# News Waves

Oct - Dec 2022 Edition 2022-04

ROXANA SHIPPING S.A.

# Contents




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# Message from TEK

***"In this challenging environment, undistracted, we restlessly continue working for consolidating the culture of an open and fearless organization, where all of us will be comfortable and fearless to speak up our concerns, share our ideas, our success and failures and actively listen to others in our team."***

As we have foreseen 2022 has been a transition year, freeing us from the many Covid19 restrictions that had hampered both our lives and global trade. Regretfully the world in 2022 faced the Ukraine – Russia conflict.

The end of 2022 finds the dark clouds of the war in Ukraine even darker. This war and sanctions regime, enhancing the worldwide instability, and the delay of coastal states to relax the covid19 restrictions for the seamen, are an additional burden for crew allotments and travel. All of us on board and ashore are prepared with the assumption that this crisis will last throughout the 1st half of 2023 at least, and we are committed and resilient for IF EffEff operations in terms of crew management, supplies of stores / spares and ship attendances, inspections and audits.

In this challenging environment, undistracted, we restlessly continue working for consolidating the culture of an open and fearless organization, where all of us will be comfortable and fearless to speak up our concerns, share our ideas, our success and failures and actively listen to others in our team.

The good news is that the new wage scale and the enhanced internet on board are already implemented and the e-wallet platform is now used across the fleet, successfully coping with the sanctions of Russian banks.

Committed to ensure for our seamen undistracted port operations, we continue to push through our shipping associates the concept of remote surveys, and we focus in installing the equipment and the software, which will enhance the communication capabilities, video and audio.

In 2022 we introduced the workshop "Physical wellbeing - exercises" to emphasize the importance of physical exercising for health, and the workshops "Leadership and the Adair model", "Teamwork and the Belbin team roles" and related them to 3x3x3 Roxana soft skills model. We also introduced the workshop "How you respond matters" and related it to the human performance principles, humans err, humans want to do a good job and human error is opportunity for system improvement.

We continued to elaborate on human performance with the workshops on "Communication for resilience and care, Take care of myself and my team, Learner mindset, How you respond matters, while this time we introduced the "context drives behavior" workshop.

The Company Management Review meeting was conducted in Nov22 in Negroponte resort, as usual, where we repeated the workshops Learning from success, we introduced the Teamworking and the Belbin team roles $360^0$, taking the step from the self assessment to the $360^0$ assessment and the workshop "context drives behavior", relating context with the S.H.E.L.L. factors.

The "context drives behavior" workshop was also delivered during the officers learning engagements in Dec22 in Roxana training center in Vladivostok, which was conducted remotely through Zoom platform, with the participation of about 100 officers, ratings and shore employees, facilitated by myself with the assistance of capt P. Sidorkin, capt D. Verkhoturov and selected officers.

During all above sessions we had also the chance to elaborate on the concepts of "fearless ego for success", the most important "me", take care about myself and my team, Return Home Healthy all times! and the human-centric S.H.E.L.L model, the three pillars (CPAR Incident reporting and investigation, corrective and preventive actions, MoC management of change and RM risk management) and engagement, the initiation procedures simplification, the soft skills and the reflective learning.

We further concentrated on the concept of Health (physical and mental) and Competence (hard and soft) for performance, the concept of Fair and Just culture for a No Blame culture, based on the three human performance principles Humans err, Humans want to do a good job and human error is opportunity for system improvement, as prerequisites for an open and fearless organization.

An extensive update was given on ther OCIMF SIRE2 project and the status of implementing in house, particularly the revision of our Tanker Inspection and Audit Report. Apart of that a remarkable number of projects are running in parallel to manage all changes necessary for our Company to achieve our short and long term objectives. Ships are included as project team members, and even if not, the Follow Up Notification (FUN) sent out to the Fleet facilitates crew engagement to all our projects.

We are happy to confirm once more for 2022 the steady course of the Fleet and the Company towards high levels of performance. All above and other interesting topics are included in the Hot Stuff section.

The New Rules section contains updates on the SIRE2 and HVPQ, new Korean ECA,

Shanghai new rules for machinery failures, BWMS commissioning testing and reports from MsC106 and MEPC79.

Update on the newbuildings and new acquisitions program is reported in the New Ladies on the block section.

The Lessons Learnt section continues to remind us wrong practices that we should refrain from.

Mrs Hanna Batsurina, having served the crew dept for more than 12 years, left our Company to focus on her duties as mother. At the same time Capt Alexander Vladimirovich Kozlov and Capt Vitali Vitalievich Bekirov, who have joined Operations and Crew depts respectively, are well accommodated with their families in Athens. Details on the above, along with the records of promotions across the fleet, are addressed in the Human Resources section.

Other interesting topics are addressed in the remaining sections of this edition.

Enjoy the reading!

Takis E. Koutris

Managing Director

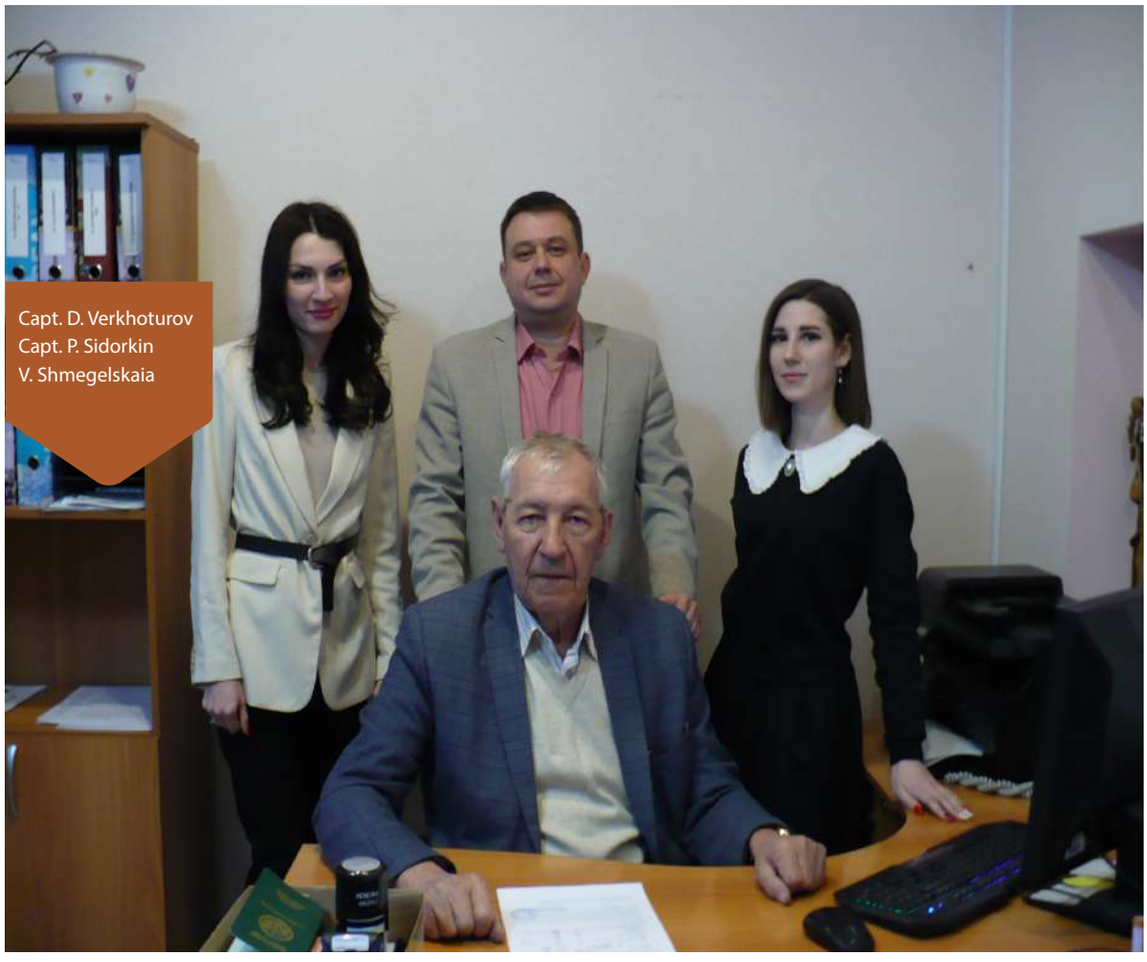
# RoKcs Activities

For the time being, RoKcs pool consists of about 470 seamen, with 275 of them belonging to be tanker pool. Despite of world crisis crew changes on tanker and bulker fleets have been conducted successfully throughout the year, in line with the contractual requirements.

The whole 2022, particularly the days of the last quarter of the outgoing year were full of events.

Unfortunately, we missed the traditional Christmas party of our customers Roxana Shipping and ROKS Maritime, which, for the 3rd time in a row, has been canceled due to restrictions caused by Covid19 and the acute political situation in the world. Nevertheless, Zoom conferences were held instead in mid-December for the deck and engine officers, as well as for the ratings of the tanker and bulker fleets.

Moreover Capt. Verkhoturov and Capt. Sidorkin attended the cadets' inauguration ceremony in 30Sep22, invited by VMC Director Mr. Manko and met with the next new stream of cadets of the Vladivostok Maritime College for shipboard practice on the vessels of Roxana Shipping S.A. and ROKS Maritime S.A.. The meeting was held in a bilateral conversation along with pre-joining familiarization. The issues of documenting the sea-going qualification, the correctness of filling out the shipboard practice logbook, sea-going service certificates, the company's requirements for PEME and vaccination against Covid19 were highlighted. The candidates openly asked questions of interest, which were responded to their satisfaction. All of them now are looking forward to joining our customers' fleets.



Capt. D. Verkhoturov
Capt. P. Sidorkin
V. Shmegelskaia

*"Crewing Agency Roxana Kristen Crewing Services" LLC was established in 2008 recruiting seamen on Containers, Bulkers and Chemical Tankers"*

## RoKcs external learning engagements and training activities

RoKcs in liaison with Roxana and ROKS, were active as usual in identifying useful webinars for the pool of officers and ratings. During the period 01Oct22 – 31Dec22, following learning engagements were recommended and implemented:

**Helmepa**
• Preparing for PSC Inspections

**Swedish Club**
• Dealing with crankshaft damage
• Diligent Pilotage – Lessons Learnt from the Joly Nero

**MAN ES Hellas**
• Technical Seminar
The 1st MAN ES physical event for the Hellenic Maritime Sector, after the pandemic.
It was an opportunity for everyone to be involved and MAN has designed this seminar to provide professionals in shipping with an understanding of various aspects that dominate our daily operations.
Presentations and material of the seminar were distributed to engine officers ashore.

**Intercargo**
• Rightship's GHG rating strategy updates
• The BIMCO ETSA Clause for Time Charter Parties

Our officers ashore were given the chance to get updated on the above topics, in a more relaxing atmosphere ashore.

## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

The reflective learning engagements of Officers and Ratings ashore were conducted remotely with the use of Zoom platform for 33 officers (25 Tanker and 8 Bulker) and 22 ratings (16 Tanker and 6 Bulker) on 13-15Dec22.
All learning engagements were facilitated by our Managing Director T. Koutris, with the assistance of RoKcs Training Officer Capt Pavel Petrovich Sidorkin and General Manager Capt Denis Valentinovich Verkhoturov.
In particular the purpose of the learning courses, which took place in December 2022, was to refresh Officers and Ratings's knowledge on the Company's Documented Management System (DMS), Bridge Team Management (BTM) and Engine Room Team Management (ERTM).
Topics like the "fearless ego for success" concept, Company Vision, Mission and policies , the S.H.E.L.L model, the three pillars and engagement (Incident reporting investigation and CPARs / Management of Change / Risk Management), Health and competence for performance, Human performance principles, Fair and Just for no blame culture, Health and Safety aspects and management, Environmental aspects and management, Quality management, DMS reporting and document control, Ulysses Doc Manager, Danaos crewing, Career development and appraisals, emergency preparedness, , Oil Record Book, Garbage Management, Security management, Cyber security management, update on last Management Review and KPIs, Cargo Operations, Bunkering procedures, New Rules, Log Book entries, observations from 3rd party inspections and commercial issues were discussed.
An extensive update presentation was given on the OCIMF SIRE2 project and the status of implementation in-house, particularly the revision of Tanker Inspection and Audit Report.
Five workshops were conducted with the aim to boost the development of a Fair and Just for No Blame culture for a fearless organization, where all of us feel comfortable to speak up his concerns and his ideas and actively listen and consider the others in his team.
The five workshops, which were conducted, are listed below:

| Topic | Officers | Ratings |
|---|---|---|
| Workshop Communication for Resilience and Care - Let's talk | 14Dec22 | 13Dec22 |
| Workshop Take care of myself and my team - Leading my team's wellbeing | 14Dec22 | 13Dec22 |
| Workshop Learner Mindset | 14Dec22 | 13Dec22 |
| Workshop How you respond matters | 15Dec22 | x |
| Workshop Context drives behavior | 15Dec22 | x |

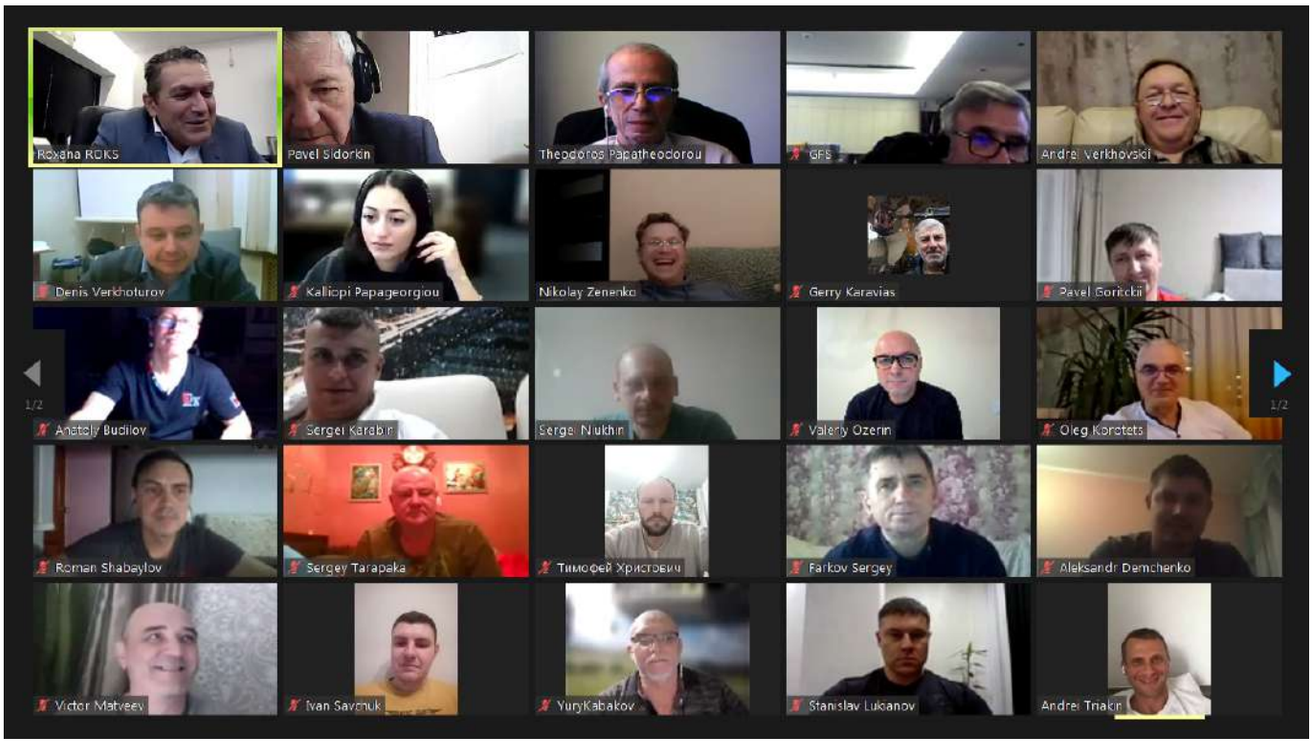
## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

Upon completion of each workshop all attendees filled in on-line questionnaires and course evaluation forms.

Links with the responses analytics of the questionnaires were distributed to all participants for their review and a further discussion was carried out on the analytics.
Conclusions, suggestions and action plan per workshop is reported below.
Out of the workshop evaluation following is concluded:
► The vast majority of the participants were happy with the content and the duration of the workshop. The theme of the zoon conference was found very relevant, regardless of the format. In a short period of time, a very large amount of material is given - this is a big plus, which is called "I came - I saw - I won!"
► In some cases it was requested
- more timely determination and appointment of team roles, particularly facilitator, PC operator, presenter to ensure the best of their contribution
- meetings come back to physical, face to face and use of paper and e-version, as applicable

► There was a clear demand for physical meetings and opportunity to have live interactions with the facilitators and the Managing Director.

Our Managing Director T. Koutris confirmed that, all going well, we plan for the next year engagements to be along with physical meetings, and that all issues raised this time will be considered for the next workshops.
Finally all participants were encouraged to contact their facilitator, their managers, RoKcs/ capt Pavel Petrovich Sidorkin and capt Denis Valentinovich Verkhoturov, and their managing director T. Koutris, anytime for any idea or concern.
The workshops conducted this time are analytically described below.



## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

### 1st Workshop: "Communication for Resilience and Care – Let's talk"

***The workshops "Communication for Resilience", renamed "Communication for Resilience and Care", supplement the "Take care of myself and my team" workshops, using incidents and everyday engagements and consolidate proposals for:***

- ***developing a culture of connection, thank you and positive communication as an evidence of care, appreciation and respect***
- ***increasing the awareness for all participants why and how EffEff communication in a team boosts the individuals and the team's mental health and resilience, hence team's HSQE IF EffFff operations.***

***The questionnaire is designed for us to***:

- ***increase the awareness and reduce the stigma of mental health***
- ***introduce the ALL ACT drive*** ***A***sk***L***ook***L***isten ***A***ct***C***heckback***T***akecareofyou (***Feel touch taste and smell is also valid ALL FACT)***
  ***as a means to approach a colleague suffering.***
- ***empower EffEff communication, particularly better conversations about mental health***

**1 Appreciation**

Thank you all, 38 Tanker officers, 13 Bulker officers, 16 Junior Tanker officers, 8 Junior Bulker officers and 15 ratings, for your reflective learning engagements in the workshop " Communication for Resilience and Care – Let's talk" and for:

- ► the prompt and proper fill in of the questionnaire
- ► your further proposals to improve the way we approach a struggling colleague and show our genuine interest

**2 Background**

2.1 The series of workshops "Communication for Resilience", renamed "Communication for Resilience and Care", delivered since Jun18, supplements the "Take care of myself and my team" series of workshops.

2.2 This workshop:

- ► Based on
  - • the 4 PnS Resilience modules of Making connections, Connection with home, Gratitude and Positive communication,
  - • the Shell PnS Letstalk course (as of MR20-02)
- ► and using incidents and everyday engagements on board, consolidates proposals for:
  - • developing a culture of connection, thank you and positive communication as an evidence of care, appreciation and respect
  - • increasing the awareness for all participants why and how EffEff communication in a team boosts the individuals and the team's mental health and resilience, hence team's HSQE IF EffFff operations.

2.3 During the "Communication for Resilience and Care, LetsTalk" workshop the facilitator and his team had the opportunity to:

- ► Review the Resilience Vol2 and Vol3
- ► Go through the PnS "Let's talk" module, available off-line and in Russian as follows:
  - • Module 1 Online - We all have a State of Mental Health
  - • Module 2 Online - Support Structures
  - • Module 3 Online - ALL ACT. Supporting Others
  - • Module 4 Online - Promoting Positive Mental Health and Reducing Stigma, along with the Stigma awareness video

Mental health is increasingly recognised within the shipping industry as an important issue. There is a growing awareness that our seafarers suffer a higher level of mental health issues and suicide compared to land-based workers. However, we may find mental health issues difficult to talk about.

## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

**3 Purpose**

These workshops aim to:

► reduce the stigma of mental health in shipping,
► empower seafarers to have better conversations about mental health together and
► help them to know how to access professional support when it is needed.
► and introduce the ALL ACT drive **A**sk**L**ook**L**isten **A**ct**C**heckback**T**akecareofyou (**F**eel touch taste and smell is also valid ALL FACT) as a tool of communication for resilience and care for your team and for a team performing IF EffEff.

**4 Key messages**

The key messages of the course, as passed on to the participants:

► We can all help each other at the human level, feeling confident to ask your colleagues: "Are you ok? What could be done to make you feel better?"
► Using ALL ACT is a structured way to open a conversation and support our colleagues
► Be aware of the help available to support our colleagues and make sure to take care of yourself too.

