the CDI inspector will continue to record the crew matrix information exactly in the same style and format as contained in the existing CDI ship inspection

Report, (SIR) 7th Edition dated 1st July 2011, that crew matrix information will remain static as per the inspection date and remain an integral part of the active SIR. However, it will “not” be copied into the online ship operator’s crew matrix.

However, the online CDI ship operator’s crew matrix has changed so it is now completely harmonised with the SIRE (OCIMF) crew matrix style and format. An export and import functionality is now available in the CDI ISIS-XI system which is only available to the ship operator.

The ship operator can now export the complete harmonised ship operator crew matrix, into a common XML format and save it to disc or PC; the SIRE database offers the same functionality to import this XML export file into their database. This process works both ways such that a harmonised ship operator crew matrix can be exported in XML format from the OCIMF system and imported into the CDI ISIS-XI system, enabling the ship operator to maintain his crew matrix on both systems with ease.

Ship Inspection Report (SIR) Validity & Operation Procedures

CDI reminds owners and participants that effective from the 14th September 2012 the validity of the CDI Ship Inspection Report (SIR) was reduced from 13 months to 12 months, with time starting to count from the date of inspection. Therefore “All” new SIR’s in the ISIS database will remain in “ACTIVE” status until their 12 month anniversary.

In addition, any subsequent CDI SIR will no longer supersede or archive the previous report, unless there is a change of ship operator. In other words, multiple SIR’s for the same vessel can be “ACTIVE” at the same time.

Consequently, the CDI marine operations manual was updated with the following statement:

“The validity period of any CDI Marine Ship Inspection Report (SIR) is 12 months. However, usage of the CDI Marine system has shown that the more up to date a SIR, the more useful it is. Reports can start to lose their value after six months, when some charterers may require re-inspection. CDI leaves each individual marine scheme participant and/or ship operator to evaluate if re-inspection less than every 12 months is required”.

Note 1: SIR’s conducted when no cargo operations are taking place (so called “Idle” reports), will continue to retain their validity period of 3 months.

Note 2: SIR’s conducted prior to the 14th September 2012 will retain their existing 13 month validity.

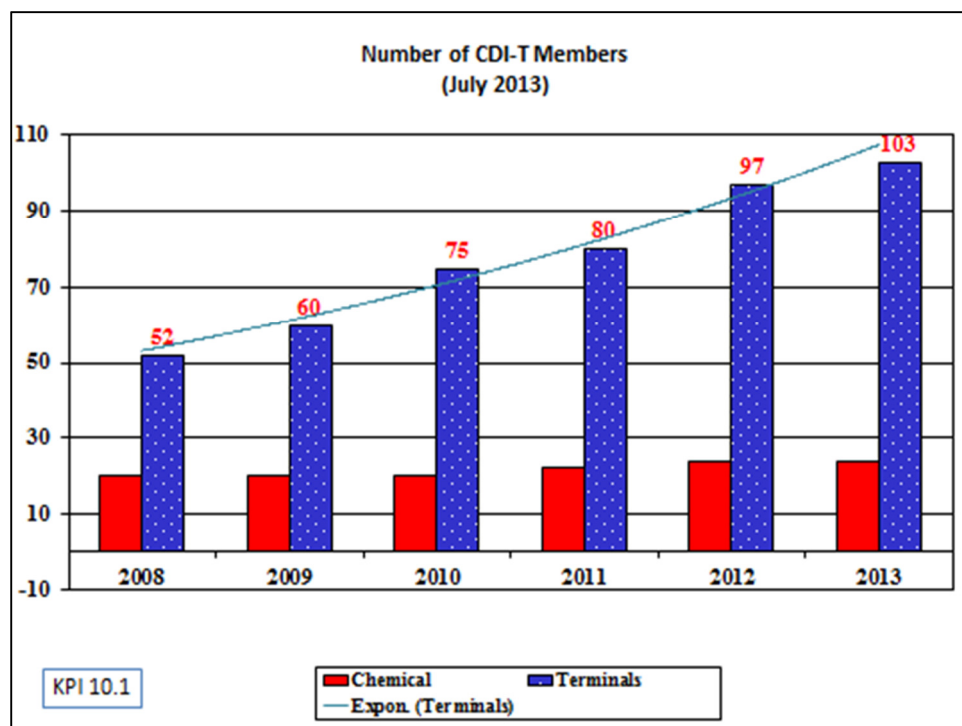
Green Award Foundation granted access to CDI-Marine

The Executive Board agreed to grant the Green Award Foundation <http://www.greenaward.org/> access to the statutory information contained in an active SIR in order to encourage and continuously promote transparency within the industry and environmentally friendly shipping. The ship operator will retain the usual exclusion options should the ship operator not wish GA to have access to that information in the SIR.

