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Date: 19 October 2023
Reference: Self-Certification
Subject: Internal Exercise Documentation of Incident Management Team Tabletop Exercise

To Whom It May Concern:

This letter serves to certify that on October 17, 2023 Grindrod Shipping Pte. Ltd. conducted and completed an oil spill response exercise in Singapore which met the intent and requirements for an Incident Management Team (IMT) Tabletop Exercise (TTX) as outlined in the OPA 90 PREP Guidelines.

The exercise was as follows:

On March 7, 2023, the M/T PACIFIC EMPRESS, partly laden with 446,000 bbls of Oriente crude oil, arrived at Anchorage 9 in San Francisco Bay, coordinates 37°45'36.70"N; 122°19'50.96"W, to take on stores and lube oil bunkers before proceeding to Chevron's Longwharf Terminal at Richmond to discharge all cargo. Prior to her San Francisco Bay arrival, she discharged 500,000 bbls of Oriente crude at Chevron's El Segundo Terminal in Southern California, having loaded the entirety of her 946,000 bbls of cargo at the OCP Terminal in Esmeraldas, Ecuador ten days earlier.

On the early morning of March 8, 2023, while still at Anchorage 9, the vessel's COT #2 P&S are 90% capacity, COT #4 P&S at 85% capacity and COT #6 P&S at 70% capacity with Oriente crude. The PACIFIC EMPRESS is at 32 feet even keel draft, with all ballast tanks empty except for the forepeak and afterpeak.

At around 0630 LT, there is intense fog in San Francisco Bay. The outbound container ship M/V MELBOURNE EXPRESS is arriving at Anchorage 9 under her own power when a fire breaks out in the galley. The bridge team of MELBOURNE EXPRESS, distracted by the fire, suddenly notice the PACIFIC EMPRESS as the fog clears. The Master of the MELBOURNE EXPRESS attempts to take a series of evasive actions, but to no avail. The bow of the MELBOURNE EXPRESS impacts the port side of the PACIFIC EMPRESS at a speed of 8 knots. The impact onboard the PACIFIC EMPRESS is severe and felt by the entire crew.

As the MELBOURNE EXPRESS disengages and drifts away from the site of the impact with visible damage to the bow, the sulfurous smell of sour crude oil is noticed almost immediately. A sheen is noted to be forming on the port side of the PACIFIC EMPRESS. The Chief Mate does a visual check from as close as possible on deck and notices crude oil escaping from the region abreast of No. 4 port COT, which indicates the inner hull has been breached. Based on initial soundings, it is estimated that 8,000 bbls of crude have been discharged. The No. 4 port COT contains 78,543 bbls of crude. There are no injuries reported.

During the exercise, ECM's QI simulated carrying out their actual requirements as per the VRP, and all other response actions were carried out, discussed and/or simulated, including calls to the USCG, State, SMFF, OSRO, etc. During the exercise, our company's Crisis Management Team (CMT) members responded to the incident and worked with our QI and others who we would interface with in a real event. Throughout the exercise, CMT members worked as a team to respond to the incident and resolve problems. This was an excellent learning process for gaining the perspective of other company representatives and all involved parties on these issues. Issues covered in the exercise included health and safety; rescue efforts; damage assessment; source control; salvage, spill containment and recovery; logistics; environmental protection; and related topics. The simulation addressed use of the Incident Command System planning process as the basis for Unified Command spill management and decision-making.

We incorporate, by reference, the Certificate of OPA 90 Tabletop Exercise and the Debriefing Report prepared by ECM Maritime Services, LLC. All criteria for qualifying this incident as an annual Tabletop Exercise have been met. This letter, the referenced Certificate and Debriefing Report fully describe the incident and serve as the complete record or "Internal Exercise Documentation Form" of this incident.

Mr. Hilton Stroebel [Marine Director], of our firm is the person responsible for follow-up of all corrective measures if any.