**5 Records**

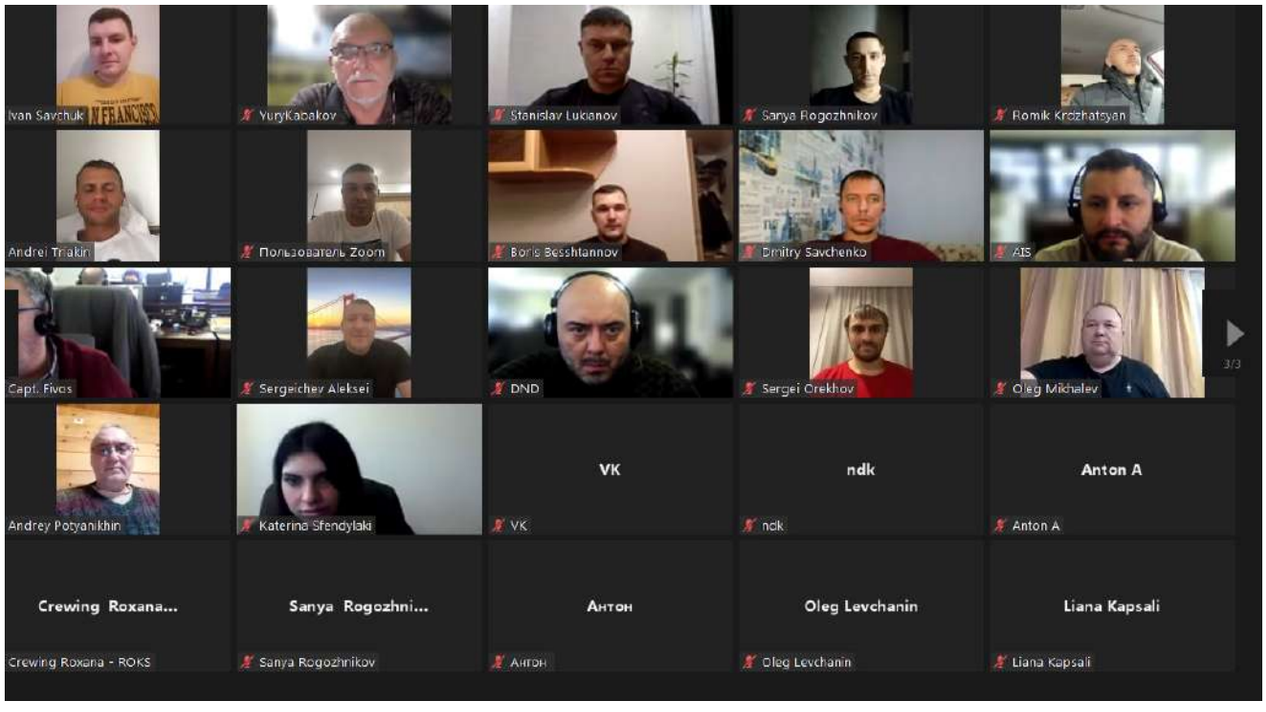
5.1 Concluding the workshop

► the relevant questionnaire was filled out online, verifying the knowledge obtained and keeping a record of each one's personal commitments.
► the evaluation questionnaire filled out online, with evaluation, topics and proposals for improvement of the workshop

5.2 A thorough list of questions and methods of approach for starting a sustainable conversation with a struggling colleague is saved in the records of the workshop.

**6 Actions and follow up**

► Out of the workshop questionnaire
- The awareness of the value of approaching and colleague with mental health issue and how to do it in the proper manner was verified
- The fact that you do not need to be a psychologist or a counselor or a doctor to apply the ALL (F)ACT approach and help a colleague with mental health issues and the value of EffEff communication was highlighted for the IF EffEff operation of a team
- We will continue to work on these workshops and the communication and mental health concepts introduced to ensure that the equation take care about myself = take care of my team is clearly understood and is driving our behaviour to ensure IF EffEff operations for our team.



## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

### 2nd Workshop: Take care of myself and my team – Leading my team's wellbeing

***The "Take care of myself and my team" workshop introduced since Jun18, is elaborating on actual accidents(different scenarios), passing the message Take Care of myself = Take Care of my team, help each other to perform IF EffEff and all return Home Healthy.***
***This workshop is now further developed to the "Take care of myself and my team, Leading my team's wellbeing", with focus on the Shell Pns Leadership Skills for Crew Wellbeing module, designed for us to elaborate on the why:***

- ***a leader's, and a team's member, key priority is his team's wellbeing***
- ***a fearless organisation, where all feel comfortable to share their success and failures and are open to learn from each other, is prerequisite for a team's wellbeing***

***and relate the Roxana 3x3x3 soft skill model, and particularly EffEff communication, the human performance principles and how the qualities of a leader or a team member are applied to ensure his and his team's wellbeing and IF EffEff operations.***
**The related questionnaire is a tool for each individual, in any role, to understand:**

- ***the level of his understanding on the wellbeing topics of the workshop***
- ***how HE feels fearful and open to contribute to his team's wellbeing (self assessment)***
- ***his own perception on how his leader and his team are boosting the fearless organisation for the well beina (360$^0$ assessment) .***

**1 Appreciation**

Thank you all, about 38 Tanker officers, 13 Bulker officers, and 15 ratings, for your reflective learning engagements in the workshop " Take care of myself and my team – Leading my team's wellbeing" and for:

- ► the prompt and proper fill in of the questionnaire
- ► your further proposals to improve the way we lead our team's wellbeing.

**2 Background**

2.1 The "Take care of myself and my team" workshop is introduced since Jun18, based on the relevant PnS resilience modules and is elaborating on actual accidents(different scenarios), passing the message Take Care of myself = Take Care of my team, help each other to perform IF EffEff and all return Home Healthy.
This workshop is now further developed to the "Take care of myself and my team, Leading my team's wellbeing", with focus on the Shell Pns Leadership Skills for Crew Wellbeing module.

2.2 Based on

- ► the 4 modules of Shell PnS Resilience vol1, in Russian also, Change is a Part of Living, Looking at Situations in a Different way, Take care of yourself, Take Decisive Action
- ► Leadership Skills for Crew Wellbeing Shell PnS module
- ► the Roxana "Fearless Ego for Success" concept
- ► the Roxana 3x3x3 soft skills model

this workshop has been developed for Captains and Chief Engineers to help them develop their leadership skills in order to create a learning culture and transparency in workplace where crew feel confident to talk about health and wellbeing. However the same concepts apply for any leader or team member of any team and team's wellbeing (health, physical and mental).

2.3 During the "Take care of myself and my team, Leading my team's wellbeing" workshop the facilitator and his team had the opportunity to elaborate on the Leadership Skills for Crew Wellbeing, based on the 3 video modules in information onsite, running the videos offline as well elaborating on what sort of leader is required to best manage the well being of his team, by creating:

- ► a workplace where the well being of the team is one of the key priorities
- ► an environment of open and without fear communication

## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

**3 Purpose**

This workshop is designed for us to:

- ► elaborate on the fact that a leader's, and a team's member, key priority is his team's wellbeing.
- ► A fearless organisation, where all feel comfortable to share their success and failures and are open to learn from each other, is prerequisite for a team's wellbeing
- ► relate the Roxana 3x3x3 soft skill model, and particularly EffEff communication, the human performance principles and how the qualities of a leader or a team member are applied to ensure his and his team's wellbeing and IF EffEff operations.

The related questionnaire is a tool for each individual, in any role, to understand:

- ► the level of his understanding on the wellbeing topics of the workshop
- ► how HE feels fearful and open to contribute to his team's wellbeing (self assessment)
- ► his own perception on how his leader and his team are boosting the fearless organisation for the well being (360deg assessment).

**4 Key messages**

Key messages of the course were passed on to the participants a leader, even a team member, is required to:

- ► best manage the well being of his team, not by intimidation, command and control, but by creating:
  - • a workplace where the well being of the team is one of the key priorities
  - • an engaging environment for open and fearless communication
- ► be emotionally fit, his emotional fitness is pre-requisite to manage his team well being, to ensure that:
  - • state of mental health of the individuals is assessed and managed
  - • the state of the team's well being in our environment can be assessed
  - • The AllLookListen (Feel) ActCheckbackTakecareofyourself principle applies to manage the mental health
- ► The most important asset for a leader, along with himself, is his team
- ► be aware of the principles of human performance, ie:
  - • Human errors happen, but they are opportunities to learn, blame fixes nothing
  - • Humans want to do a good job, humans are not to blame although reckless conduct is not tolerated
  - • Human error reflects to system error, systems to be continually revised to be more error tolerant, and more engaging, considering that context drives behavior

**5 Records**

Concluding the workshop

- ► the relevant questionnaire was filled out online, verifying the knowledge obtained and keeping a record of each one's personal commitments.
- ► the evaluation questionnaire filled out online, with evaluation, topics and proposals for improvement of the workshop

**6 Actions and follow up**

- ► Out of the workshop questionnaire following is concluded:
  - • The vast majority of our colleagues feel comfortable to share their failures and success with their team and are ready to learn from each other
  - • EffEff communication is still a challenge, with room for improvement
  - • our organisation is in a steady course, in line with our IDEA Vision, towards a fearless organisation

  we will then restlessly work in providing the context that a fearless organisation can flourish for the sake of our wellbeing and IF EffEff operations.

It was highlighted that:

- ►The most important asset for a leader and a team member, along with himself, is his team
- ►As a leader what I say, what I prioritise, what I measure, what I do reflect on my team
- ►Fear is freezing the mind of team members, reducing their capacity to think and act IF EffEff
- ►Isolation, distraction, bad mood, anxiety, stress and depression are signs of poor mental health

We will then restlessly work in providing the context that a fearless organisation can flourish for the sake of our wellbeing and IF EffEff operations.

## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

### 3rd Workshop: Learner mindset

***The Learner Mindset is a skill set introduced as a tool for everyone to grow their ability to share and learn from mistakes and successes and speak up openly in a safe environment.***
***This workshop is designed for us to introduce the Learner Mindset as a tool towards the fearless organization, where all of us are open to admit failures, acknowledge success, ask, learn and improve.***
***The relevant questionnaire is developed for each one to:***

- ***Verify the awareness of the Learner mindset concept***
- ***evaluate to what extend he is performing on Learner's mindset (self evaluation)***
- ***evaluate to what extend his peers, his superiors and the organisation is performing on learner's mindset (360$^0$ assessment).***

**1 Appreciation**

Thank you all, 38 Tanker officers, 13 Bulker officers and 15 ratings, for your reflective learning engagements in the workshop " Learner mindset" and for:

- ► the prompt and proper fill in of the questionnaire
- ► your further proposals and feedback, evaluating the workshop in terms of more to learn, most impact
- ► recording your personal commitments for next day actions so that you consistently adopt the Learner's mindset in your everyday life.

**2 Background**

2.1 In the "Learner Mindset" workshop we had the chance to elaborate on:

- ► The Roxana "Fearless Ego for Success" concept, representing Company Governance, particularly , the most important ego, the 3 Human performance principles, the reflective learning engagements, the Fair and Just for no Blame culture, as boosting an environment where all of us feel comfortable to speak up and learn from failures and successes.
- ► the Company IDEA vision, as introduced since 2019, consolidating the core values when conducting business, particularly Innovation and thinking outside the box, Dialectic in respecting diversities and harmonizing opposite ideas, Excellence in reaching where you cannot, Aristocracy in modesty are some of the core values adopted.
- ► the Communication for Resilience and Care, and the Communication for success workshops, based on the Resilience and Leading my team well being modules of Shell PnS, highlighting the value of the communication skills set for a team to perform in a fearless environment
- ► our revised Communications policy and process, as introduced in Jun19, along with the Roxana 3x3x3 soft skills model, incorporating the communications skills as pre-requisite for IF EffEff performance for a team leader and a team member.
- ► the Shell Pns introduced Learner Mindset, as a tool for everyone to grow their ability, learn from mistakes and successes and speak up openly in a safe environment.

**3 Purpose**

3.1 This workshop is designed for us to introduce the Learner Mindset as a tool towards the fearless organization, where all of us are open to admit failures, acknowledge success, ask, learn and improve.

3.2 The relevant questionnaire is developed for each one to:

- ► Verify the awareness of the Learner mindset concept
- ► evaluate to what extend he is performing on Learner's mindset (self evaluation)
- ► evaluate to what extend his peers, his superiors and the organisation is performing on learner's mindset (360deg assessment).

**4 Key messages**

Key messages of the course were passed on to the participants, ie the Learner Mindset is:

- ► pre requisite for the IDEA vision values of the Company
- ► Facilitating tool for the Mission statement of the Company
- ► Going along with a fearless environment, grown in the Fair and Just for No Blame culture

## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

**5 Records**

5.1 Concluding the workshop

► the relevant questionnaire was filled out online, verifying the knowledge obtained and keeping a record of each one's personal commitments

► the evaluation questionnaire was filled out online, with evaluation, topics and proposals for improvement of the workshop

**6 Actions and follow up**

► Out of the workshop questionnaire responses:

- the level of understanding of the topic of the workshop is very satisfactory for all participants.
- related to adopting the Learner Mindset vs the Fixed Mindset in our working environment the Learner mindset is reported prevailing, as follows:

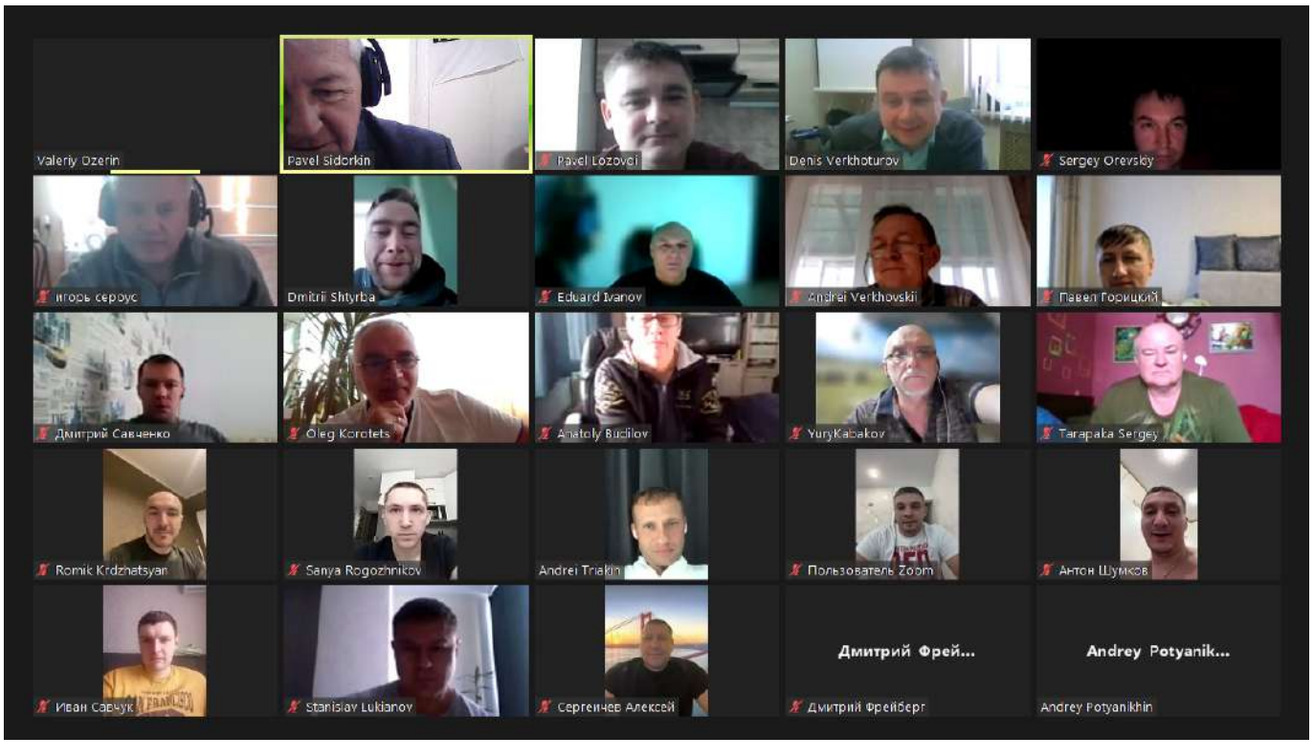
| Learner | Myself (%) | | Superior (%) | | Master (%) | | Organization (%) | |
|---|---|---|---|---|---|---|---|---|
| mindset | LM | 50/50 | LM | 50/50 | LM | 50/50 | LM | 50/50 |
| Tanker | 63 | 31 | 43 | 40 | 54 | 28.5 | 43 | 17 |
| Bulker | 69 | 23 | 54 | 38.5 | 54 | 23 | 54 | 15.5 |
| Ratings | 60 | 20 | 30 | 30 | 30 | 10 | 10 | 10 |

It was highlighted that:

- in a Fair and Just for No Blame environment employees are encouraged to take greater personal responsibility for their actions, considering that reckless conduct is not tolerated.

We will continue to:

- focus on developing a fearless environment for the Learner Mindset to thrive
- advocate the Learner Mindset for the fearless organization to thrive



## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

### 4th Workshop: How you respond matters

***All of us at some point in time perform as team leader or team member and while performing in these roles we are faced with success or failures.***
***As per Roxana 3x3x3 soft skills model:***
- ***a leader will apply his leadership / managerial skills and Decision making Result focus skills***
- ***a team member will apply his TeamWorking skills and Decision making Result focus skills***

***This workshop***
- ***elaborates on the fact that our response, particularly as a leader, to the everyday success or failures matters for the wellbeing of our team and for the IF EffEff completion of the tasks.***
- ***relates the Roxana 3x3x3 soft skill model, the human performance principles and how the qualities of a leader or a team member are applied in responding to everyday challenges, to ensure his and his team's wellbeing and IF EffEff operations.***

***The related questionnaire is a tool for each individual, in any role, to understand:***
- ***how HE responds matters for his team wellbeing and IF EffEff operations***
- ***his own perception on how his leader and his team respond to everyday challenges.***

**1. Appreciation**

Thank you all, 38 Tanker officers , 13 Bulker officers, 16 Junior Tanker officers and 8 Junior Bulker officers, for your reflective learning engagements in the workshop " How you respond matters" and for:
- ► the prompt and proper fill in of the questionnaire
- ► your further feedback evaluating the workshop in terms of more to learn, most impact
- ► recording your personal commitments for next day to improve your response for

**2. Background**

In the "How you respond matters" workshop we had the chance to review the latest references on:

**2.1 Industry Soft skills, behavioral competency and human performance particularly:**

**2.1.1 OCIMF - Energy Institute – Partners in Safety**
- ► OCIMF ITK Behavioral Competency Assessment and Verification for Vessel Operators was published in Nov18, introducing the 6 soft skills domains in conducting HSQE incident free operations, effectively and efficiently, IF EffEff, namely Teamworking, Communication and influencing, Situation awareness , Decision making, result focus and Leadership and managerial skills.
- ► OCIMF Human Factors Approach was released in Oct20 and outlines how human factors should be integrated into Industry activities. A set of guiding principles for human performance are introduced and one of the 8 principles is that leaders contribute in shaping conditions that influence what people do.
- ► Energy institute "Making compliance easier" was published Feb20, adopting the Todd Kronklin's 5 principles of human performance, acknowledging that everyone makes mistakes, performance may be compromised by factors like complexity of a task, distraction and repetition and that "How you respond to failure matters. How leaders act and respond counts".
- ► Partners in Safety release in Mar20 the PnS Human performance 1 and 2, adopting also the Todd Kronklin's 5 principles of human performance.

## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

**2.2** Roxana Soft skills, behavioral competency and human performance particularly

**2.2.1 Take care of myself and my team, Leading my team's wellbeing**

This program was introduced in our system learning engagements in Jun20 inspired by the Leadership Skills for crew wellbeing, released by Shell in Jun20.

As key messages from this workshop a leader is required to:

► best manage the well being of his team, not by intimidation, command and control, but by creating:
- a workplace where the well being of the team is one of the key priorities
- an engaging environment for open and fearless communication

►be emotionally fit, his emotional fitness is pre-requisite to manage his team well being, to ensure that:
- state of mental health of the individuals and the team is assessed and managed
- The AllLookListen (Feel) ActCheckbackTakecareofyourself principle applies to manage the mental health

► be aware of the 3 principles of human performance:
- Human errors happen, but they are opportunities to learn, blame fixes nothing
- Humans want to do a good job, humans are not to blame although reckless conduct is not tolerated
- Human error is opportunity for system improvement, systems (software, hardware, environment) to be continually revised to be more error tolerant, and more engaging, considering that context drives behavior

**2.2.2 Leadership and the Adair model**

This workshop was introduced with MR2021-02 relating the Adair model with the Roxana 3x3x3 soft skills model. Adair's concept asserts that the three needs of task, team and individual are the watchwords of leadership, as people expect their leaders to help them achieve the common task, build the synergy of teamwork, and respond to individuals' needs. The relevant questionnaire is a self assessment tool for each individual to understand his own perception on his Leadership profile and included behaviors of a leader responding to bad and good happenings.


**2.2.3 The Roxana 3x3x3 soft skils model**

Based on the OCIMF ITK Behavioral Competency Assessment and Verification for Vessel Operators, by fusing communication and influencing skills to Teamworking and Leadership and managerial skills, and by merging Decision Making and Result focus skills and fusing into the merged skills set the Situation awareness skills we launched in Dec18 the Roxana 3x3x3 soft skills model, introducing

► 3 soft skills sets domains
- Team Working
- Leadership and Managerial
- Decision making and Result focus

**2.2.4 The Human performance principles – Fair and Just for No Blame culture**

We introduced in Dec20 in CMSM ch3.5

► the Roxana three human performance principles,
- Humans err
- Humans want to do a good job
- Human error is opportunity for system improvement

► The Fair and Just for No Blame culture

***A Fair and Just culture soaked with these 3 human performance principles has to be a No Blame culture***

**2.3 Partners in Safety (PnS) "How you respond matters"**

Along with the 2021 CEO conference in Mar21 PnS introduced the "How you respond matters" module.

It consists of two videos reflecting leader behaviors and prompts participants to realize 10 tips on the proper response and 9 personal characteristics both for a great Safety Leader.

## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

**3. Purpose**

All of us at some point in time perform as team leader or team member and while performing in these roles we are faced with success or failures.

This workshop is designed for us, to:

- ► elaborate on the fact that our response, particularly as a leader, to the everyday success or failures matters for the wellbeing of our team and for the IF EffEff completion of the tasks.
- ► relate the Roxana 3x3x3 soft skill model, the human performance principles and how the qualities of a leader or a team member are applied in responding to everyday challenges, to ensure his and his team's wellbeing and IF EffEff operations.