CDI Terminal Scheme

CDI-Terminal Scheme - Overview

The Chemical Distribution Institute Terminal inspection scheme continues to expand, with the scheme achieving over 100 Terminal Company participants earlier in 2013; 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 scheme has new chemical company participants in the form of SASOL; INVISTA; Southern Chemical Corporation and REPSOL.



NEW PUBLICATION: The Bulk Liquid Chemical Handling Guide

The BLCH Guide focuses on the general principles of terminal management, as the infrastructure and products handled will vary substantially between terminals and the countries in which they operate.

This guide deals with aspects common to the more manual or semi-automated terminals and the operations and issues associated with highly automated systems are outside of its scope. In line with the CDI-T audit questionnaires, this guide focuses on the storage and handling of bulk and packaged liquid chemicals. Terminals storing and handling products on behalf of their customers

assume custodianship but, in most cases, not ownership of the product. As a result the terminal and product owner have both independent and shared responsibilities and liabilities in all matters associated with the storage and handling of the products.

To meet corporate and legal requirements, chemical companies storing products at terminals around the world need to ensure that they all meet generally accepted minimum technical and operational standards, both local and international. Some terminals are located in countries or regions where there are established high standards and strict regulatory requirements and controls that have been established and implemented over decades. Some are located where standards and regulatory requirements and controls are in varying stages of development or implementation. The term 'best practice' is often used to identify an acceptable standard, but what may be best practice for one set of circumstances could be inappropriate for another. Best 'appropriate' practice may be a better term. The book can be ordered via our publishers Witherby Seamanship at: www.witherbyseamanship.com

6th Edition Terminal Inspection Report (TIR)

To ensure the TIR remains totally up to date and reflective of best practices, the CDI-T Technical and Accreditation committee will be commencing its work on the revision of the current 5th edition TIR later this year and mapping out the revision process for release in either 2014/15.

CDI-Terminal Inspector Accreditation Course Australia 2013.