The related questionnaire was a tool for each individual, in any role, to understand:

- ► the level of his understanding on the topics of the workshop
- ► how HE responds to everyday challenges (self assessment)
- ► his own perception on how his leader and his team respond to everyday challenges.

**4. Key messages**

Key messages of the "How you respond matters" model were passed over to the participants as follows:

- ► Leaders set the tone. They influence the conditions in which work takes place as well as the level of social engagement, interaction and support. Leaders that effectively manage the wellbeing of their crew will enhance the culture on board and create an environment where crew actively contribute to the safety and success of vessel operations.
- ► When responding to failures and success, particularly as a leader, we should
  - respect the 3 human performanace principles, for the wellbeing of our team and for the IF EffEff completion of the tasks.
  - relate the Roxana 3x3x3 soft skill model and how the qualities of a leader or a team member are applied in responding to everyday challenges,

to ensure our and our team's wellbeing and IF EffEff operations.

**5. Records**

**Concluding the workshop**

- ► the relevant questionnaire was filled out online, verifying the knowledge obtained and keeping a record of each one's personal commitments
- ► the evaluation questionnaire was filled out online, with evaluation, topics and proposals for improvement of the workshop

**6. Actions and follow up**

**6.1** Out of the questionnaire responses:

- ► the level of understanding of the topic of the workshop and of the 3 Roxana/ROKS human performance principles, is very satisfactory for all participants.
- ► The self assessment responses identified the that the qualities of a safety leader and his response to failure are in general met, improvement is needed for the "learning from success" and "Remember you are being watched so be sure to be seen responding to things right".
- ► The No Blame culture prevails in our system, however the shifting from the individual error to the system error still needs to be more carefully addressed.
- ► All participants were committed to apply the learnings of this workshop and improve their response to failures as team leaders or team members.
- ► Related to the feed back section of the questionnaire we will continue to focus on developing a fearless environment for IF EffEff operations for the individual and the team.

It was highlighted that:

- ► A Fair and Just culture, soaked with the human performance principles, owes to be a No Blame culture
- ► People can and do make errors, unhealthy/unsafe patterns of behaviour may develop at all levels
- ► Incidents internal investigation is taking the human error further to the related system error
- ► your reaction to failure directly impacts how your team members learn

## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

### 5 Workshop: Context drives behavior

*All of us at some point in time perform as team leader or team member and while performing in these roles we are faced with success or failures.*
*As per Roxana 3x3x3 soft skills model:*
- *a leader will apply his leadership / managerial skills and Decision making Result focus skills*
- *a team member will apply his TeamWorking skills and Decision making Result focus skills*

*This workshop elaborates on the fact that:*
- *each individual is interacting with S.H.E.L.L. factors, which are the context, ie the "system", within which all individuals perform*
- *human behavior, and performance, is very much dependant on the S.H.E.L.L factors*
- *the human performance principle "human error is opportunity for system improvement" dictates that the leader, and the team member, should learn from success and failure and shape the S.H.E.L.L. factors for the team to perform IF EffEff.*

*The related questionnaire is a tool for each individual, in any role, to understand how:*
- *the S.H.E.L.L. factors are the context, within which he performs*
- *the S.H.E.L.L. factors, as context, drive his/her behavior and hence performance*

**1. Appreciation**

Thank you all, 25 Tanker officers and 8 Bulker officers, , for your reflective learning engagements in the workshop " Context drives behavior" and for:
- ► the prompt and proper fill in of the questionnaire
- ► your further feedback evaluating the workshop in terms of more to learn, most impact
- ► recording your personal commitments for next day to improve your response for

**2. Background**

In the "Context drives behavior" workshop we had the chance to review the latest references on:

**2.1 Industry Soft skills, behavioral competency and human performance particularly:**

**2.1.1 OCIMF - Energy Institute – Partners in Safety**

- ► OCIMF ITK Behavioral Competency Assessment and Verification for Vessel Operators was published in Nov18, introducing the 6 soft skills domains in conducting HSQE incident free operations, effectively and efficiently, IF EffEff, namely Teamworking, Communication and influencing, Situation awareness , Decision making, result focus and Leadership and managerial skills.
- ► 3 OCIMF Human Factors Approach was released in Oct20 and outlines how human factors should be integrated into Industry activities. A set of guiding principles for human performance are introduced and one of the 8 principles is that leaders contribute in shaping conditions that influence what people do.
- ► OCIMF Human Factors Management and Self Assessment was released in Sep21, based on the previous publication and introducing what will be TMSA chapter 14 on Human factors.
- ► Energy institute "Making compliance easier" was published Feb20, adopting the Todd Kronklin's 5 principles of human performance, acknowledging that everyone makes mistakes, performance may be compromised by factors like complexity of a task, distraction and repetition and that "How you respond to failure matters. How leaders act and respond counts".

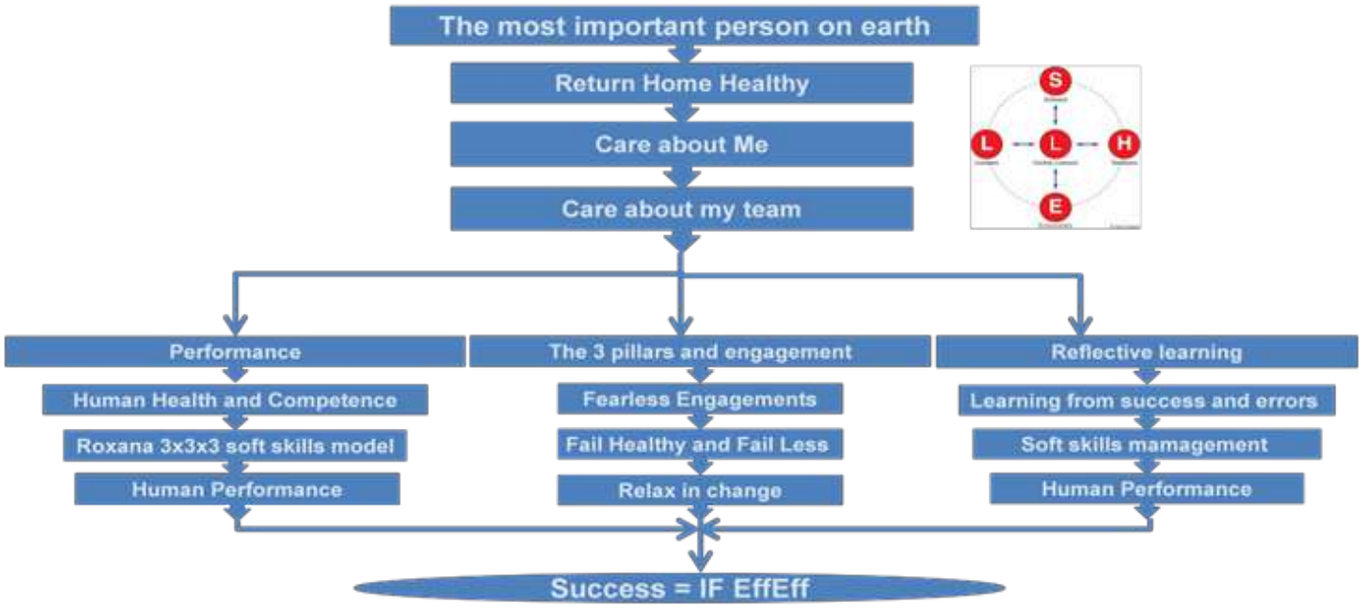
## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

- ► Partners in Safety release in Mar20 the PnS Human performance 1 and 2, adopting also the Todd Kronklin's 5 principles of human performance.
- ► Let's talk module, was released in Jun20 and it comprises of 4 modules, making reference to the Resilience modules as above for communication, available off-line and in Russian and introducing the ALL ACT drive AskLookListen ActCheckbackTakecareofyou
  (Feel touch taste and smell is also valid ALL FACT)
  as a tool of communication for resilience.
- ► Leadership Skills for crew wellbeing, was released in Jun20, and It consists of three modules / videos prompting participants to realize that
  - Leaders set the tone on board a ship. They influence the conditions in which work takes place as well as the level of social engagement, interaction and support.
  - Leaders that effectively manage the wellbeing of their crews will enhance the culture on board and create an environment where crew perform IF EffEff.
- ►Learner Mindset, was released along with the 2021 CEO conference in Mar21.
- ► It consists of one video elaborating on the Learner Mindset, known also as Growth Mindset, as a belief that everyone can grow their ability, learn from mistakes and successes and speak up openly in a safe environment.
- ► How you respond matters, was released along with the 2021 CEO conference in Mar21.
- ► It consists of two videos reflecting leader behaviors and prompts participants to realize 10 tips on the proper response and 9 personal characteristics both for a great Safety Leader, ensuring for his individuals and teams a fearless environment for all to perform IF EffEff.
- ► Context drives behavior, was released along with the 2022 CEO conference in Mar22

It consists of two videos reflecting leader behaviors and prompts participants to realize how leaders shape the environment for individuals and teams to perform without fear and IF EffEff.

**2.2 Roxana Soft skills, behavioral competency and human performance particularly:**

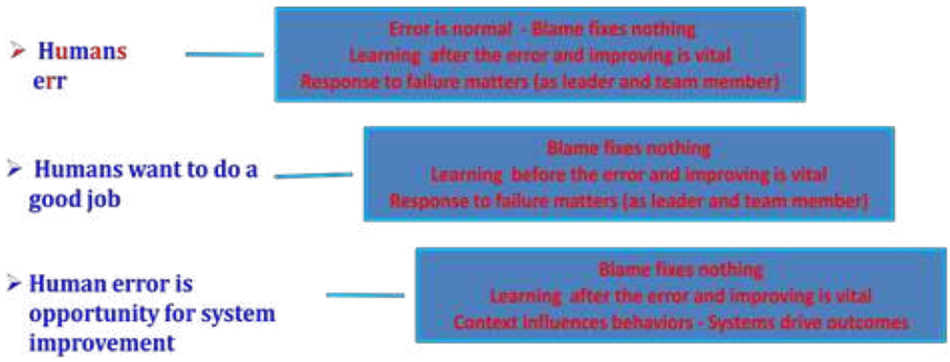
**2.2.1 The fearless ego for success**



## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

The Roxana "Fearless Ego for Success" concept, the most important ego, the principal order "Return Home Healthy… with full basket", the PALI poster, the "Care about Me" meaning "Care about my team", the S.H.E.L.L human factors, the three pillars and engagement, Health and Competence for performance, Fair and Just for no Blame culture and the reflective learning engagements were gradually introduced since 2016, representing Company Governance.
The "Fearless Ego for Success" concept is the governance towards a sustainable fearless and learning organization performing IF EffEFF, based on three axes of activity:
Human Performance, The 3 pillars and engagement, Reflective learning.

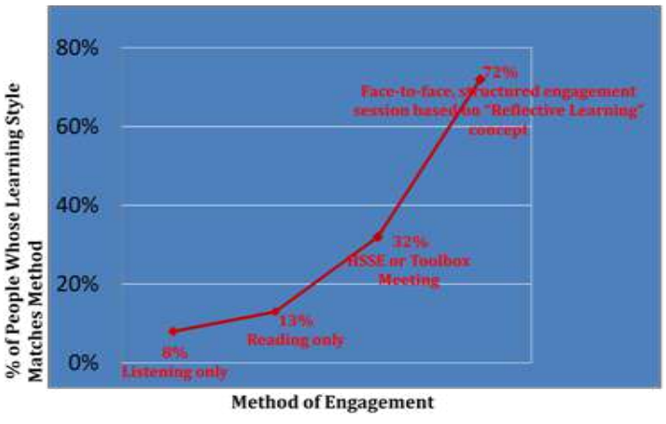
### ► Human Performance




### ► The three pillars and engagement


### ► Reflective Learning

"Reflective Learning" concept is the face to face, or virtual, structured engagements sessions, where groups are sharing knowledge and experience, learning from each other.



## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

Since late 2016 the "reflective Learning" concept supplemented and occasionally replaced the traditional "Training" concept. This axis of activity is related to creating an open environment for reflective learning engagements at all levels in our organisation. Gradually the focus was set to three core themes:

- Learning from success and errors
- Soft Skills management
- Human Performance

and relevant workshops were introduced in Google forms, applied even for virtual group engagements.

**2.3 Partners in Safety (PnS) "Context drives behavior"**

Along with the 2022 CEO conference in Mar22 PnS introduced the "Context drives behavior" module. Same was addressed in the PnS London Focus group workshop in Athens in Oct22. Two videos, two parts each, were produced, elaborating on the fact that leader behaviors set the tone and the context for their teams to perform.

**3. Purpose**

All of us at some point in time perform as team leader or team member and while performing in these roles we are faced with success or failures.

As per Roxana 3x3x3 soft skills model:

► a leader will apply his leadership / managerial skills and Decision making Result focus skills
► a team member will apply his TeamWorking skills and Decision making Result focus skills

This workshop elaborates on the fact that:

► each individual is interacting with S.H.E.L.L. factors, which are the context, ie the "system", within which all individuals perform
► human behavior, and performance, is very much dependant on the S.H.E.L.L factors
► the human performance principle "human error is opportunity for system improvement" dictates that the leader, and the team member, should learn from success and failure and shape the S.H.E.L.L. factors for the team to perform IF EffEff.

The related questionnaire is a tool for each individual, in any role, to understand how:

► the S.H.E.L.L. factors are the context, within which he performs
► the S.H.E.L.L. factors, as context, drive his/her behavior and hence performance

**4. Key messages**

Key messages of the "Context drives behavior" model were passed over to the participants as follows:

► the S.H.E.L.L. factors are the context within all of us perform, and thus they should be applied by us in order to attain/create a context for IF EffEff operations.
► the S.H.E.L.L. factors, as context, drive our behavior and hence performance, regardless of whether we are leaders or team members.
► All of us should learn from success and failure and shape the S.H.E.L.L. factors for the team to perform IF EffEff.

**5. Records**

Concluding the workshop

► the relevant questionnaire was filled out online, verifying the knowledge obtained and keeping a record of each one's personal commitments
► the evaluation questionnaire was filled out online, with evaluation, topics and proposals for improvement of the workshop

**6. Actions and follow up**

Out of the workshop questionnaire responses:

► the level of understanding of the topic of the workshop is very satisfactory for all participants, particularly the equivalence between S.H.E.L.L. factors and context was adequately understood
► All participants were committed to apply the learnings of this workshop and improve, as team leaders or team members,the context within which the team performs.
► Related to the feedback section of the questionnaire we will continue to focus on developing a fearless environment for IF EffEff operations for the individual and the team.

## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

BULKERS GROUPS

| Gr 1 | | Gr 2 | | | |
|---|---|---|---|---|---|
| Name | rank | Name | rank | role | |
| Shabaylov Roman | Master | Lukianov Stanislav | ChOff | Facilitator | |
| Demchenko Aleksandr | Master | Matveev Victor | ChOff | Flipchart | |
| Savchenko Dmitry | ChOff | Tarapaka Sergey | ChEng | Presenter | |
| Rogozhnikov Aleksandr | 2nd Eng | Kabakov Yury | ChEng | PC operator | |
| DV | | DV | | ROKS | |

TANKERS GROUPS

| Gr 1 | | Gr 2 | | Gr 3 | | |
|---|---|---|---|---|---|---|
| Name | rank | Name | rank | Name | rank | role |
| Korotets Oleg | ChOff | Verkhovskii Andrei | Master | Skribchenko Aleksandr | ChOff | Facilitator |
| Khristovich Timofey | Master | Zenenko Nikolay | Master | Mikhalev Oleg | Master | Flipchart |
| Krdzhatsyan Romik | ChOff | Ivanov Eduard | Master | Budilov Anatoly | ChOff | Presenter |
| Emelianov Dmitrii | ChOff | Lozovoi Pavel | Master | Farkov Sergey | ChEng | PC operator |
| Potyanikhin Andrey | ChEng | Orevskiy Sergey | ChOff | Sergeichev Aleksei | ChEng | |
| Shumkov Anton | ChEng | Triakin Andrei | ChEng | Goncharuk Aleksandr | 2nd Eng | |
| Ozerin Valeriy | ChEng | Orekhov Sergey | ChEng | Arkhipov Anton | 2nd Eng | |
| Karabin Sergei | 2nd Eng | Savchuk Ivan | 2nd Off | Besshtannov Boris | ETO | |
| Goritckii Pavel | ETO | | | Serous Igor | ETO | |
| PS | | PS | | PS | | Roxana |

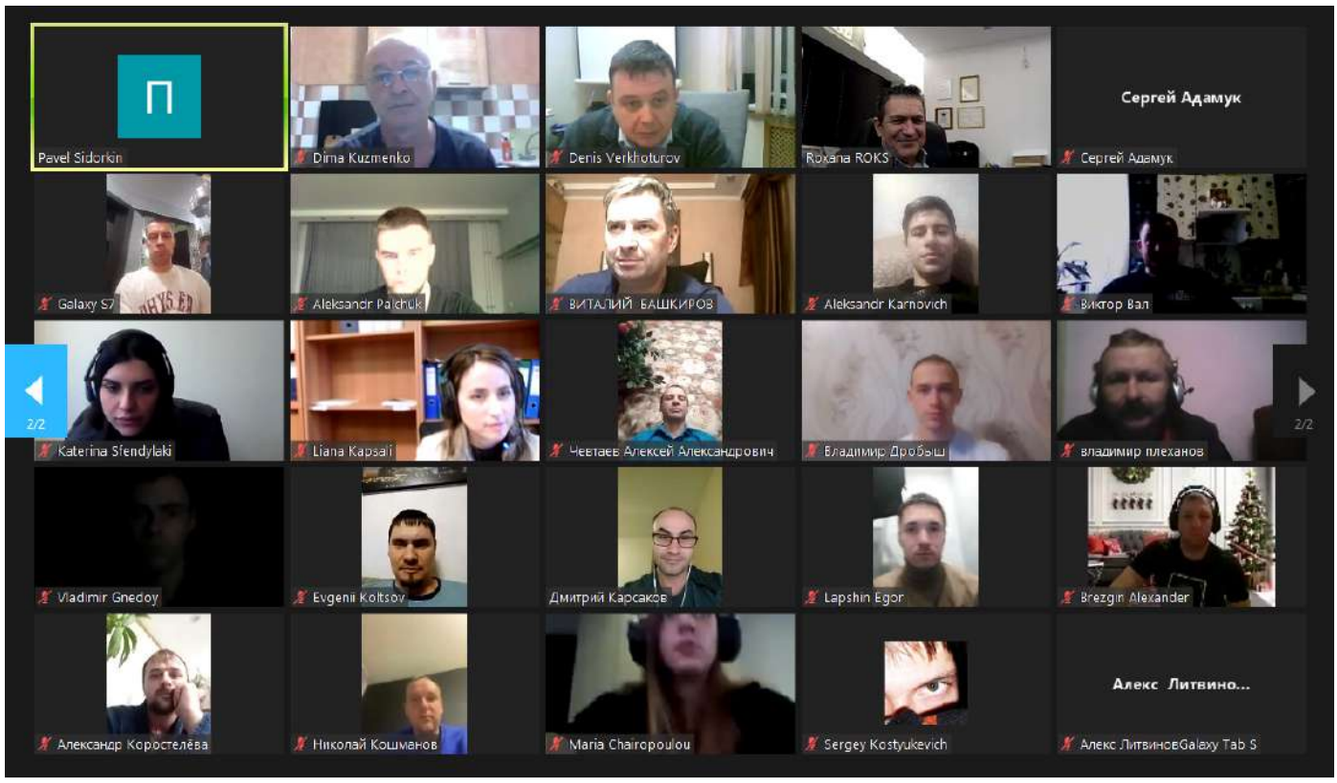
RATINGS TANKERS GROUPS

| Gr 1 | | Gr 2 | | Gr 3 | | |
|---|---|---|---|---|---|---|
| Name | rank | Name | rank | Name | rank | role |
| Kostyukevich Sergey | 2nd Off | Lapshin Egor | 3rd Off | Brezgin Aleksandr | 2Off | Facilitator |
| Drobysh Vladimir | 4th Off | Chusovitin Evgenii | Bosun | Bashkirov Vitaly | Bosun | Flipchart |
| Verbilov Gennady | Bosun | Plekhanov Vladimir | Bosun | Koshetov Artur | O.S. | Presenter |
| Shepilov Evgenii | Bosun | Efimenko Oleg | A/B | Litvinov Alexander | A/B | PC operator |
| Ivanov Evgenii | A/B | Mamchenko Sergei | A/B | Chevtaev Aleksei | A/B | |
| Belousov Artur | A/B | Bochkarev Aleksei | A/B | Chevtaev Aleksei | A/B | |
| Potemkin Maksim | OS | Karsakov Dmitrii | A/B | Kartashev Denis | A/B | |
| Iatimov Khakim | OS | Epov Alexander | A/B | Kokovin Alexey | A/B | |
| Koltsov Evgenii | A/B | Shakirov Roman | A/B | Gasanov Abbas | A/B | |
| Baraka Oleg | A/B | Vykhodov Dmitrii | OS | Goman Andrei | Oiler | |
| Zhuravlev Maksim | Oiler | Novitskii Kirill | Wiper | Kotenok Vasilii | Oiler | |
| PS | | PS | | PS | | Roxana |

## Tanker/Bulker senior and junior Officers/Ratings remote reflective learning engagements Dec22

RATINGS BULKERS GROUPS

| Gr 1 | | Gr 2 | | Gr 3 | | |
|---|---|---|---|---|---|---|
| Name | rank | Name | rank | Name | rank | role |
| Palchuk Aleksandr | 2nd Off | Gavrysh Roman | 2nd Off | Iakubovskii Vladislav | 3rd Off | Facilitator |
| Kuz'menko Dmitry | Bosun | Belotserkovnikov Vladimir | Bosun | Shabalin Alexander | Bosun | Flipchart |
| Dyadyuk Yury | Bosun | Lazarchuk Sergei | A/B | Lupey Vitaly | A/B | Presenter |
| Epishin Andrei | A/B | Gostiushov Valerii | A/B | Tarkhanov Andrey | A/B | PC operator |
| Matveev Sergei. | A/B | Bodriagin Vitalii | A/B | | | |
| DV | | DV | | DV | | ROKS |



# Pancoast Singapore

## Pancoast Trading (Singapore) Pte. Ltd. Update 01Oct22-31Dec22

**Pancoast Trading (Singapore) Pte. Ltd** is continuing its strong commercial activities in the East of Suez region. The office in Singapore is strategically located covering the vital market of Indian and Pacific Ocean.

**Pancoast's tanker activities** has successfully completed 8 years in tankers activities having a vital market presence in this region; The office representing Roxana Tanker Pool is now well known in the tanker segment. The commercial activities of the office on behalf of Roxana Tanker Pool have an exceptional increasing activity from 2014 when it started the tanker desk. The Singapore Office will continue to have a very dynamic and challenging period ahead with spot vessels in East and recently in the West too following the strong market changes.


**Vessels operated by the office** during this period included Miracle, Melody, Marvel, Magic and Malbec which are Handy Vessels in Dirty product trade.

**Fixtures:** In 2022, Q4 Period: Pancoast office under commercial operational responsibility of Capt. Karthik were spot chartered with different Charterers including Oil majors. Also 2 LR1 and 2 Handy vessels were fixed on Time charter with our clients.

**Singapore** still remains the main port in the East where almost all the ships call for various repairs, surveys and bunkering ops for which our department have assisted in their preparation and planning and giving logistics support to various departments. It is also important that we have our protective Agents Leth Incargo sharing the same office with us which makes it very efficient to coordinate for all of our owners matters in Singapore.

**Weekly Meetings:** Roxana Tanker department weekly meetings are carried out every Thursday to discuss and co-ordinate vessel updates.

**Management meetings:** Capt Karthik participates in virtual meetings with Management team at Athens and discuss about the performance of the vessels managed by our our company.

**Management review:** Captain Karthik attended our Company's Management review in Nov 2022 in Greece. He presented the Commercial, Operations, Post Fixture Departments and Pancoast Singapore highlights and performance. Our office participates in Meetings/Workshops for personal/team development and as preparation for this Company's Management Review.

**Dubai Shipping week:** Captain Karthik along with Mr. Andrea Vaccari and Mr Constantinos Krontiras attended the Bahri Shipping week in Dubai from 13th to 17th Nov 2022. Numerous meetings took place with existing and potential clients expanding the Company's business circle.

**Saudi Aramco Symposium:** Capt. Karthik attended the Saudi Aramco Terminals Customer Focus Symposium 2022, which took place in Dhahran, Saudi Arabia, at the Grand Hyatt Hotel in Khobar. The Symposium was attended by about 60 participants and representatives from Saudi Aramco Management, Terminal rep., Pilots, Vetting team, local Agents, Surveyors etc. The details of the Symposium will be provided separately.

**Employee Roles:**

- Capt. Karthik is heading the Singapore office of Pancoast Trading and is also in charge of the Commercial / operational activities of Pancoast Singapore as agent for Roxana in East of Suez market. Apart from his other diversified roles; he also is heading the fleet - Post Fixture / Claims department of Pancoast Singapore for the managed Tanker Vessels.
- Mr. Alexandros Stathopoulos; entered his 6th year as Tanker Operator; and plays vital role in day to day operational issues, assisting with Pre-Post Fixture / Claims and co-ordination with other departments.

We thank everyone for the support given to our office and the phenomenal success achieved was due to your guidance & cooperation.

We thank with all our heart our Seafarers on board during this difficult pandemic time for their strength and patience during these exceptionally difficult time.

Competitions dedicated to the Day of National Unity were held at the Vladivostok Maritime College on November 1 and 2. Participation in such competitions is an opportunity for cadets to test their strength and endurance, demonstrate unity and excellent physical training. The purpose of the competition is to de-velop a corporate spirit, identify the strongest cadets in disciplines, promote physical culture and sports among young people.

The competition was attended by 8 teams in three disciplines: tug-of-war, standing long jump, chin-ups on the crossbar. Tug of war has always been considered a spectacular sport. The teams demonstrated a bright and exciting fight. Standing long jump and chin-ups on the crossbar were held in the individual competition. The competition was really hot because each and everyone wanted to do their best in order to win. The "Confrontation" was supported by both the participants of the competition and the fans-classmates.

According to the results of the competition, the first team place was taken by the team of group 121 consisting of David Shustov, Radomir Bessonov, Gleb Krevskiy, Egor Pronin, Vladislav Yatsyuk.

The second place was taken by the team of group 111 consisting of Danil Sychev, Artur Metezh, Ivan Badyak, Arkady Yaparov, Miron Piskunov, Danil Nemirovich.

The third place was taken by the team of group 221 consisting of Dmitry Egorov, Evgeny Lisnyak, Nikolay Snopov, Vladislav Teplyakov, Alexandr Smirnov.

In the individual championship, in competitions in a standing long jump, the first place was taken by the cadet of group 122 Magomed Shikhov, the second by the cadet of group 222 Denis Litvinov and the third by the cadet of group 111 Danila Sychev.

In competitions in chin-ups on the crossbar the first place was taken by the cadet of group 121 David Shustov, the second by the cadet of group 122 Magomed Shikhov, and the third by the cadet of group 111 Sychev Danila.

According to the results of the competition, the winners were awarded with diplomas and sweet gifts - pies.

We wish all cadets team and personal progress!

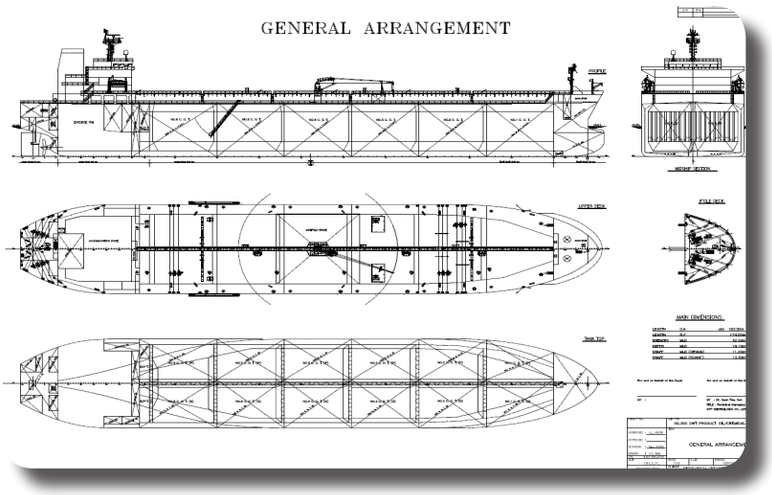
# New Ladies on the Block

Our company is planning the next generation of newbuildings and is following closely the new rules, particularly:

- LNG as propulsion fuel technology and availability network
- Alternative fuels
- Air emissions NOx and SOx control technologies and limits
- ECO designs and options

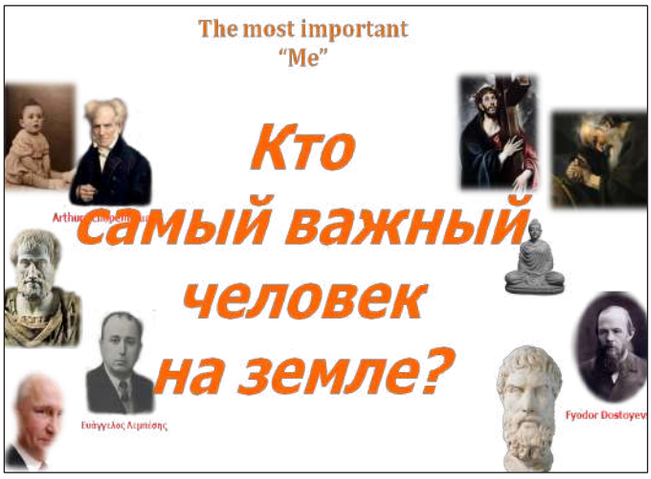
The next generation of newbuildings will be a challenge for the industry, particularly due to the evolution of LNG and other alternate fuels as marine fuels and the price level of the conventional and VLS/ULS fuel oil.

Furthermore there is an increased activity evaluating options and opportunities in the second hand market.




## The fearless ego for success

Inspired by the Partners in Safety project the Roxana "Ego" tree was launched end of 2016, finally introduced after the management review of May 2019 and was further developed to the Roxana "fearless ego for success" tree.
Each one of us elaborated on a basic question who is the most important person for me on earth.

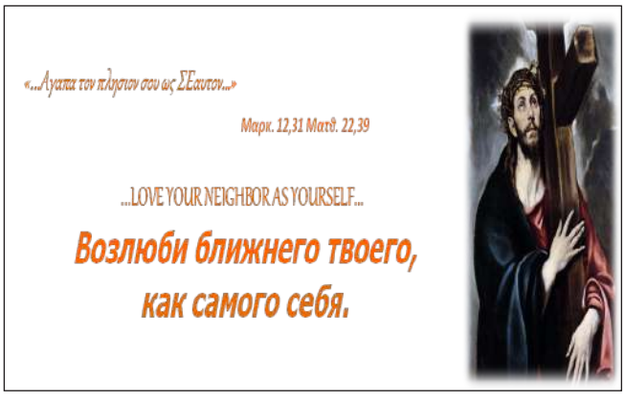




The embarrassment, even blame of "egoism", was a drawback in getting to the obvious answer.

The assistance from our God came the right moment to show us show us the obvious answer:

***I am the most important person of earth***

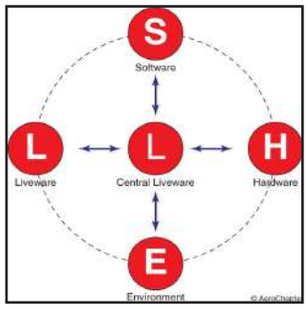

Based on this conclusion the principal order was introduced:

***Return Home always Healthy!***

God by instructing us to love our neighbor as we love ourselves also guided us to the next conclusion that care about myself means care about my team.
If I care about myself I should care about my team so that all of us return home healthy.

## The fearless ego for success (Continued)

The **SHELL** model was introduced in our system at the same period to facilitate our understanding and classifying of the factors we are in interface with, ie Software (procedures, instructions) hardware (equipment, systems, tools) environment (time and space) and Liveware (human factor).




**Human centric Applicable to: Soft skills and Resilience, Investigation** (classifying factors), **Causation analysis** (classifying causes), **Risk Management** (classifying hazards and threats)


Starting from the Roxana "fearless ego for success" concept we are developing our system in three axes of activity: the 3 Pillars and Engagement, the Human Performance and the Reflective Learning.

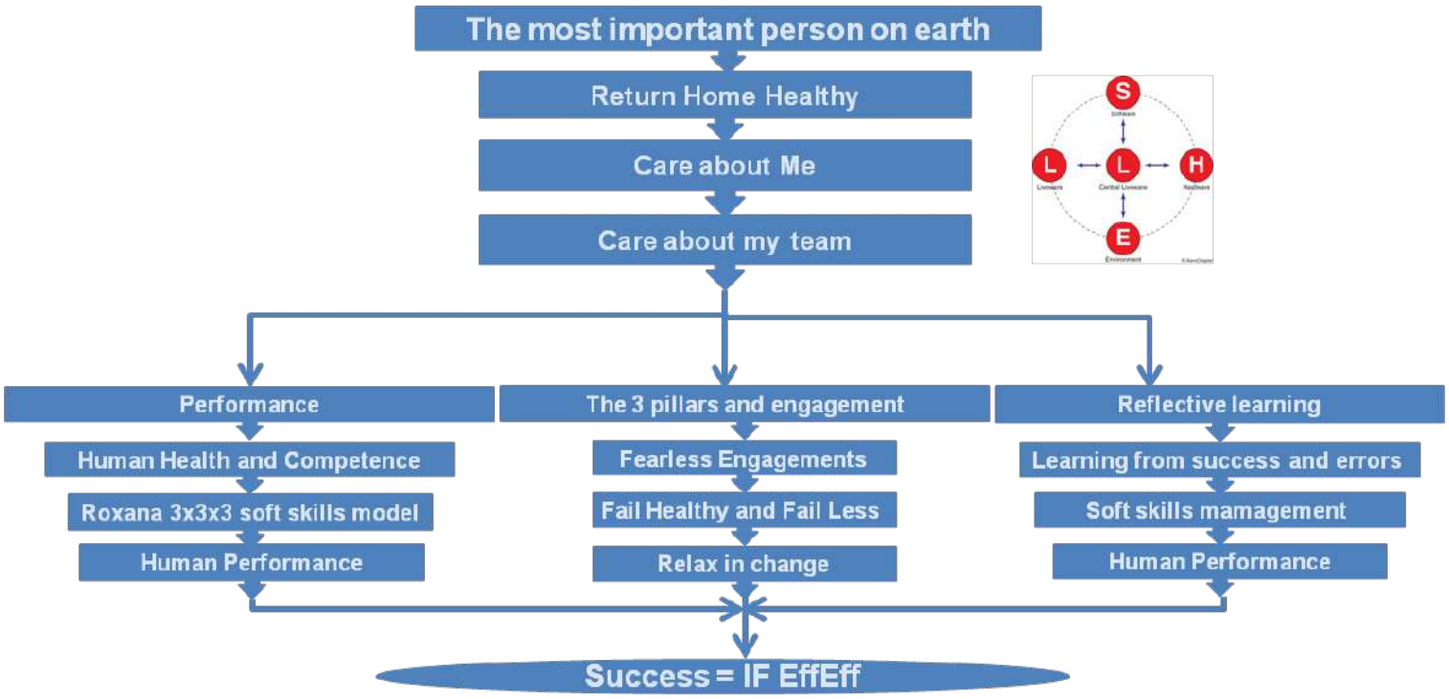
The 1st activity axis is addressing the Fearless engagements, the Risk management and the Management of Change as the three pillars, with engagement being the basement of our system, towards commitment to our Values and our policies for zero incidents.

The 2nd axis of activity elaborates with Health (physical and mental) and Competence (hard and soft) as pre-requisites for Performance, performance being the measure of Incident Free, Effective and Efficient (IF EffEff) operations.

The 3rd axis of activity is related to creating an open environment for reflective learning engagements for all levels in our organisation.

Separate articles in this magazine elaborate on the above three axes of activity, who ensure the Incident Free, Effective and Efficient (IF EffEff) operations throughout our organization ashore and on board.

### Fearless Ego for Success

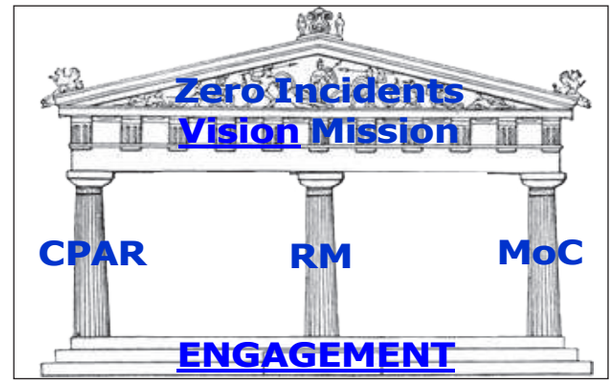


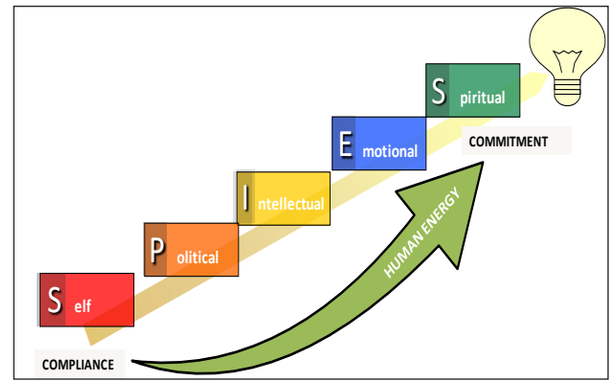
## The 3 pillars and engagement

Late 2107 we introduced the three pillars and engagement principle, as the backbone of our system development to meet our Zero Incidents target, in compliance with our IDEA Vision and Mission.


**The three pillars were identified as**

- **Fearless engagements - CPAR: procedure CP08 Control of Non- Conformities, Accidents & Near Misses**
- **Failing Healthy and Less - RM: procedure CP24 Risk Management**
- **Relaxing in change - MoC: procedure CP13 Management of Change**




Engagement was introduced as the foundation in this process, as the ticket to shift mere compliance to commitment, as a ticket to Company culture
Fearless engagements is about creating a working environment where all colleagues at all levels feel comfortable to intervene and

- stop work, when an unsafe act or condition is identified
- speak out their success, mistakes, concerns or new ideas, without any fear of been blamed or disregarded
- feel an active and appreciated member of the team

An environment of open reporting, of a fair and just for no blame culture during investigation and causation analysis are the guarantees that the team will learn from its success and that mistakes are opportunities for system improvement.
Procedure CP08 is documenting the above issues.
Failing healthy and less is all about managing the risk of the identified hazards, as addressed procedure CP24.
It is our Innovation value that dictates the relax in change, change is a way of living and is addressed in procedure CP13.
We all know normal conditions are not always the case and therefore, we have to be prepared to operate also under "not normal" conditions, the so called non routine operations.
Since 2017 colleagues from all levels within the organization have been engaged in a series of workshops with the objective to incorporate, when applicable and if practical, in all critical operations the concepts of the three pillars, the reflective learning and training and non routine operations.
Procedures format, as documented in CMSM ch3, is revised to reflect the above.
Since the beginning of 2022 we have initiated a project to simplify our procedures thus boosting the engagement and facilitating the commitment to our system.

## Herakleitos team with Dostoyevsky to make 2+2=5

Dostoyevsky's hero in the *"Notes from the Underground"* is for 4 pages struggling in despair denying to accept the mathematical certainty 2+2=4, concluding in excitement that 2+2=5 is sometimes a very charmimg thing.

Fyodor Dostoyevsky

**ChIX.....**
**But yet mathematical certainty is after all, something insufferable. Twice two makes four seems to me simply a piece of insolence. Twice two makes four is a pert coxcomb who stands with arms akimbo barring your path and spitting. I admit that twice two makes four is an excellent thing, but if we are to give everything its due, twice two makes five is sometimes a very charming thing too.....**

**Записки из подполья, Глава IX**
**Но дважды два четыре — все-таки вещь пренесносная. Дважды два четыре — ведь это, по моему мнению, только нахальство-с. Дважды два четыре смотрит фертом, стоит поперек вашей дороги руки в боки и плюется. Я согласен, что дважды два четыре — превосходная вещь; но если уже все хвалить, то и дважды два пять — премилая иногда вещица.**

**«... οὐ ταύτόν έστι τὰ μέρη καὶ τὸ ὅλον ...» (150a15-16).**

**"THE WHOLE IS NOT THE SAME AS ITS PARTS"**

2000 year before Dostoyevsky a pure mathematical paradox was quoted
**The whole IS NOT the same as its parts, may be smaller or bigger than the addition of its parts!**

## Herakleitos team with Dostoyevsky to make 2+2=5 (Continued)

«...ΤΟ ΑΝΤΙΞΟΟΝ ΣΥΜΦΕΡΟΝ ΚΑΙ ΕΚ ΤΩΝ ΔΙΑΦΕΡΟΝΤΩΝ ΚΑΛΛΙΣΤΗΝ ΑΡΜΟΝΙΑΝ ...ΚΑΙ ΠΑΝΤΑ ΚΑΤ' ΕΡΙΝ ΓΙΝΕΣΘΑΙ...»
THE OPPOSITES ARE BENEFICIAL AND FROM THE DIFFERENTS THE BEST HARMONY...EVERYTHING IS DEVELOPED IN DISPUTE...

It was 2500 years before Dostoyevky's wish for 2+2=5 that one of the Humanity's greatest genius, Heraclitus, identified the added value of harmonizing the opposites, the *dialectic* value, which is included in our Company's Vision.

**A team:**

- having team members gifted with teamworking skills
- having a leader gifted with leadership and managerial skills will produce the added value

***will make the 2+2=5 possible***
***will keep Dostoyevsky satisfied!***

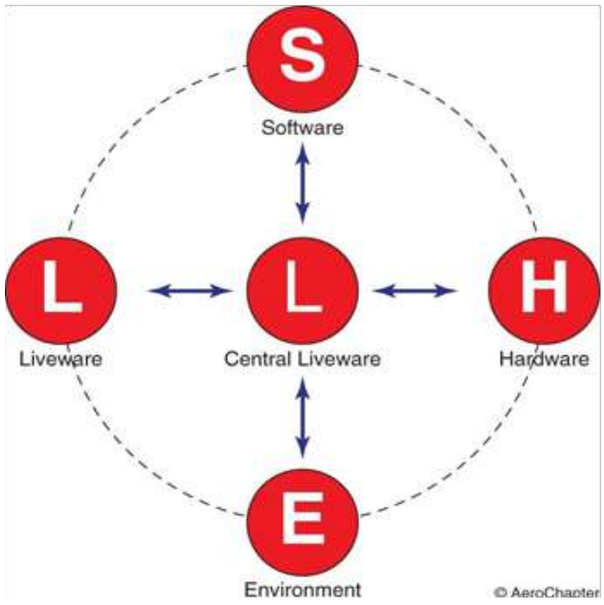
The 2+2=5 concept was developed while elaborating on the TeamWorking soft skills and facilitated our understanding of the added value of a team where differences are harmonized.
The teams concept is introduced

- **There is no operation or even task on board or ashore that can be completed Incident Free, Effectively and Efficiently by one individual alone.**
- **There is no individual who can complete alone any operation ashore or on board Incident Free, Effectively and Efficiently.**

## The S.H.E.L.L. model

The S.H.E.L.L. model was first developed for the aviation by Elwyn Edwards (1972) and later modified into a 'building block' structure by Frank Hawkins (1984). The model is named after the initial letters of its components (software, hardware, environment, liveware) and places emphasis on the human being and human interfaces with other components of the aviation system.