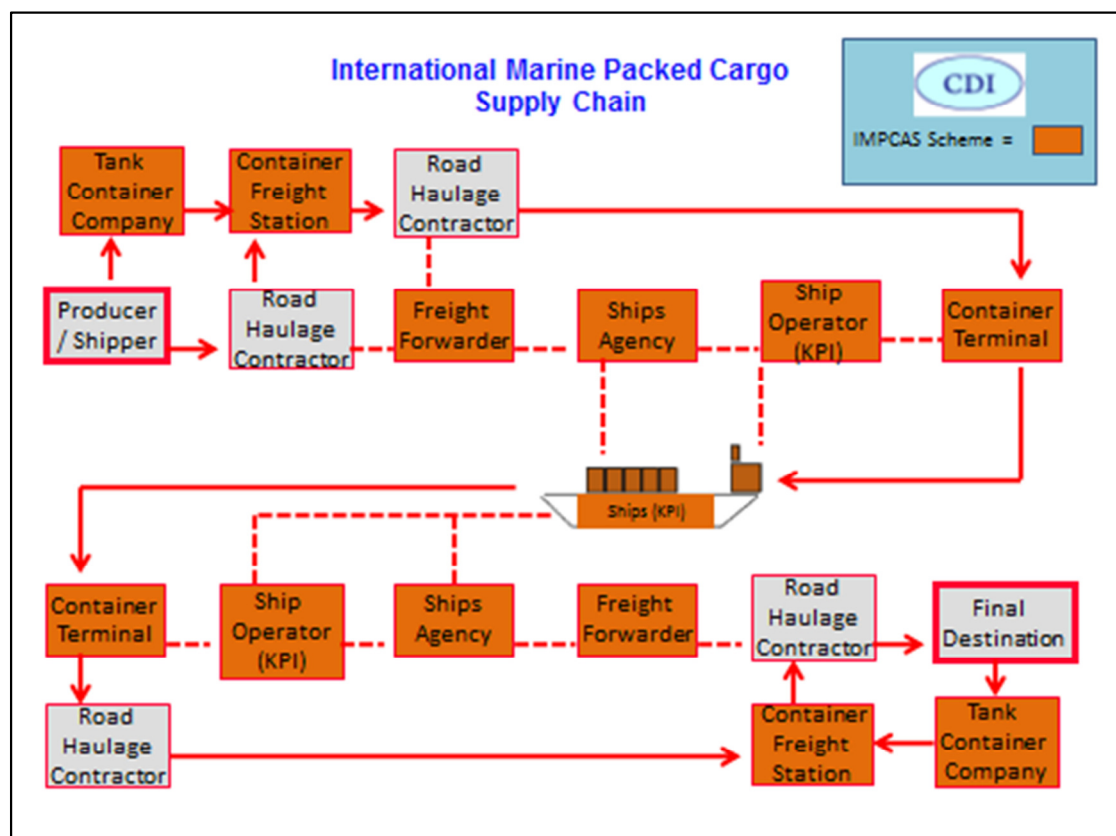
CDI is running a CDI-T Inspector accreditation course in Sydney Australia from the 12th to 16th August, in cooperation with our training partners at "The Centre for Maritime & Industrial Safety Technology (C-MIST), There are places remaining anyone interested should contact cdimid@cdim.org for the course flyer and application form.

CDI-Terminal - Road Show Melbourne 2013 in Conjunction with BLIA

CDI and BLIA (Bulk Liquid Industry Association) are hosting a Bulk Liquid Terminal Road Show in Melbourne Australia on the 20th August. A number of high profile speakers including BLIA, DOW Chemicals and Terminals PTY Ltd will be highlighting the value of the international **CDI Terminal audit scheme**, which provides detailed audit reports on bulk liquid terminals on behalf of the Chemical industry.

Attendance to this half day event is free of charge and includes a light net working lunch; please contact cdimid@cdim.org for the event flyer and registration form.

International Marine Packed Cargo Scheme (IMPCAS)



IMPCAS Scheme - Overview

The IMPCAS scheme is the most recent addition to the CDI Foundation which was established in 2002 and continues to enjoy steady growth with the number of participating logistic supply chain companies increasing to 65 from 57 in the last 18 months. With the following updates outlined in this newsletter and the new additions to the scheme, CDI is confident that the scheme will continue to expand.

IMPCAS Revised Protocols:

- Freight Forwarder; Container Freight Station; Ship Agent

As IMPCAS scheme participants will be aware the IMPCAS Technical Committee completed its review and revision of the IMPCAS Freight Forwarder; Container Freight Station and Ship Agent audit protocols and edition 2 of these questionnaires are now released.

NEW Key Performance Indicator (KPI) Audit element

Following cooperation between CDI and INTERMANAGER; CDI has launched a new audit element of the IMPCAS scheme which replaces the “Ship” and “Shipping Company” audit programs. This new KPI audit element has full approval by the IMPCAS Executive Board. IMPCAS users should note however, that all active “Ship” and “Shipping Company” audit reports will continue to remain available in the IMPCAS database for duration of the maximum report validity period.

Background KPI protocol information: The shipping company Key Performance Indicators (KPI's) developed by The KPI Association, sets out 33 key elements <https://www.shipping-kpi.org/> CDI's chemical participants have identified 23 of those KPI's 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 . Those KPI's identified by CDI 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

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.

The shipping company will measure its own KPI values through its own systems using the calculation formula developed by the KPI Association; CDI will then attend the shipping company's premises to audit a 10% sample of the shipping companies KPI values. The shipping company KPI values and the audited KPI values will be entered into the IMPCAS database for use by the chemical company participants of CDI.