**The S.H.E.L.L. model** is a conceptual model of human factors that clarifies the scope of aviation human factors and assists in understanding the human factor relationships between aviation system resources / environment (the flying subsystem) and the human component in the aviation system (the human subsystem).




The S.H.E.L.L. model adopts a systems perspective that suggests the human is rarely, if ever, the sole cause of an accident. The systems perspective considers a variety of contextual and task-related factors that interact with the human operator within the aviation system to affect operator performance. As a result, the S.H.E.L.L. model considers both active and latent failures in the aviation system.

The anthropocentric principle of the S.H.E.L.L. model pretty much fits into the Company commitment to place and engage the human in the centre of activities.

The S.H.E.L.L. model is adapted to the Company DMS CMSM par3.6, and S.H.E.L.L. factors are extensively used when applying processes, amongst others, like the:

1 interview (interrelation of the candidate with S.H.E.L.L.)

► investigation (classification of factors to investigate in S.H.E.L.L.)

► causation analysis (classification of causes in S.H.E.L.L.)

► hazards and threats identification (classification of hazards and threats in S.H.E.L.L.)

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## The holy three and Roxana 3x3x3 soft skills model

**OCIMF ITK Behavioral Competency Assessment and Verification for Vessel Operators** was released in Nov18, introducing the 6 soft skills domains in conducting HSQE incident free operations, effectively and efficiently, IF EffEff, namely Teamworking, Communication and influencing, Situation awareness , Decision making, result focus and Leadership and managerial.

**During the relevant workshops in 2018 and 2019 we considered the *holy three concept*:**

- the simpler the process the more engaging for the stakeholders it is
- the human brain is geared to think the dialectic way, 3 issues at a time
- key findings of recent Harvard university studies (N. Cowan -2010) suggests the limit of working memory capacity between 3 and 5 chunks of information.

During the previous workshops as above par2 we realized that:

- Teamworking, Leadership and managerial, Communication and influencing soft skills sets are meaningful only in a team environment (interpersonal skills)
- Decision making, result focus, Situation awareness soft skills sets apply for an individual, even not within a team (intrapersonal skills)
- Communication skills are prerequisites for Teamwork and for Leadership skills
- Situation awareness is prerequisite to proper Decision making and result focus skills

**Considering the above we decided to modify the 6 soft skill domains to 3, by:**

- Fusing communication and influencing to team working and leadership/managerial
- Fusing situation awareness to decision making and result focus
- Merging decision making and result focus

## The holy three and Roxana 3x3x3 soft skills model (Continued)

**Ending up to *3 soft skills sets***

- Team working
- Leadership and managerial
- Decision making and Result focus

We further considered 3 categories to each of the 3 soft skills domains and three sets of behavioral indicators per category, as per Roxana's 3x3x3 soft skills model below.

Since 2017 colleagues from all levels within the organization have been engaged in a series of workshops with the objective to incorporate, when applicable and if practical, in all critical operations the dimension of the soft competence, the soft skills.

Procedures format, as documented in CMSM ch3, as well as CP05 recruitment and appraisal process are revised to reflect the above.

| | |
|---|---|
| **1. Team Working** | |
| Works effectively in a team, clearly and precisely and gives and receives communication in a convincing manner to both, groups as well as individuals at all levels, including senior/line managers, colleagues and subordinates, building productive working relationships through cooperation with colleagues, treating others with respect, facilitates resolving conflicts among team members and balancing individual and team goals, interacting with others in a sensitive and effective way in a risk- and time-sensitive environment. | |
| **1.1.** | **Participation and supporting others** |
| 1.1.1. | **Actively participates in team tasks:**<br>- Helps other crew members in demanding situations<br>- Actively seeks and acts upon feedback. |
| 1.1.2. | **Establishes an atmosphere for open communication and participation**:<br>- Clearly puts forward views and personal position while listening to others.<br>- Encourages input and feedback from others.<br>- Builds rapport and establishes a common bond with others.<br>- Encourages idea generation.<br>- Shares expertise with others. |
| 1.1.3. | Communicates effectively<br>- Uses the right mode, time and medium to deliver the message (spoken, written, body signals, sentence structure, terminology and speed of delivery etc) to suit the message and the intended recipients.<br>- Clearly discusses plans, expectations and roles with each fellow team member, ensuring that all understand them the same way<br>- The amount of communication is appropriate and clear for the situation in hand. |
| **1.2.** | **Inclusiveness and consideration of others** |
| 1.2.1. | Helps people feel valued and appreciated.<br>- Welcomes and includes others<br>- Receives feedback constructively and acts accordingly.<br>- Notices the suggestions of other crewmembers.<br>- Gives clear, detailed and constructive personal feedback.<br>- Gives clear and concise briefings and updates at appropriate times. |
| 1.2.2. | Demonstrates respect for people and their differences.<br>- Shows understanding of others' perspectives and personal situations.<br>- Acknowledges cultural diversity when communicating. |
| 1.2.3. | Communicates in a way that elicits appropriate action from others.<br>- Asks questions and observes others to confirm their common understanding |
| **1.3.** | **Conflict resolution** |
| 1.3.1. | Keeps calm in conflicts and suggests solutions to resolve conflicts. |
| 1.3.2. | Receives feedback constructively and expresses disagreement constructively by giving alternative or different perspectives. |
| 1.3.3. | Influences others resulting in acceptance, agreement and/or behaviour change. |

## The holy three and Roxana 3x3x3 soft skills model (Continued)

| 2. Leadership and Managerial skills | |
|---|---|
| Clearly and precisely gives and receives communication in a convincing manner to both, groups as well as individuals at all levels, Inspiring, motivating and empowering his colleagues to perform at their best to achieve goals.<br>Adjusts leadership style to situations, including those which develop suddenly and change rapidly, Interacting with others in a sensitive and effective way in a risk and time-sensitive environment. | |
| **2.1. Setting directions, providing and maintaining standards** | |
| 2.1.1. | Communicates clear expectations.<br>- Considers the bigger picture and longer term needs prior committing to a course of action.<br>- Translates the vision into clear strategies and work programmes.<br>- Uses the right medium to deliver the message (face-to-face, radio, email, telephone, etc).<br>- Uses language appropriately (e.g. in sentence structure, terminology and speed of delivery).<br>- Uses a range of communication methods (e.g. spoken, written, hand signals, etc) to suit the message and the intended recipients.<br>- The amount of communication is appropriate and clear for the situation in hand.<br>- Communicates in a way that elicits appropriate action from others. |
| 2.1.2. | Demonstrates commitment to Company values, ethical and moral standards, setting a personal example of what is expected from others. |
| 2.1.3. | Ensures compliance with Company system and standards and intervenes in case of deviations by other crew members |
| **2.2. Authority, assertiveness and empowerment** | |
| 2.2.1. | Creates a culture that enables challenge and participation of crew members while maintaining the given command authority<br>- Encourages crew members to review, raise concerns or challenge plans of actions.<br>- Creates a safe and trusting environment for crew members of open and frequent communication with clear and direct flow of information, supporting them to openly share lack of knowledge and/or to speak up without hesitation.<br>- Recognises, appreciates, and supports contributions of people.<br>- Receives feedback constructively. |
| 2.2.2. | Takes command if the situation requires.<br>- Takes decisive actions as required.<br>- Advocates own position.<br>- Clearly puts forward views and personal position whilst listening to others.<br>- Influences others resulting in acceptance, agreement and/or behaviour change. |
| 2.2.3. | Supports people to have a level of independence in how they do their work<br>- Develops cooperative and respectful relationships with people.<br>- Understands the needs of crew members and cares about their welfare<br>- Acknowledges cultural diversity when communicating.<br>- Creates a feeling among the crew members of achieving results together as one team<br>- Asks questions and observes others to confirm their understanding.<br>- Actively seeks and acts upon feedback.<br>- Encourages people to acquire new skills and develop themselves. |
| **2.3. Planning, co-ordination and Workload management** | |
| 2.3.1. | Organises tasks, activities and resources.<br>- Sets achievable goals, makes concrete plans, and establishes measurable milestones with timescales and quality standards.<br>- Encourages shared understanding and participation among crew members in planning and task completion.<br>- Clearly explains plans, expectations, and roles to each person, ensuring that they understand them<br>- Defines clear roles and responsibilities for crew members for both normal and non-normal situations, including workload assignments.<br>- Prioritises and manages primary and secondary operational tasks.<br>- Distributes tasks appropriately among the crew, balancing the needs of every team member. |
| 2.3.2. | Challenges current processes to find new and innovative ways to improve work of the team and the vessel<br>- Uses appropriate tools and notifications when dealing with non-routine operations.<br>- Uses available external and internal resources (including automation) to accomplish timely task completion. |
| 2.3.3. | Monitors plans for the achievement of targets.<br>- Gives and asks for clear and concise briefings and updates at appropriate times.<br>- Recognises work overload, signs of stress and fatigue in self and others, acting promptly to deal with it.<br>- Delegates in order to achieve top performance and to avoid workload peaks and troughs.<br>- Reviews and communicates plans and intentions clearly to the whole crew, changing plans if necessary.<br>- |

## The holy three and Roxana 3x3x3 soft skills model (Continued)

| 3. Decision making and Result focus | |
|---|---|
| Accurately perceives all SHELL factors on-board, at sea and ashore and projects their status in the future, reaching systematic and rational judgements or chooses an option based on relevant information by analysing issues and by developing effective strategies to manage HSQE threats.<br>Demonstrates a readiness to make decisions and originate action, focusing on achieving desired results and how best to achieve them by taking conscientious action, using initiative, energy and demonstrating flexibility and resilience. | |
| **3.1.** | **Awareness of SHELL factors and their risks for problem definition and options generation** |
| 3.1.1. | Maintains awareness of SHELL factors.<br>- Monitors, cross-checks, acknowledges and reports changes in all SHELL factrors<br>- Gathers information and identifies the problem and its causal factors in the 3 dimensions of time.<br>- Consults and shares information with specialist expertise or local knowledge on all SHELL factors when required, environment included. |
| 3.1.2. | Problem definition<br>- Encourages idea generation and challenges existing norms, accepted risks, processes or measurements<br>- Generates multiple responses to a problem or alternative courses of action. |
| 3.1.3. | Risk assessment for option selection<br>- Uses all available resources to manage threats.<br>- Considers options generated by external advisors (e.g. pilot) and retains decision making responsibility and accountability.<br>- Considers and shares the risks of alternative courses of action.<br>- Anticipates present and future threats and their consequences.<br>- Assesses risks and benefits of different responses to a problem through discussion. |
| **3.2.** | **Outcome implementation and review** |
| 3.2.1. | Selects and implements timely the best response to the problem.<br>- Checks the outcome of a solution against the predefined goal or plan, reviews the quality of the decision made.<br>- Takes timely and mindful actions. |
| 3.2.2. | Confirms selected course of action and implements in a timely manner.<br>- Stays focused on tasks and meets productivity standards, deadlines, and work schedules.<br>- Shows up to work on time, and follows instructions, policies, and procedures.<br>- Goes the "extra mile" beyond job requirements in order to achieve objectives.<br>- Takes personal responsibility for the quality and timeliness of work, and achieves results with little need for supervision. |
| 3.2.3. | Has a sense of urgency about solving problems and getting work done, and pushes self and others to reach milestones.<br>- Effectively manages the time and resources to accomplish tasks, prioritising the most important ones<br>- identifies what needs to be done and initiates appropriate actions<br>- Looks for opportunities to help achieve team objectives. |
| **3.3.** | **Determination and emotional toughness** |
| 3.3.1. | Recovers quickly from setbacks and responds with renewed and increased efforts.<br>- Persists in the face of difficulty, finds alternative ways to complete tasks and goals.<br>- Exerts renewed and increased effort to achieve goals, persisting even in the face of problems.<br>- Handles high workloads, competing demands, vague assignments, interruptions, and distractions with composure.<br>- Willingly puts in extra time and effort in crisis situations.<br>- Stays calm and maintains focus in emergency situations. |
| 3.3.2. | Adapts to changing business needs, conditions, and work responsibilities.<br>- Shows others the benefits of change.<br>- Adapts approach, goals, and methods to achieve solutions and results in a changing environment.<br>- Responds positively to change, embracing new ideas and/or practices to accomplish goals and solve problems. |
| 3.3.3. | Discusses contingency strategies and takes timely and mindful actions.<br>- Acknowledges and corrects mistakes, taking personal responsibility as appropriate.<br>- States alternative courses of action, Implements new ideas, and/or better ways to do things and/or implements potential solutions to problems |

## Tanker Market update by Maersk Tankers

Our Managing Director, Mr. Koutris, attended the Tanker Market update meeting, hosted by Maersk Tankers, which took place in Athens at Margi Hotel, on 12Oct22 from 17:30 to 19:00 hrs.

During the meeting the attendees had the chance to catch up on the tanker market as well as on what decarbonization will mean to shipowners.

Some of the key topics discussed were
- Market performance
- What will decarbonization mean to Tanker Owners
- Market update and forecast

Mr. Koutris highlighted the facts that CII is de-motivating capacity utilization and triangulation, or minimizing ballast legs, which is in fact optimization of the voyage and to the environment benefit.

## Singapore: SS 600:2022 Revision of bunkering standard

As part of continuous review, the Singapore Standards Council (SSC), in collaboration with the industry and MPA, has published the SS 600:2022 edition on the Code of practice for bunkering by bunker tankers using tank gauging.
From 1 Jan 2023, SS 600:2014, will be superseded by SS 600:2022 and all bunker suppliers, bunker craft operators, bunker surveying companies and bunker surveyors will be required to comply with the requirements of SS 600:2022.
The 2022 revision of this standard consist of the following main change:
- Aligned with the latest published SS 648:2019 Code of practice for bunker mass flow metering and SS 660:2020 Code of practice for bunker cargo delivery from oil terminal to bunker tanker using mass flow meter.
- Specified its use as a standard to be followed in the event of MFM metering system failure.
- Aligned the document structure to the updated ISO requirements.
- Updated Annex U on SBC terms and Annex T on Resolution of disputes by the Singapore Chamber of Maritime Arbitration (SCMA).

Shipowners/ bunker buyers, charterers, operators, surveyors and shipping agents are urged to adhere to the requirements and procedures of the latest standards, especially in the event of MFM metering system failure onboard the bunker tanker when their vessels call at Singapore for bunkering.

When a MFM metering system failure occurs onboard a bunker tanker, the bunker supplier or the craft operator is required to take the permission of MPA before proceeding to or complete an ongoing delivery in accordance with SS 600:2022.

All bunker suppliers and bunker craft operators must ensure that the cargo officers and the crew onboard the bunker tankers are made aware and understand the changes made to SS 600 by 31 December 2022.

Similarly, all bunker surveying companies must ensure that all bunker surveyors employed by the company are also made aware and understand the changes made to SS 600 by 31 December 2022.

## Internet on board

As you know apart from the 1GB free monthly allotment of data that we disburse to each crewmember, we also increased the scope of allowed sites to be accessible from the ships workstations without limitation on the bandwidth.

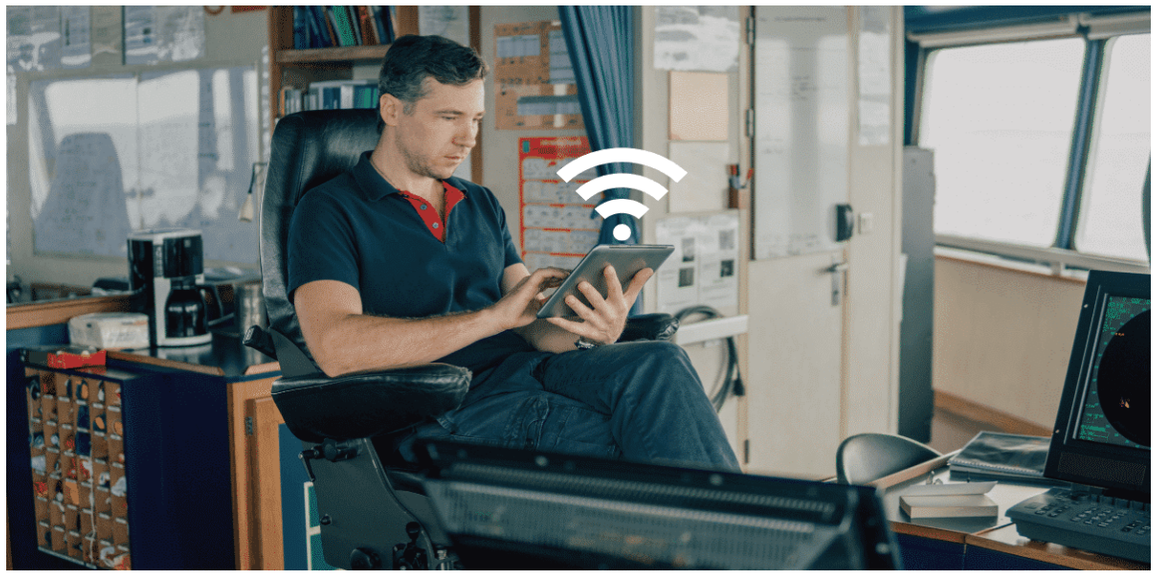
These sites fall into the below categories:
- Sites necessary for the ships Trade ( Weather, Notices to Mariners, Other Sites for Ship's Navigation, Sites requested by Charterers , Sites for Port Clearance, Knowbe4 , etc.
and
- Russian News Sites and other Russian Language Sites of interest

These Russian News sites are provided as per ships request provided that they do not create a large impact on ships data traffic.

Crewmembers are requested to:
- Close these sites when not in use as many will continually refresh advertisements and create unnecessary traffic
- Avoid viewing videos that they may contain as videos are heavy with regard to data traffic
- Avoid creating any accounts and logging in to such sites as this may have impact on ships cybersecurity
- Avoid downloading any media or files from such sites as this may have an impact on ships cybersecurity

Please also monitor that this does not cause any disruption to the ships communications.
If any occurs please inform us so that we can investigate and take action. Also I would advise that you keep Crew Internet access to a minimum when reception is poor in order to avoid bottlenecks.
Especially when reception is thru the backup system ( FBB for ships with Fleet express and Iridium Certus for ships with VSAT ) as this has a much reduced bandwidth.

Finally we would remind you with regard to i-distraction, i-isolation and i-illusion:
• i-distraction - use of these sites is permitted only outside ones normal working schedule or watch. It should in no way interfere with the Safe operation of the ship.
• i-isolation - Keep aware of where you are and what you are doing and avoid immersing oneself in a virtual reality to the detriment of ones physical reality
• i-illusion - Be aware that the Internet is not the real world and opinions seen may not be accurate or may express a one-sided opinion or viewpoint



## Removal of Indian Ocean High Risk Area

With reference to the circular ID/ALL-ISM-22-2177 - Removal of Indian Ocean High Risk Area Updated Summary, sent on 19Dec22, kindly note the Round Table of international shipping industry associations and Oil Companies International Marine Forum (OCIMF) have announced that the Indian Ocean High Risk Area (HRA) will be removed, effective 1st January 2023.
Please note that the United Kingdom Maritime Trade Operations (UKMTO) Voluntary Reporting Area will remain in effect for the Indian Ocean Region (in accordance with Maritime Security chart Q6099), administered by the Maritime Trade Information Centre (MTIC)/ UKMTO (Dubai).


At 00:01 UTC on 1 January 2023 the Shipping Industry Indian Ocean High Risk Area (HRA) for piracy will be removed, but the voyage preparation, threat, and risk assessment as part of following Best Management Practice 5 (BMP5) remain essential.
The removal of the HRA reflects a significantly improved piracy situation in the region, but the BMP5 reporting processes and the presence of international naval forces remains in place until further notice as currently shown on UKHO Chart Q6099
What will not change:
a. The Voluntary Reporting Area (VRA) administered by UK Maritime Trade Operations (UKMTO) has not changed.
b. Ships entering the VRA are encouraged to report to the UKMTO and register with the Maritime Security Centre for the Horn of Africa in accordance with Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea (BMP5).
c. The presence of international navies and the naval missions of the Combined Maritime Forces (CMF) has not changed.
d. A thorough threat and risk assessment should continue to be conducted for all voyages for the threats identified in section 2 of BMP5. The risks these threats pose to merchant ships will be dependent on the particulars of the vessel, the owners, the cargo, and its voyage.
e. Advice on maritime security threats can be obtained from a variety of sources including the following :
• https://www.maritimeglobalsecurity.org
• www.ukmto.org
• www.mschoa.org
• www.shipping.nato.int
• Vessel Insurers / P&I Clubs
• Commercial security service providers

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## Korean Register Technical Seminar 2022 and 15th Hellenic Committee

Our Managing Director Mr. Koutris and our Technical Manager Mr. Giampanis attended the KR Technical Seminar 2022 and the 15th KR Hellenic Committee on 24&25Oct22, at Divani Apollon Palace & Thalasso.

During the meetings following presentations were delivered:
• Alternative Fueled & SMART Ship in New building
• R&D Activity for Decarbonization & Digitalization
• EEXI CII and Next
• KR GERAs, Now and Future

## KR and Roxana Shipping meeting

Furthermore, a meeting with KR and Mr. JS Park was held in our premises, on 07Nov22, with Mr. Kourtis and Mr. Giampanis to be the hosts.

Since Mr. Koutris had an inquiry about present status of shipbuilding yards in S.Korea and abroad, Mr. JS Park provided us with the following information:

- Shipbuilding shipyard list in S. Korea
- Korean yards maintaining sister yards abroad
- For each of the above yards, the type of vessels that could be constructed giving attention to tanker sector
- Information about available slots is also given in case of a contract to be signed within 2022, with project commence time period after contract signing.
- In the sheet named "Track Record", see also information about KR performance in tanker NB sector since 2015 with 144 tankers and almost 8 million of GT, although there was a low order book request on said sector worldwide

## LFI LET Resilience updates

In every release of Reflective Learning from Incidents (LFI), Learning Engagement Tools (LETs) and Resilience, updates are always added. The next release is on Jan23 and the updates are as documented below.

### 1. The major changes in this release are to be as follows:

### 1.1. Reflective LFI folder:

1.1.1. LFI Mooring, Mooring LFIs:
• CLIP 02-2022 Mooring Incidents
1.1.2. LFI Personnel Transfer, Personnel Transfer LFIs:
• VIRP Digest - Issue 2 on Pilot Ladders
1.1.3. LFI Navigation, Navigation LFIs:
• Contact of Bulk Carrier Ocean Princess with Oil and Gas Production Platform

### 1.2. LET folder:

1.2.1. Cargo Transfer Operations LFIs:
• The Swedish Club - Corroded pipe caused oil spill Sep22
• FEBIMA Investigation - Closed main valve of cargo line causes serious injury
1.2.2. Mooring LFIs:
• CLIP 02-2022 Mooring Incidents
1.2.3. Navigation LFIs:
• Contact of Bulk Carrier Ocean Princess with Oil and Gas Production Platform, which came to the conclusion that operator's overreliance and overconfidence in technology, such as an ECDIS, can result in degradation of sound navigation practices and negatively affect situational awareness.
1.2.4. Personal injury LFIs:
• Lessons Learnt - Serious Injury to Pilot
• IOGP Squeezed hand due to unintentional activation of winch
• USCG - Hidden corrosion can cause dangerous failures
• WSH - Worker fell into sea while boarding service boat
• FEBIMA Investigation - Closed main valve of cargo line causes serious injury
• MCIB Investigation - Failure to follow safe systems for working at height causes fall
1.2.5. Personal Safety LFIs:
• VIRP Digest Issue No.3 - Non or improper use of PPE
1.2.6. Personnel Transfer LFIs:
• VIRP Digest - Issue 2 on Pilot Ladders
• MSS Pilot ladder in poor condition

1.2.7. Personnel Transfer Roxana incidents:
• 220308 Safe rigging of pilot ladders
• Pilots involvements on accident

### 1.3. Physical Health folder:

1.3.1. Building Healthy Habits - Physical health was released and following were added:
• Healthy Habits Nutrition Facilitator Guide
• Healthy Habits Nutrition Participant Workbook

### 1.4. Performance folder:

1.4.1. OCIMF subfolder flwg videos added:
► Videos for crew:
• Additional briefing for vessel officers
• Officer Module 2 More on the inspection
• Officer Module 3 What the inspector reports
• Officer Module 4 Responding to human observations
• Officer All Crew Briefing
► Videos for operators:
• Owner Operator Module 1 Human factors in SIRE 2.0 inspections
• Owner Operator Module 2 Risk and human factors
• Owner Operator Module 3 What to expect from the inspection
• Owner Operator Module 4 Responding to human observations
• Owner Operator Module 5 Getting ahead of human factor issues
• Vetting Organisation Module 6

### 1.5. IOGP folder:

1.5.1. 642 - Learning from normal work
1.5.2. 654 - Medical emergency response and primary healthcare guideline
1.5.3. 345 - Under sized runway beam end stoppers

## Saudi Aramco Terminals Customer Focus Symposium - 09 Nov 22

Our Chartering and Operations Manager Capt. Karthik, attended the Saudi Aramco Terminals Customer Focus Symposium 2022, which took place in Dhahran, Saudi Arabia, at the Grand Hyatt Hotel in Khobar.

The Symposium was attended by about 60 participants and representatives from Saudi Aramco Management, Terminal rep., Pilots, Vetting team, local Agents, Surveyors etc.


**Vision:**
Saudi Aramco's Vision is to be a world-class Terminal facility supplying crude and refined products domestically and internationally.

**Scope:**


Their mission is to be safe, reliable and operate the facility innovatively with a competent workforce and they expect owners and operators to run a reliable fleet and carry out all operations safely and efficiently within their facility.

*An update was shared on the Aramco terminals History, present capacity and ship calls on yearly basis.*

**Major Terminals operated by Saudi Aramco:**

## Saudi Aramco Terminals Customer Focus Symposium - 09 Nov 22 (Continued)

### East Coast

1. Ju'aymah SPM
- Number of SPM – 6 Nos.
- Distance Offshore – 16 Kms.
- Grade of Cargo – Crude Oil.
- Number of vessels/year – 1023 Nos.

* One (1) new SPM is under construction for condensate export.

2. Ju'aymah NGL
- Number of Berths – 2 Nos.
- Distance Offshore – 9 Kms.
- Grade of Cargo – LPG (C3 and C4).
- Number of vessels/year – 194 Nos.

* One (1) new berth is under construction to expand the capacity of the port.

3. Ras Tanura Sea Island
- Number of Berths – 6 Nos.
- Distance Offshore – 3 Kms.
- Grade of Cargo – Crude Oil and Fuel Oil.
- Number of vessels/year – 800 Nos.

4. Ras Tanura North Pier
- Number of Berths – 4 Nos.
- Distance Offshore – 1 Kms.
- Grade of Cargo – Product Cargoes.
- Number of vessels/year – 362 Nos.

### West Coast

1. Duba Terminal
- Number of Berths – 1 No.
- Distance Offshore – 300 mtrs.
- Grade of Cargo – Product Cargoes.
- Number of vessels/year – 75 Nos.

2. Yanbu' North Crude Terminal
- Number of Berths – 4 Nos.
- Distance Offshore – 900 mtrs.
- Grade of Cargo – Crude Oil and Fuel Oil.
- Number of vessels/year – 80 Nos.

3. Yanbu' North Products Terminal
- Number of Berths – 4 Nos.
- Distance Offshore – 2 Kms.
- Grade of Cargo – Wide Range of Products.
- Number of vessels/year – 270 Nos.

4. Yanbu' South Terminal
- Number of Berths – 3 Nos.
- Distance Offshore – 1 Kms.
- Grade of Cargo – Crude Oil and Fuel Oil.
- Number of vessels/year – 230 Nos.

5. Jiddah Terminal
- Number of Berths – 8 Nos.
- Distance Offshore – N/A.
- Grade of Cargo – Products intake and bunkering hub.
- Number of vessels/year – 400 Nos.

6. Jazan Bulk Plant Terminal
- Number of SPM – 2 Nos.
- Distance Offshore – 10 Kms.
- Grade of Cargo – Products intake.
- Number of vessels/year – 130 Nos.
- Number of SPM & Berth – 4 Nos.
- Distance Offshore – N/A.
- Grade of Cargo – Products Export and Crude intake.
- Number of vessels/year – 280 Nos.

7. Jazan Refinery Terminal
- Number of SPM & Berth – 4 Nos.
- Distance Offshore – N/A.
- Grade of Cargo – Products Export and Crude intake.
- Number of vessels/year – 280 Nos.

## Saudi Aramco Terminals Customer Focus Symposium - 09 Nov 22 (Continued)

### Tanker Traffic

About 3200 calls were made at Aramco terminals in 2022 till Oct 2022. Ras Tanura is the biggest port handling 3.5 million barrels of crude oil per day.

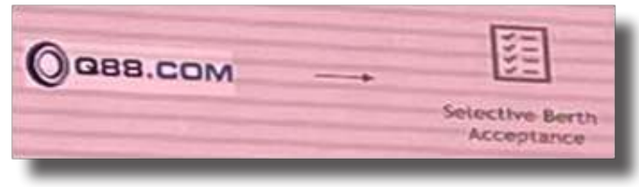

### Symposium Agenda which has four main focus areas:

- Tanker Vetting & Statistics in Saudi Aramco Terminals
- Tankers Performance & Deficiencies Analysis
- Hydrocarbons Quality, Measurement & Loss Control
- Open Discussion

### Automated Vetting System:

► Saudi Aramco terminals carry out their own vetting / terminal clearance.
► They have been operating a fully automated Vetting support system since 1988 as a one-stop database to risk profile vessels.
► This is part of the Aramco Ports and Terminals Management System, and the screening of vessels is carried out the basis of the following process:

- **Step 1** – Parameter Evaluation:
  - o Store Ship Dimensions.
  - o Configured with Berth parameters & Cargoes.
  - o Updated Regularly.
  - o Compare Ship Dimensions against berth parameters.




The data in this module of the Ports and Terminals Management System is automatically pulled in from the vessel's Q88 and a comparison of the vessel's dimensions from the Q88 data is made by the system against the berth acceptance parameters to decide if the vessel can physically fit onto the Berth/SPM.
This basically means that the data entered in the Q88 must be accurate as vessels could be rejected by the vetting system due to wrong physical dimensions/data.

- **Step 2** – Condition Evaluation:
  - o Store Correspondence History.
  - o Store Incident History.
  - o Updated Regularly.
  - o Provide user hints (Flagged, Banned, Recent Incidents etc.).


The following data in this module of the Ports and Terminals Management System is automatically pulled in from the sources identified below:
► Ships class, Flag etc. – IHS Sea-web.
► Commercial data such as change of flag and class etc. - IHS Sea-web.
► Positive SIRE – OCIMF.
► Vessel deficiency notes - from previous Aramco port call.
► PSC data etc. – Equasis.

## Saudi Aramco Terminals Customer Focus Symposium - 09 Nov 22 (Continued)

This system is fully maintained and updated by a team of IT support (24/7) and has interlocks to various departments.

### Vessel SIRE Report Screening

• Vessels 5 to 9 Years Old – SIRE reports not older than 12 months old will be utilized for the vessel's screening purposes unless the below applies to the vessel.
► On first visit to an Aramco Terminal.
► Coming back to an Aramco Terminal after a gap of two (2) Years.

• Vessels 10 to 13 Years Old - SIRE reports not older than 12 months old can be utilized for the vessel's screening purposes unless the below applies to the vessel.
► On first visit to an Aramco Terminal.
► Coming back to an Aramco Terminal after a gap of one (1) Year.

• Vessels more than 14 Years Old - SIRE reports not older than 6 months old can be utilized for the vessel's screening purposes unless the below applies to the vessel.
► On first visit to an Aramco Terminal.
► Are coming back to an Aramco Terminal after a gap of one (1) Year.
► Anytime the vessel is flagged.

For the Period 01 Jan 2022 to 31 Oct 2022 the following Screenings have been undertaken on vessels callings Aramco Terminals:
► Total Screening requests received – 4303 Nos.
► Vessels accepted – 4205 Nos.
► Vessels rejected – 98 Nos.

- All Aramco Harbour Pilots and Port Engineers are trained to carry out mandatory pre-berthing and safety inspections before and after berthing.
- Vessel will be issued with a VDN and depending upon severity berthing may be cancelled or even banned from any future port calls to Aramco Terminals.
- Aramco does not impose any age restrictions for a vessel to call at their facility as long as vessel is maintained and able to perform well during cargo operations.

### Vessel Inspections

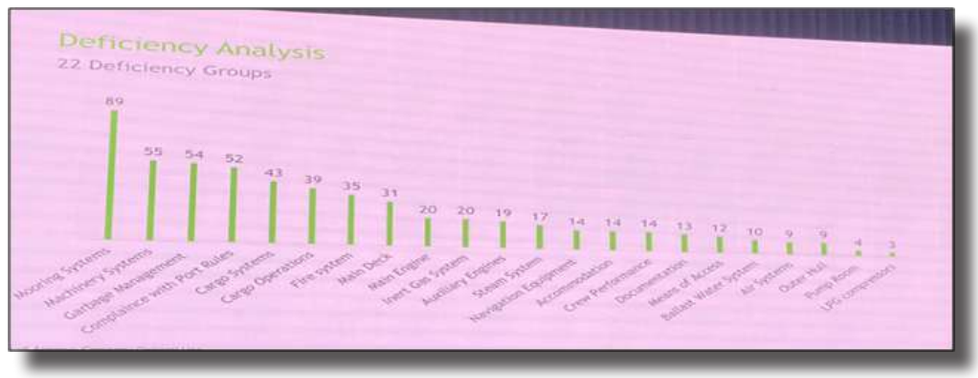
There are a total of three (3) types of inspections conducted by Saudi Aramco on vessels calling at their Terminals:

• Pre-Berthing Inspection:
This type of inspection is conducted by the Pilot and SPM representatives and is mandatory for all vessels regardless of their age or the number of times they have called Aramco Terminals.
Vessels are subjected to this inspection on each call to an Aramco Terminal.
• Pilotage Team Inspection:
This type of inspection is conducted by the Pilot and a Marine Engineer and is mandatory for all vessels which fall under one of the below parameters:
► Over ten (10) yrs of age.
► Are on their first visit to an Aramco Terminal.
► Are coming back to an Aramco Terminal after a gap of two (2) Years.
• Alongside Inspections:
This type of inspection is conducted by the Pilot and a Marine Engineer and is a conditional inspection carried out on Random or Targeted vessels. Vessels with a history of repeated incidents and or a declining performance at the terminals may be targeted for such inspections.

For the Period 01 Jan 2022 to 31 Oct 2022 the following vessels were inspected:
► Total Vessels that have called Aramco Terminals – 3200 Nos.
► Vessels where observations were raised – 231 Nos.
► Percentage of Vessels with observations – 7%.

## Saudi Aramco Terminals Customer Focus Symposium - 09 Nov 22 (Continued)

In the above period the following major issues were noted causing delays to the vessels:
► Vessels where berthing was aborted – 28 Nos.
► Vessels where cargo suspension occurred – 26 Nos.
► Vessels where ESD activation occurred – 6 Nos.
► Total delays to vessels – 227 Hours.




Top Repeated deficiency Items from 01 Jan 2022 to 31 Oct 2022

### Hydrocarbons Quality, Measurement & Loss Control

► There was a detailed presentation made on Quality, Measurement & Loss Control.
► Aramco terminal representatives shared the details of procedures of how shore-ship tank gauging, quality-quantity are measured.
► Ship / Shore Difference during loading Operations:

1. A difference in excess of 0.3% or 3000 Bbls whichever lower is considered the benchmark by which it is decided if a cargo is released by the terminal of not.

2. In case difference is excess of the above are noted per grade on completion of the loading operations a re-check of ullages and calculations are initiated by the terminal and the vessel would not be permitted to depart till the matter and/or cause of the discrepancy has been identified.
3. Incase Ship Shore difference during the cargo operations exceeds 10,000 bbls cargo operations will be stopped to investigate the matter further.

## Saudi Aramco Terminals Customer Focus Symposium - 09 Nov 22 (Continued)

**OTHER TOPICS**

### Marine Anti-Corruption Measures

Saudi Aramco has very strict anti-corruption policies at its terminals. If any issues or requests for representations are made by the terminal staff, these are to be reported via the Agent and severe action will be taken against the involved parties.
If any requests originate from Customs / local coast guard etc. then these are to be dealt with through the vessel's agents. In general, the local laws are very strict against corruption at any level.

### Letter of Undertaking - LOU

In general, Saudi Aramco is not interested in the fine amounts when incidents happen as they would prefer vessels to load at the terminals and depart without incidents. The focus is on safe operations and not fines. They urged that operators maintain a reliable fleet that would expedite all port operations as safely and efficiently as possible.
The final execution of the fines is up to Aramco's commercial department, and they will weigh various factors to determine if LOU is to be redeemed.
Capt. Karthik, on behalf of Roxana raised the matter of the Letter of Guarantee (LOU) required to be given by owners PANDI clubs in case of any non compliance at terminal even if it is not vessel fault. Saudi Aramco panel members will review this matter.

### Support and Services

Saudi Aramco has no issues in allowing spares, crew change, and SIRE inspection subject to ISGOTT and local regulations (Coast Guard etc) permitting at their Terminals. If the local Immigration regulations allow for the boarding of personnel, Aramco shall permit boarding of personnel at the terminal.

*Saudi Aramco thanked the participants for the great opportunity to directly communicate with customers and hear their feedback on services provided by Saudi Aramco Ports and Terminals.*

*Aramco terminal representatives emphasized that our participation will assist to improve the quality of provided services and positively influence future terminal/ship liaisons.*

## Saudi Aramco Terminals Customer Focus Symposium - 09 Nov 22 (Continued)


## Andrea Vaccari New York Marathon 2022

Our Tankers Chartering Manager Mr. Andrea Vaccari ran 2022 New York City Marathon, the 51st instance of that city's premier long-distance race, which was held on November 6, 2022. The race followed its traditional route, which passes through all five boroughs of New York City.

Our Mr. Vaccari along with Mr. Antonino De Angelis from COFCO who fixed our M/V Discoverer on 1 year TC, are depicted in the photo.

## Newsfront Greener Shipping Summit 15 Nov 22

Our Managing Director Mr. Koutris and Mr. Giampanis attended the Greener Shipping Summit 2022, held by Newsfront and under the auspices of Martecma, which took place in Eugenides Foundation, Athens, on 15Nov22.

The scope of this event was to assess the challenges faced by the shipping industry as it strives to comply with the goals of becoming even more greener, efficient, safer and environmentally friendly and make the desirable doable.

During the meeting, presentations from DNV, ABS, RINA and various shipping companies were given, covering various shipping trends, such as Environmental regulations, New technologies, and Digitalisation & soft skills.

The summit attended 500 delegates from 230 companies and 16 countries.

Mr. Koutris gave a presentation about The role of Human Factor, evolution, references and fearless ego for success, as follows:

QT

It took decades for shipping to understand that humans are problem solvers rather problem makers. Takis Koutris elaborated on the human factors the definition, the transition from human error to system error, he introduced the concepts of soft skills, the definition of human performance, the human performance principles, (physical and mental) health and (soft and hard) competence for performance.
He then presented the "fearless ego for success concept" introduced by Roxana Shipping, incorporating and simplifying all the above mentioned concepts.
He highlighted the need for ship operators to consolidate and simplify the existing documented management systems and he shared with the participants:


- The process adopted by Roxana to simplify the existing documentation for ship management
- How Roxana incorporated the soft skills and the the Roxana 3x3x3 soft skills model consolidating to 27 the 350 behavioral KPIs introduced by Intertanko and OCIM guide on behavioral competence assessment and verification
- The Roxana 3 human performance principles
  - Humans err
  - Humans want to do a good job
  - Human error is opportunity for system improvement

  and how these principles correspond to the 8 principles introduced by OCIMF and the 5 principles introduced by Shell
- The concept of health (physical and mental), competence (hard and soft), health and competence for performance, performance been the Incident Free Effective and Efficient operations (IF EffEff).

UNQT

## ABS Technical Committee Meeting

Our Managing Director Mr. Koutris and our technical manager Mr. Giampanis attended the ABS Technical Committee Meeting, which took place at the Margi Hotel, Athens, on 08Dec22.

The scope of this Committee meeting was to augment the participation of the Hellenic operators in the improvement and development of ABS Rules. by practical feedback from shipping operations, sharing experiences of issues, incidents and lessons learned when accompanied by technical justification can become a catalyst for faster Rule development.

During the meeting ABS confirmed the possibility for remote annual statutory and class surveys, based on software and hardware requirements to facilitate communication with the ship.

During the meeting Mr. Koutris thanked ABS for adopting that fast the remote annual surveys option and requested the same approach for enhancing the type approval to include minimum spares, as per Martecma letter, and the MD/SDoC compliance with Hong Kong recycling convention and EU SRR, to which ABS responded positively.

## ABS Seminar "Driving Future Decisions Today"

Our Managig Director Mr. Koutris attended the ABS Seminar "Driving Future Decisions Today", which took place in Athens Marriott Hotel on 29Nov22.

The scope of this event was to provide an update on environmental regulatory framework, latest sustainability trends and ABS services to support decarbonization.

During the seminar, a regulatory MEPC 79 update was given by Mr. Fradelos (ABS Vice President-Regulatory Affairs), while sustainability and decarbonization matters were addressed by Mr. Georgios Plevrakis (ABS Vice President-Global Sustainability).