Requesting a CDI/KPI Audit: The shipping company should contact CDI directly when requiring a KPI audit at cdimid@cdim.org. Shipping companies wishing to participate in the KPI audit scheme can obtain further information by downloading the ***"Ship Operator KPI Audit Guidance Note"*** at no charge, from the IMPCAS download section of the CDI web site www.cdi.org.uk and obtain detailed information regarding the calculation of the KPI's from the KPI Association web site <https://www.shipping-kpi.org/>

CDI Accredited KPI auditors

CDI has just completed running a series of CDI/KPI Inspector accreditation courses in Shanghai, Houston, Holland and the UK resulting in 73 accredited KPI auditors globally situated.

C-TPAT: User Friendly Compliance check

As part of the production of the IMPCAS 2nd edition protocols CDI conducted a full gap analysis against the United States "Customer–Trade Partnership Against Terrorism" (C-TPAT) using the C-TPAT, 5 step risk assessment process guide. Consequently, the revised IMPCAS protocols C-TPAT extraction function provides a user friendly tool for checking compliance against the C-TPAT requirements, by extracting any negative answers against the requirements, in a similar fashion that exists for checking non-compliances against Responsible Care®.

NEW "Container Port Terminal Audit Management Questionnaire"

The 1st Edition of the IMPCAS "Container Port Terminals Audit Report Management Questionnaire" is available to download from IMPCAS at www.cdi.org.uk. Following discussions between CDI and ICHCA (International Cargo Handling Co-ordination Association), regarding the IMPCAS protocol for container terminals; ICHCA's International Safety Panel were asked for comments. In due course, the ICHCA Panel recommended the scheme to the members of ICHCA International on a voluntary basis. This was later referred to the ICHCA Board meeting where the recommendation was endorsed. The CDI container port protocol is the last in a sequence of protocols which have been developed by the Foundation in consultation with the appropriate trade and other bodies within the industry sector. CDI anticipates to receive "expressions of interest" from the major container port terminal wishing to undertake the CDI container port terminal audit.

IMPCAS & CDI-Marine - Road Show - Singapore

To be held on the 7th August at Raffles Singapore, this event introduces and updates delegates on the Chemical Distribution Institutes (CDI) Inspection systems for both **CDI Marine**, and the **International Marine Packed Cargo Audit Scheme (IMPCAS)** and in particular the **new KPI element** of IMPCAS. CDI is therefore very pleased to invite:

- Chemical Companies
- Logistic Supply Chain Companies (Ship Agents, Container Freight Stations, Freight Forwarders)
- Container Shipping Line Companies
- Bulk Liquid Chemical Tanker Companies

Attendance is free of charge; please contact cdimid@cdim.org for the course Flyer and registration form.

The Chemical Company Members of CDI

AFROX	Flint Hills Resources LP	Petronas
Agility Chemical	Gazprom Global LNG Ltd	Petromont Inc.
Akzo Nobel	GPN	Petro Rabigh
Americas Styrenics LLC	Greenenergy	Potash Corp.
Arkema	Gulf Petrochemical Ind. Co.	Preem Petroleum AB
Aughinish Aluminium	Holborn Europa	Phillips 66
BASF	Huntsman Holland BV	Qatar Vinyl Company
Borealis	INEOS Germany	Qenos Pty Ltd
BP Chemicals	Styrolution America LLC	REPSOL
Braskem SA	Idemitsu	Rhodia
Calumet Penreco	Infineum	Saudi Aramco
Cargill	INVISTA	SASOL
Celanese	KEM ONE	Shell Chemicals
Centrotech	Koch Industries Inc.	Shin-Etsu PVC b.v.
Chevron	Kuwait Petroleum	SIPCHEM
ConocoPhillips	Lyondellbasell	Solvay SA
Dow Chemical Company	Methanex	Styron LLC
DSM	Methanol Holdings Limited	SABIC
DuPont	Mexichem	Southern Chemical Corp.
ED & F Man Alcohols	Norfolco	Tasweeq
ENOC	Nynas	TonenGeneral K.K.
EQUATE	Orica	Tricon Energy
Evonik	Perstorp Oxo, AB	UBE Europe Ltd
ExxonMobil	Petrobras	YARA Switzerland Ltd