## LRS FOBAS Seminar Athens

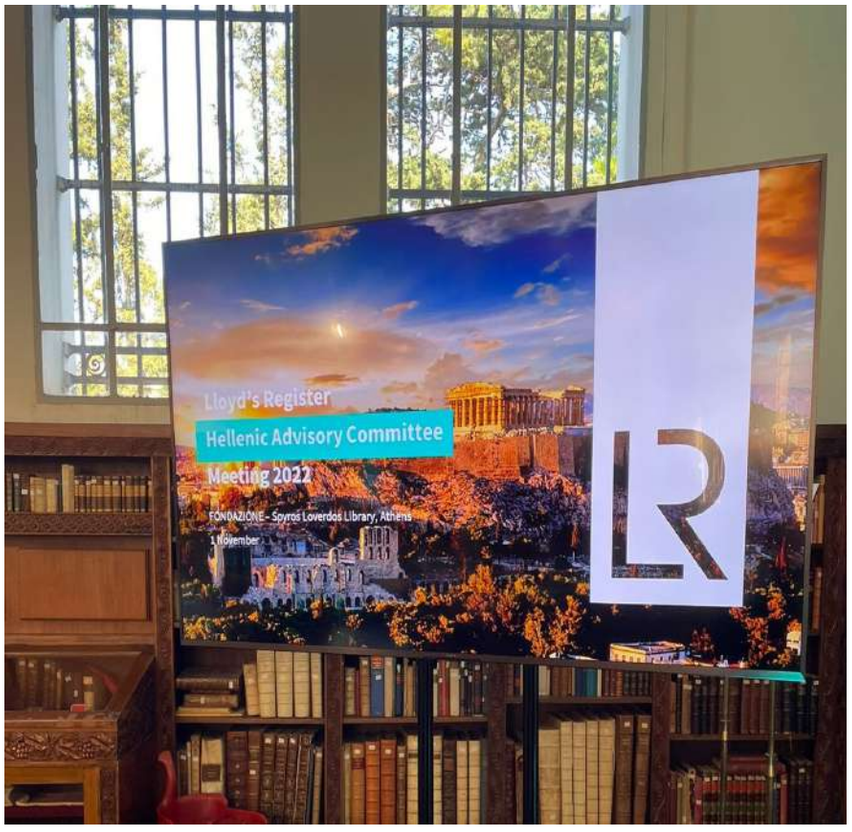
Our managing Director Mr. Takis Koutris attended the FOBAS Seminar, hosted by LRS, which took place at Athens Marriot Hotel, on 10Oct22.
During the seminar, the discussion focused on marine fuel updates, and participants had the opportunity to share their concerns about fuel quality, addressed at the ISO/CIMAC Working Group which took place on 11-13 October 2022.
The key topics discussed were

- MEPC & MSC regulatory framework on MARPOL Annex VI Regulation 14&1, ISO 8217, CIMAC initiatives, Developments on Fuel LCA guidelines.
- Alternative fuels from LCA Respective
- Topical fuel quality issues, status of alternative marine fuels, use of biofuels on ships

## LRS Hellenic Advisory Committee Meeting

Our Managing Director Mr. Takis Koutris attended the LRS Hellenic Advisory Committee, which took place in Fondazione/ Spyros Loverdos Foundation-Library at 256 Kifissias Av, on 01Nov22.

During the meeting, presentations from LR, Cargiil and Mrs. Maria Spyraki (MEP) were given, covering various shipping trends and EU ETS / fuel regulations update.



## Intercargo  Executive Committee, AGM, TC46 Meetings

Our Managing Director, Mr. Koutris attended the Intercargo Executive Committee Meeting and the Annual General Meeting (AGM), along with the Technical Committee Meeting (TC46), which took place in Singapore, at the Four Seasons Hotel, on 24&25Nov22.

- Ex Com agenda addressed update on

• Ukraine Crisis (Grain corridors and update on current situation, presentation on sanctions with focus on coal exports from Russian to non-EU ports by HFW)
• GHG emissions
• IMO (2050 decarbonization ambitions, short term measures, medium-term/long-term measures)
• EU (EU ETS, Fuel EU Maritime etc.)
• Industry developments / Rightship
• Key operational topics (DryBMS, incidents and casualties in 2022, piracy, cyber security, ship-terminal interface issues, toll increases)

- TC46 agenda addressed update on

• Greenhouse gas reduction(EEXI, CII, Alternative Fuels)
• Cargoes (Intercargo cargo panel, IMSBC Code)
• Suppliers and Equipment (UMS/AMS - Spare Parts redundancy, type approval general, through life support by suppliers)
• Design Standards (Common Structural rules, Steering Gear)
• Balance Water Management
• Fuel Quality
• Underwater noise from ships
• Ship recycling

Mr. Koutris, on behalf of ROKS Maritime raised the matter of bunkering contracts and ISO standards for samples taking in ship's manifold.

## Intertanko ISTEC62 & BsC49 Meetings, Athens 11-13Oct22

Our Managing Director, Mr. Koutris, attended the Intertanko Safety & Technical Committee (ISTEC62), in conjunction with the Bunker Sub-Committee (BsC49) and the Environmental committee, which took place in Athens, at the Athens Marriott Hotel, from 11Oct22 till 13Oct22.

Bsc agenda addressed updates on Bunker Licensing Scheme, Fuel Oil Safety low flashpoint fuel oil, Biofuel, Alternative fuels, Ammonia, LPG, Hydrogen and IMO Life-cycle Analysis (LCA) Guidelines.

Mr. Koutris, on behalf of Roxana raised the matter of bunker suppliers non compliance with the sampling requirements as MEPC 182 (59) from receiving ship's manifold, despite being law in EU and to what extend bunkering contracts not in compliance with EU coastal states rules are legitimate. ITK documentary committee will take the matter up in their agenda.

ISTEC agenda addressed update on
1. GHG emissions reduction
• IMO Short term measures - amendments and guidelines, Medium and Long Term Measures)
• GHG Fuel Standard and Lifecycle GHG and Carbon Intensity Guidelines for Maritime Fuels (LCA Guidelines)
• INTERTANKO Members' data reporting scheme
• Updates on EU Emission Trading System regulations
• Alternative fuels (complementary to BSC discussions)
2. Tanker Specific Matters
• Additional measures to reduce VOC emissions from tankers
• Terminal line flushing
• Digitalization and automation of ships
3. Reports from Sub - Committees and Working Groups
• Bunker Sub-Committee
• Nautical Sub-Committee (NSC)
4. Various matters such as, OCIMF INTERTANKO safety initiative, Crew Exchange, current and future challenges, Security update, Quality of tank coating, Remote surveys, Material Declaration (MD) & Supplier's Declaration of Conformity (SDoC)

Mr. Koutris, on behalf of Roxana raised the matter of remote surveys class notation, the marine type certification to include MD and SDoCs for compliance with EU SRR and IMO Recycling convention and to this end Mr Fradelos shared with all participants the ABS positive attitude and progress for both issues.

## Intertanko Council Meeting 21-23Nov22

Our Managing Director, Mr. Koutris, attended the Intertanko Council along with the Executive Committee Meeting, in conjunction with the Documentary Committee Meeting, the Commercial & Markets Committee Meeting, the Nautical Sub-Committee Meeting, the Gas Tanker Committee Meeting and the Associate Members Committee, which took place in Singapore, at the Shangri-La Hotel, from 21Nov22 till 23Nov22.

The main topics that were discussed are listed below:

- Reducing Greenhouse Gas (GHG) Emissions from Ships
• IMO Developments - Short Term Measures (EEXI & CII)
• IMO Developments - International Maritime Research Board (IMRB)
• Revision of the Initial IMO Strategy on GHG
• IMO Medium and Long Term Measures for GHG Emissions Reductions
• EU Regulatory Developments on GHG Emissions
• Members' GHG Data Gathering Pilot Project
- Russian Sanctions
- MARPOL Annex II Tank Washing: INTERTANKO Strategy and Roadmap

In addition,

- Covid-19 Issues
- Security
- Tanker Risk Management
- Maritime Anti-Corruption Network (MACN) Update
- OCIMF / INTERTANKO Safety Initiative
- ESG Reporting Guidance and Framework
- Association work at IMO
- Regional Issues (Europe, Asia, Americas)

Furthermore, during the ITK Council, the Tanker Summit was held with the following topics:

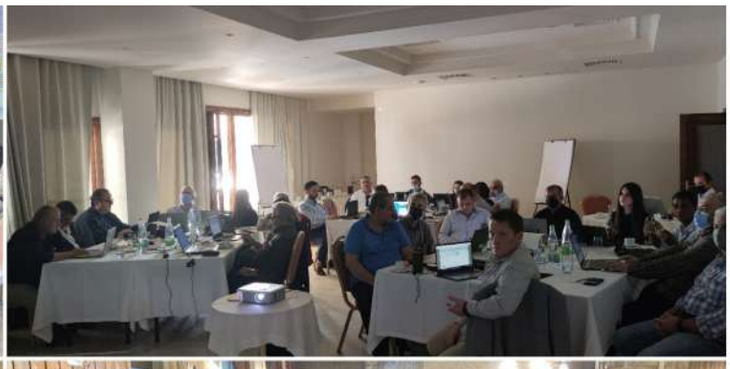
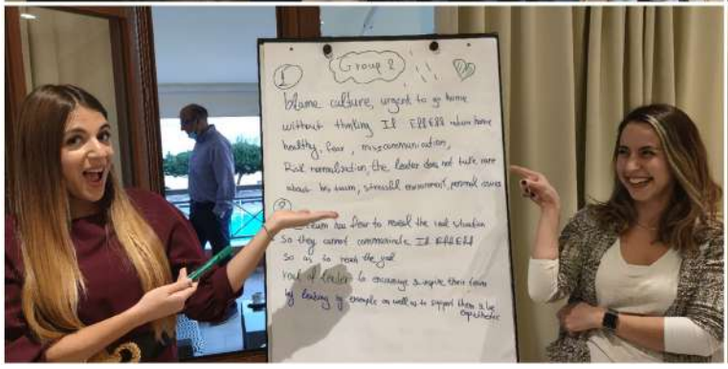
- ESG in Tanker shipping
- Decarbonization
- Vessel Inspection Programme SIRE 2.0

## Management Review Meeting 2022-02

1. The Management Review Meeting MR22-02 was conducted physically, at Negroponte Resort, on 03-05Nov22. Thank you all participants for your engagements and your contribution to the meeting deliverables.
2. During the meeting following topics were particularly addressed:
► Update and report of corrective and preventive actions follow up
► DMS refresh with latest DMS revisions, New rules and KPIs review
► the fearless ego for success concept, including the 3 pillars and engagement (CPAR, MoC, RM), focus on the new principle of procedures consolidation (responsibilities in CP01 and NR operations in Appendices), Fair and Just culture for No Blame culture, Roxana 3x3x3 soft skills model and communications policy, health (mental and physical) and competence (soft and hard) for performance, fearless engagements.
3. Furthermore thank you all for your engagements in the workshops " Learning from success ", "Context drives behavior" and "Teamworking and the Belbin team roles 360⁰".
3.1. Review of the responses and results of the "Teamworking and the Belbin Team roles 360⁰"recent workshop questionnaire were presented, while the purpose and the benefits of this 360⁰ tool were discussed in detail.
3.2. Key messages of "Learning from success" workshop were passed over to the participants as follows:
► Participants elaborated on the challenges and hazards of each success case and realized that not only we have to learn from our failures, but also learning from success is pro-active and all of us should be able to recognize the success factors which contributed to IF EffEff operations, in order to adopt them and improve on them.

***Particular attention was given on the Roxana "Fearless Ego for Success" concept, representing Company Governance, particularly the most important ego, the 3 Human performance principles, the Fair and Just for no Blame culture, as boosting an environment where all of us feel comfortable to speak up and learn from failures and success, the 3 pillars and engagement and the reflective learning engagements.***

► Participants evaluated teams performance in relation to the Roxana 3x3x3 soft skills model and the Communication policy; common denominator:
• In all cases advanced leadership and managerial skills and teamworking skills were applied, particularly the EffEff communication, internal and external.
• In most cases advanced Decision making Result focus soft skills set was applied, particularly:
- Situation awareness, risk id and options generation.
- Planning and continuous follow up for getting the result.
- Emotional toughness whenever difficulties were encountered.

## Management Review Meeting 2022-02 (Continued)

► Participants recognized the influence of the S.H.E.L.L factors shaping:
• the context, within which the teams perform.
• the open, fearless and learning environment for all to perform IF EffEff.
► The importance of EffEff communication was also highlighted:
• for an individual to perform IF EffEff in a team, as leader or as team member.
• for the resilience of the individual and the team and for the IF EffEff operations.
• for a resilient individual in a team to be fearless and comfortable in expressing any idea or reporting / admitting any mistake or criticism.
3.3. Key messages of "Context drives behavior" workshop were passed over to the participants as follows:
► The S.H.E.L.L. factors are the context, within which he performs and thus they should be applied by us in order to attain/create a context for IF EffEff operations.
► The S.H.E.L.L. factors, as context, drive his/her behavior and hence performance, regardless of whether we are leaders or team members.
► The context in the working environment is influenced by himself and his manager.
4. Thank you all 26 participants for the prompt and proper filling in of the tasks and the questionnaires and your further feedback evaluating the workshops in terms of more to learn, most impact and for recording your personal commitments for next day to improve your response for your team's well being.
5. Records and analytics of the workshops, as well as Draft Minutes of the meeting, along with the updated corrective preventive actions of Corrective Preventive Actions Plan, have been made available to all participants and will be posted in Ulysses.
6. The traditional dinner venue of the first day was repeated in our beloved "Limanaki" fish restaurant with all participants enjoying the fresh fish and appetizers offered, while the second dinner took place at "Dionysos" with local meat delicacies.

7. All participants welcome the event and are looking forward for the next Management Review meeting in February.

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## Outstanding 3rd Party Inspections Performance

As we all know 3rd party inspections KPIs and particularly PSC and Vetting KPIs are vital for the tradability of our Fleet.

For PSC inspections absolute target for 2022 was 0 detentions and then 0.9 deficiencies per inspection, and the same remains for 2023, the combination of which will bring Roxana in the high performance companies, as per the Paris MOU NIR ranking.

For the Vetting inspections the absolute target for 2022 is 100% successful inspections, ie inspections without rejection, and then 3.5 deficiencies per inspection, remaining the same for 2023.

Thanks to the effective efforts of our Fleet we are proud for the outstanding performance of the vessels in terms 3rd party inspections as indicated in following table:

| VESSEL | MASTER | CHENG | FLEET SUPNT | INSPECTION | PORT | DATE | DPI | Target |
|---|---|---|---|---|---|---|---|---|
| M/T Athiri | N. Zenenko | A. Triankin | - | Vetting | Fujairah | 17Oct22 | 4 | 3,5 |
| M/T Altesse | O. Khairullin | I. Dolkopolov | - | PSC | Yanbu | 25Oct22 | 0 | 0,9 |
| M/T Melody | S. Bushmelev | K. Goncharov | - | PSC | Mombasa | 29Nov22 | 0 | 0,9 |
| M/T Mavrouda | G. Dimov | A. Sergeichev | - | Vetting | Venice | 27Sep22 | 4 | 3,5 |
| M/T Mavrouda | G. Dimov | E. Trukhachev | - | FSI | Fairless Hills | 29Nov22 | 0 | 0,9 |
| M/T Mavrouda | G. Dimov | A. Sergeichev | - | PSC | Santa Panagia | 04Oct22 | 0 | 0,9 |
| M/T Mavrouda | G. Dimov | E. Trukhachev | - | USCG | Marcus Hook | 29Nov22 | 0 | 0,9 |
| M/V Revenger | O. Levchanin | A. Kosianchuk | - | PSC | Sfax | 01Nov22 | 0 | 0,9 |

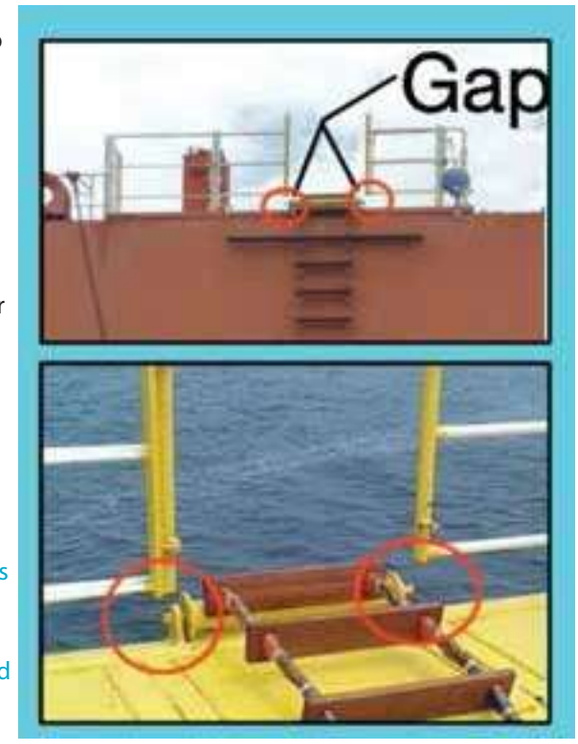
## Hot sludge burns crewmember
### As edited from FEBEMA report (Belgium) 2020/003688

The main engine on a bulk carrier was switched over to very low sulphur fuel oil (VLSFO) to comply with regulations. Once the engine was operating on VLSFO, the sludge discharge line of the oil separator frequently clogged, generating a 'separator fail' alarm on the alarm panel. To mitigate the problem, it was decided that the oil separator was to be cleaned twice a day.
In the evening hours, the engineer on duty received a 'separator fail' and a 'fuel oil bowl leak' alarm on the computer. The vessel was rated as UMS (unattended machine space) and there were no engineers in the machinery space at the time. Experience to date indicated that this alarm was a consequence of the contamination and clogging of the separator bowl at the discharge line. As per procedures, the engineer informed the bridge that he was going to the engine room.
Procedures also specified that two crew should always enter the engine space together. Despite this, the engineer on duty entered the space alone, and did not put on his coveralls and gloves as he entered the engine room – again contrary to procedures. Having transferred to the standby separator and shut the alarming separator, he opened the plug of the inspection hole of the sludge discharge line to verify the condition. The discharge line was completely blocked, so this did not decrease the pressure between the blockage and the bowl opening. Hot (40C) sludge oil gushed out of the inspection hole and covered the engineer's arms and legs.
The victim called for assistance and other crew arrived. They attempted to wash the sludge off the engineer's hands at the washstand but the sludge was sticking to his skin. He was escorted to the ship's hospital and pain-killers were prescribed. After consultation, the Master decided to evacuate the victim at the nearest port, approximately 250nm from the vessel's location. In the shore hospital, it was found that 12% of the victim's skin surface had been covered in sludge, mostly on his arms and legs.
The investigation found, among other things, that;
- A long sleeved overall and leather gloves could have greatly reduced the amount of sludge that contacted the victim's skin.
- The regular clogging of the fuel oil separator on board was probably due to the cold flow properties of the particular blend of VLSFO in use. Mitigating action was taken to keep the process running by cleaning the oil separator twice a day, but the source of the problem had not been dealt with. A more detailed analysis of the specific blend of VLSFO, and in particular its cold flow properties, could have solved the separation problems with this blend of fuel.
- Cleaning the separator was not a standard job on board. It was decided to carry this out twice a day to deal with the new batch of fuel, but no further risk assessment or safety measures were implemented to mitigate the risks associated with this job.

Lessons learned
Expect the unexpected - in this case, that the discharge line was completely blocked.
• The discharge line was not equipped with a pressure gauge, since the sludge inside the discharge line is normally not under pressure. It was unusual and unexpected that the sludge was under pressure after switching off the separator.
• This is yet another example where lack of proper PPE was an aggravating factor for the negative consequences.

***Source: MARS***

## Coast guard (USA) Safety Alert 04-22




The US Coast Guard is investigating a casualty involving a fall from a pilot ladder where the handholds in the gate arrangement aboard the vessel were modified so that the gate arrangement was not rigidly secured to the vessel's structure at the point where the ladder comes
aboard. This left a gap in the handholds where an embarking person might reasonably be expected to reach to pull themselves up.
The gap above the vessel structure appeared to be a
modification to allow for the passing of
the spreader during deployment and retrieval of the pilot ladder. This made it possible to retrieve the pilot ladder without having to lift the spreader up and over the vessel's railings.
A Safety Alert has been issued, although, at this time we cannot speculate on how this modification contributed to the accident. Readers are reminded that pilot ladder requirements as specified in SOLAS 2004 (Consolidated) and by IMO Resolution A.1045 (27) should be strictly adhered to.

Lessons learned
The International Organization for Standardization (ISO) recently published a series of standards aimed at improving pilot ladder safety. These standards supplement existing IMO recommendations and requirements for pilot ladders. Vessel owners and operators, shipboard personnel and system designers are strongly encouraged to review and comply with these standards.
l ISO 799-1:2019 Ships and marine technology – Pilot ladders – Part 1: Design and specification.
l ISO 799-2: 2021 Ships and marine technology – Pilot ladders – Part 2: Maintenance, use, survey, and inspection.
l ISO 799-3:2022 Ships and marine technology – Pilot ladders – Part 3: Attachments and associated equipment.

***Source: MARS***

## Pilot boarding area requirements: the lifebuoy

The SOLAS, Chapter V, Reg. 23 requirement for pilot boarding states only that a lifebuoy equipped with a self-igniting light '...shall be kept at hand ready for immediate use'. A reader of Seaways, an experienced
harbour pilot, has commented that this specification could be improved.
In his opinion, the lifebuoy would be best located about five metres aft of the pilot ladder. Ostensibly, this would somewhat compensate for the vessel's forward motion (if the pilot is in the water) since pilot boarding usually takes place at speeds between four and seven knots. The reader also suggests the lifebuoy be free of brackets so as to make the accessibility and deployment easier.

Lessons learned
• Standards are established to reduce risks but they should never be considered 'set in stone'. Standards themselves should be continuously evaluated and improved upon.
• Pilot boarding may seem like a common manoeuvre, and it is. But every time a pilot uses a pilot ladder, their life depends on the quality of the equipment used and the alertness and competency of the vessel crew.

***Source: MARS***

## Control your control wire
### As edited from USCG Safety Alert 07-22

A vessel's lifeboat with crew on board was being lowered to the water when the remote control lowering wire suddenly parted. Poor winch wire spooling under the outer layers led to a wire kink, creating a weak spot that contributed to the wire failure. The consequences in this instance were not serious, as the broken wire simply meant the brake was re-applied. However, had this been a real abandon ship, the consequences could have been more serious.

The remote control wire was replaced with an extra wire found on board, and another test was carried out the next day. The lifeboat crew boarded and the coxswain used the remote control wire to lift the brake and begin the descent. Again, the control wire failed to spool smoothly, and an unexpected pay-out of the control wire led to the winch brake prematurely engaging. The lifeboat stopped lowering and swung erratically above the embarkation deck. Seconds later, the swinging motion caused the wire to regain tension. This lifted the winch brake arm and caused the lifeboat to lower again, still swinging. As the lifeboat swung, the skeg keel caught on the deck edge, and the lifeboat listed

by more than 90°, as seen in the photo. A crewmember on deck quickly activated the winch brake lever to save the situation. Had the lifeboat inverted further the consequences could have been catastrophic.

An internal company investigation identified that the crew did not follow existing company policy, which required a test lowering without crew prior to embarking crew. The company's policy is based on the recommendations contained within MSC.1-Circ.1578, Guidelines

on Safety During Abandon Ship Drills Using Lifeboats. While a 'test lowering' may not have prevented these incidents, it would have provided an opportunity to identify the poor spooling of the wire and prompted corrective action without risk to crew.

Lessons learned

- Ship's crew should conduct a thorough visual inspection of lifeboat launching systems and perform a test lowering before carrying out operations with crew on board. Pay special attention to the following inspection points:
- Verify the proper spooling of the remote control wire, expand inspection as necessary.
- Verify that the remote control wire weight is in the correct position. If the weight is very close to the top of the lifeboat, this may indicate the remote control wire is too long.
- Verify the material condition of the shackle that connects the pull cable to the remote control wire within the lifeboat. These steel shackles can corrode and may be overlooked during weekly/monthly/ annual inspections.

***Source: MARS***

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## A fatal fall
### As edited from the Marshall Islands Maritime Administrator report, 14 February 2022

A bulk carrier was underway and the crew were cleaning cargo holds in preparation for the next loading port. The bosun and four deck crew began by moving a 'mucking winch' to the sludge hatch of one of the cargo holds. The winch was used to lower equipment into the empty hold. First, two portable ladders were lowered to the tank top. Then two crew from the work party went down into the hold to disconnect the ladders.

The bosun hoisted the wire back up and prepared a large bucket of tools weighing about 10kg to lower into the hold. The deck around the sludge hatch was dry and free of cargo residues or other debris – but the Bosun was singlehandedly attempting to attach a heavy load to a hook that was suspended over an open hatch. As the bosun was holding the bucket of tools over the open sludge hatch and trying to connect it to the hook he lost his balance. He fell through the hatch, falling about 18.5 metres to the tank top below.

The two crew who were already in the hold heard the Bosun yell, followed by a loud noise. They turned to find the Bosun lying motionless on the tank top, with his head on one of the portable ladders. The

alarm was raised and assistance given. The Bosun was conscious and responsive but he had multiple injuries to his torso and extremities. He was taken to the ship's hospital and arrangements were made to evacuate him to the nearest shore hospital. Unfortunately, within three hours he had succumbed to his injuries.

Lessons learned

- Certain jobs can lose the appearance of risk when they are commonplace to workers and/or have become repetitive tasks.
- Any workplace where a potential fall from height is possible should be treated with great caution and proper measures taken to mitigate falling.
- Trying to lift a weight that is on the limit? Ask for help.

***Source: MARS***

## Double lanyard – zero attachment
### As edited from Transport Malta (MSIU) report 06/2022

A loaded bulk carrier was at sea. The deck crew were washing and cleaning cargo hold no. 7 which had remained empty. The crew members had donned their Personal Protective Equipment (PPE) which included a twin-lanyard safety harness for the crewmember who would be working at height. The hatch covers were opened, and a portable ladder was rigged on the starboard side, forward over the hopper and just abaft of the corrugated transverse bulkhead. The portable ladder was secured next to the fixed steel ladder. A guide rope and a safety line were secured across the upper reaches of the cargo hold.

Two crew were working aft while the other crewmember aloft was forward, standing on one of the stiffeners at a height of about 7.5 metres above the tank top. He was using a power washer and a hand-held broom to wash off coal residues that had remained in this area. Suddenly, the two crewmembers aft were alerted by a loud scream. They saw the victim had fallen from the stiffeners and was lying on the tank top, and rushed to aid him. The victim was conscious, bleeding slightly from the head, and complaining of severe chest and back pain. The accident was reported to the bridge and first aid was administered. The victim was then carefully evacuated from the cargo hold and taken to the ship's hospital, where his condition was continuously monitored. At the time, the vessel was approximately 150nm off the coast.

Following communication with shore medical authorities, the Master altered course and proceeded towards the coast. The following morning the victim was air-lifted by helicopter to a local hospital. Injuries were severe but not life threatening. The victim was returned to his home country for medical follow-up and recovery.

The victim confirmed during the post-accident interview that at one point just before the fall, both of his safety lines had been unsecured. The investigative agency found, among other things, that the actions of the victim were similar to several other instances on file where the need to 'get the work done' seems to override safety concerns, even where the situation was not an emergency. It would appear that if the person in question perceives that they have 'control' of the situation, this influences their decision making process and evaluation of risk.

Lessons learned

- Ship's crew should conduct a thorough visual inspection of lifeboat launching systems and perform a test lowering before carrying out operations with crew on board. Pay special attention to the following inspection points:
- Verify the proper spooling of the remote control wire, expand inspection as necessary.
- Verify that the remote control wire weight is in the correct position. If the weight is very close to the top of the lifeboat, this may indicate the remote control wire is too long.
- Verify the material condition of the shackle that connects the pull cable to the remote control wire within the lifeboat. These steel shackles can corrode and may be overlooked during weekly/monthly/ annual inspections.

***Source: MARS***

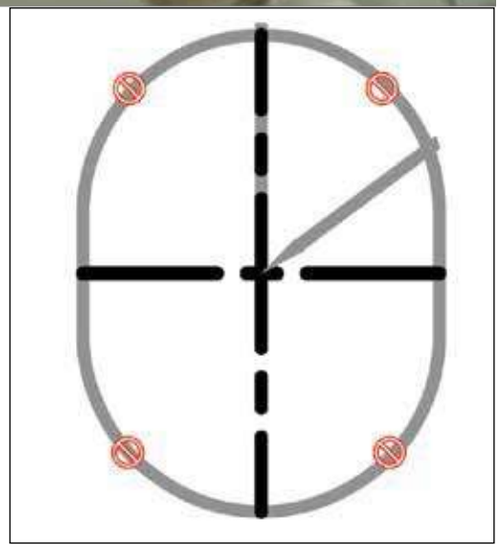
## Hot fuel oil incapacitates two crew for months
### As edited from Transport Malta (MSIU) report 07/2022

Crew on a bulk carrier in port were planning a transfer of heavy fuel oil from a storage tank to fuel oil settling tank no.1 (FOST-1). The fourth engineer and an oiler were tasked with this job.

For the last six months, the crew had been using fuel oil from fuel oil settling tank (FOST) no. 2 and service tank no. 2. while FOST-1 and its corresponding service tank were kept empty. FOST-1 was therefore deemed to be empty by engine crew.

The fourth engineer was directed to open the lower manhole of FOST-1 before starting the transfer, to verify that there was no sludge that could contaminate the bunkers. Before doing this, he checked the fuel oil gauge, and opened the FOST-1 drain valve. Both actions indicated that FOST-1 was empty, much as he and other engine crew had previously assumed. He noticed that the temperature in FOST-1 was elevated (about 78° C), which was unusual for an empty tank, but assumed that heat conducted from adjacent tanks accounted for this.

With the assistance of an oiler, the engineer proceeded to open the manhole cover using a pneumatic wrench. The first nuts were removed without incident, leaving four opposite each other still tightened, as shown in the diagram. The engineer proceeded to loosen these last ones, starting from the bottom nuts. At this stage, he noticed a small amount of fuel oil seeping out of the manhole. Assuming that this was the expected seepage of fuel oil which normally remains stuck to the tank sides, he continued undoing the nuts. As he loosened the last two bolts, fuel oil started to seep out in larger quantities. Now concerned about the increasing seepage, he attempted to reinstall and retighten the nuts. However, the flow and high temperature of the fuel oil spilling on his hands and torso were too much for him, and he had to abandon the area, as did the oiler helping him.



Two other engine crew, both in the vicinity, were alerted to the situation and raised the alarm. Both the fourth engineer and the oiler had skin burns over the lower chest and abdomen. The victims were immediately transferred to the vessel's hospital for first aid and an ambulance was arranged to evacuate them to a local hospital. One victim was discharged from hospital after two months of treatment, the other only after three months of treatment.

After the accident, it was found that the oil level gauge and its drain valve were partially clogged with sludge. Once cleaned, the oil level gauge worked correctly. The fuel level in FOST-1 was found to be at the lower edge of the manhole; a volume estimated to be nine cubic
metres. It is estimated that eight cubic meters were lost into the engine room.

Lessons learned

- Always try to be aware of confirmation bias in your daily work and life; question your assumptions and double check the facts.
- Fuel gauges and drain valves can become blocked with sludge and not indicate the correct level of fuel or drain as designed. Sounding pipes, which in this case were not fitted to the FOST-1, are an efficient and reliable double check on liquid levels within tanks.

**Editor's note:** Confirmation bias is a condition whereby a person gives more weight to facts and indications that confirm their assumptions while assuming counter indications are unimportant. In this case, the elevated temperature in a supposedly empty tank was discounted, as was the first small seepage when loosening the last bolts. The crew were 'sure' the tank was empty so they minimised signs that indicated otherwise. Yet, it contained about 17 cubic metres of fuel oil before the manhole was opened.

***Source: MARS***

## The Joint CDI-SIRE Harmonised Vessel Particulars Questionnaire,6th Edition launched 05Jul22

Since 16Oct20 we have launched the SIRE2 and TIARE project to facilitate the smooth transition to the new SIRE 2 system, a basic challenge been the prompt familiarisation of all on board and ashore and the revision of TIARE, form CP09-01.
Further to our circular 07Jun22, please be informed that, following close cooperation between SIRE & CDI, the new 6th Edition 'Harmonised Vessel Particular Questionnaire' (HVPQ6), is now available.
Until 09Jan23, the industry have to shift from HVPQ5 to HVPQ6 and the following actions for SIRE will take place during this period:
i. The HVPQ6 document is available to Operators as from 04 July 2022 on the SIRE database.
ii. As from 04 July 2022, HVPQ6 documents will be available to Operators via the web-based Online Editor only.
iii. The HVPQ6 Offline Desktop Editor will be made available at a later date, which will be communicated once confirmed.
iv. HVPQ5 will continue to be available on SIRE database until 09 January 2023 and Ship operators will have the choice to submit HVPQ5 reports with the existing software.
v. Operators will be able to transpose data from all existing HVPQ5 documents to HVPQ6 in the SIRE database in accordance with the mapping document provided.
vi. All published HVPQ5 documents will be withdrawn on 09 January 2023, and thereafter, ship operators will only have the ability to update and publish HVPQ6 documents. Ship operators will be able to access, review, update and publish any HVPQ6 document in SIRE database that have not been released before this date.
vii. Ship operators will remain responsible for ensuring the accuracy of the data that has been transposed from HVPQ5 to HVPQ6 and for the decision to publish any HVPQ6 documents for their vessels.
viii. Ship operators will only be able to update HVPQ6 documents from 09 January 2023 onwards.

Fleet transition from HVPQ5 to HVPQ6 has been completed for our Company on 01Dec22.

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## SIRE 2.0 Programme
## Timetable of release – update Apr 22

### Initial release

The initial SIRE 2.0 Programme rollout documentation consisted of the following:
• SIRE 2.0 Programme: Introduction and Guidance – Version 1.0 (January 2022)
• SIRE 2.0 Question Library: Part 1 – Chapters 1 to 7 – Version 1.0 (January 2022)
• SIRE 2.0 Question Library: Part 2 – Chapters 8 to 12 – Version 1.0 (January 2022)
• SIRE 2.0 Question Library: Question Programming Attributes – Version 1.0 (January 2022)
• SIRE 2.0 – VIQ7 Comparative Analysis – Version 1.0 (January 2022)
SIRE 2.0 Question Library: Question Programming Attributes: This spreadsheet helps users understand how questions are assigned in the SIRE 2.0 Programme. Attributes may be adjusted over time to ensure that inspections are compiled in accordance with the objectives of the SIRE 2.0 Programme.
SIRE 2.0 – VIQ7 Comparative Analysis: In most cases, there is no direct correlation between VIQ7 and SIRE 2.0 questions. This comparative analysis spreadsheet will help a SIRE 2.0 user understand where aspects of VIQ7 questions are addressed in the SIRE 2.0 Question Library.

### April release

The April 2022 release of SIRE 2.0 Programme documentation:
For vessel operators:
• SIRE 2.0 Instructions for Completing the Pre-Inspection Questionnaire (PIQ) – Version 1.0 (April 2022)
• SIRE 2.0 Instructions for Uploading Photographs to the Photograph Repository – Version 1.0 (April 2022)
• SIRE 2.0 Instructions for Uploading Certificates to the Certificate Repository – Version 1.0 (April 2022).
Please note – access to the SIRE 2.0 area of vessel operator SIRE user accounts will be made available in the run up to SIRE 2.0 go-live. The detailed timeline for go-live will be communicated in Q3 2022.

For inspectors and vessel operators:
• SIRE 2.0 Inspection Opening Meeting checklist – Version 1.0 (April 2022)
• SIRE 2.0 Inspection Closing Meeting checklist – Version 1.0 (April 2022)
For all participants:
• SIRE 2.0 Negative Observation Module Explanation – Version 1.0 (April 2022)

## SIRE 2.0 Programme (Continued)
## Timetable of release – update Apr 22

### Information releases before SIRE 2.0 implementation

To ensure the industry is prepared for SIRE 2.0 implementation, further documentation on the inspection process will be released as follows:
June 2022
For vessel operators:
• SIRE 2.0 Instruction for Submitting Operator Comments to Inspection Reports – Version 1.0
For Submitting Companies:
• SIRE 2.0 Paper-Based Contingency Process – Instructions for Submitting Companies – Version 1.0
• SIRE 2.0 Inspection Resubmission Process – Instructions for Submitting Companies – Version 1.0
For Inspectors:
• SIRE 2.0 Paper-Based Contingency process – Instructions for Inspectors – Version 1.0
• SIRE 2.0 The Inspection Resubmission Process – Instructions for Inspectors – Version 1.0
Impact of the introduction of HVPQ6 on SIRE 2.0
The assignment of many SIRE 2.0 questions to a compiled vessel inspection questionnaire (CVIQ) is linked to a vessel's HVPQ5.
SIRE 2.0 Question Library: Question Programming Attributes – Version 1.0, provides details of all SIRE 2.0 questions which may be assigned to a CVIQ based on a link to a vessel's HVPQ5 or PIQ.
HVPQ6 is scheduled for release in 2022. The programming within the SIRE 2.0 Question Library database will be updated to accommodate both HVPQ5 and HVPQ6 during the industry transition to HVPQ6.
SIRE 2.0 Question Library: Question Programming Attributes – Version 1.1 will be published in Q3 2022 to provide details of all questions with links to the HVPQ5, HVPQ6 and PIQ.

**Source: OCINF**

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## SIRE 2.0 Question Library and Supporting Documentation update Jun 22

Following circular was sent out to the fleet on 05 Jul 2022

Qt
Since 16Oct20 we have launched a VIQ SIRE2 project to facilitate the smooth transition to the new SIRE 2 system, a basic challenge been the prompt familiarisation of all on board and ashore and the revision of TIARE, form CP09-01.
Further to our circular of outgoing Message 1036356 of 09May22, where we attached the available at the time documentation,, please be informed that the SIRE 2.0 Question Library and Supporting Documentation is on track for delivery in Q4 this year.
Particular attention should be paid to the SIRE 2.0 Question Library and all supporting documentation on the inspection process, as attached in our circulars on the matter.
This summer, additional documentation on the inspection process will be released as follows:
For Ship Operators:
SIRE 2.0 Instruction for Submitting Operator Comments on Inspection Reports - Version 1.0
For Submitting Companies:
SIRE 2.0 Paper-Based Contingency Process - Instructions for Submitting Companies - Version 1.0
SIRE 2.0 Inspection Resubmission Process - Instructions for Submitting Companies - Version 1.0
For Inspectors:
SIRE 2.0 Paper-Based Contingency Process - Instructions for Inspectors - Version 1.0
SIRE 2.0 Inspection Resubmission Process - Instructions for Inspectors - Version 1.0
In addition to the above, documentation on policies and procedures will be released in due course, alongside a comprehensive package of familiarisation materials which can be used as internal training materials.
Familiarisation material will be provided for all users of the SIRE 2.0 program and is designed to be specific to each user group. In addition to documentation on policies and procedures, a full set of videos covering all aspects of the SIRE 2.0 program.
Based on the above we will revert with the further scheduling of our actions to facilitate the smooth transition to SIRE2.
uqt

Meantime pls take the time to review the documentation that was attached to our circulars, as above, discuss them with your crew and keep the records in HSQE CMM, form CP06-10.

## SIRE 2.0 Question Library and Supporting Documentation update May 22

Following circular was sent out to the fleet on 09 May 2022

Qt
Since 16Oct20 we have launched a VIQ SIRE2 project to facilitate the smooth transition to the new SIRE 2 system, a basic challenge been the prompt familiarisation of all on board and ashore and the revision of TIARE, form CP09-01.
Further to our circular of outgoing Message 1019132 of 20Jan22, please be informed that the SIRE 2.0 Question Library and Supporting Documentation has been updated in Apr22, giving specific guidance for SIRE Programme Participants and Inspectors. All users of the program are strongly encouraged to take the time to review the documentation in full and follow the necessary Management of Change (MOC) actions detailed within.
To this extend, and in order to facilitate the familiarisation of all stakeholders, attached herewith (2 parts) is the April 2022 release of SIRE 2.0 Program documentation, as follows:

For Ship Operators:
SIRE 2.0 Instructions for Completing the Pre-Inspections Questionnaire (PIQ) - Version 1.0 (April 2022)
SIRE 2.0 Instructions for Uploading Photographs to the Photograph Repository - Version 1.0 (April 2022)
SIRE 2.0 Instructions for Uploading Certificates to the Certificate Repository - Version 1.0 (April 2022)

For Inspectors and Ship Operators:
SIRE 2.0 Inspection Opening Meeting checklist - Version 1.0 (April 2022)
SIRE 2.0 Inspection Closing Meeting checklist - Version 1.0 (April 2022)

For all Programme Participants:
SIRE 2.0 Negative Observation Module Explanation - Version 1.0 (April 2022)

Please note:
- The detailed timeline for go-live will be communicated in Q3 2022.
- When an updated version of a document is published the latest version will be available on the OCIMF website and the previous version should be considered obsolete.
- A comprehensive programme of communications and engagements will be delivered throughout 2022 to support industry in preparing for and adjusting to SIRE 2.0, and further information will be shared as appropriate.
It is important to stress that while OCIMF develops SIRE 2.0, the existing SIRE programme will continue to be supported and improved, ensuring SIRE incorporates the latest industry standards, best practice and regulation.
Based on the above we will revert with the further scheduling of our actions to facilitate the smooth transition to SIRE2.
Uqt

Meantime pls take the time to review the documentation in full and discuss the above with your crew and keep the records in HSQE CMM, form CP06-10.

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## EU ETS update

Another trilogue meeting (EC, EP and MS) on the EU ETS revision took place on Tuesday 29 Nov22.
As reported at the European Parliament ENVI Committee meeting at that time , there was still some work to be done before the ETS negotiations reach an end.
Finally the European Parliament and Council on 18 Dec22 came to an agreement on the revision of the EU Emissions Trading System (ETS), Directive 2003/87/EC, introducing the extension to maritime transport by 01Jan24.
Please see the relevant report here:
https://ww2.eagle.org/en/rules-and-resources/regulatory-news/regulatory-news.html

**Source: ABS**

## Ballast Water Management Systems Commissioning and Testing

### 1. INTRODUCTION

The 2020 amendments to the Ballast Water Management (BWM) Convention Regulation E-1 (adopted in November 2020 at MEPC 75 and entered into force on 1 June 2022) mandate a commissioning testing of the Ballast Water Management System (BWMS) to be carried out during the installation survey to validate that its mechanical, physical, chemical and biological processes are working properly.
The commissioning testing is not intended to validate the design of type approved BWMS that are approved by the Administration.

### 2. APPLICATION

The commissioning testing applies to any new installation survey of BWMS
carried out on or after 1 June 2022, as follows:
1. initial survey for new ships; and
2. additional survey for new BWMS to be installed on existing ships.

This testing is required also for system installed or partly installed before 1 June 2022 for which the installation survey (initial or additional) has not been completed within such date.
The commissioning testing is also mandatory for the additional commissioning survey required after a change, replacement or significant repair of the BWMS necessary to achieve full compliance with the D-2 standard.
According to the IMO Unified Interpretation for the date to be used for determining the implementation of mandatory commissioning testing (BWM.2/Circ.66/Rev.2), the commissioning testing of individual BWMS should be conducted if the initial or additional survey is completed on or after 1 June 2022.
The commissioning testing is not applicable to ships that had already installed a BWMS before 1 June 2022 and were certified for compliance with regulation D-2 (MEPC 74/18 para. 4.55).

### 3. GUIDANCE FOR THE COMMISSIONING TESTING OF BALLAST WATER MANAGEMENT SYSTEMS (BWM.2/Circ.70/Rev.1)

The commissioning testing shall be performed taking into account the "2020 Guidance for the commissioning testing of ballast water management systems" (BWM.2/Circ.70/Rev.1) and the "2020 Guidance on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2)" (BWM.2/Circ.42/Rev.2).

Local ambient water should be used for testing regardless of the level of challenge it poses to the BWMS. If the ambient water is not appropriate for the commissioning testing, alternative testing should be carried out to the satisfaction of the Flag Administration (e.g. another port may be chosen).

The following steps should be undertaken following installation of the BWMS on board the ship, and after all ballasting equipment (e.g. pumps and piping) has been fully installed and tested, as appropriate:
1. a sample may be collected during ballast water uptake to characterize the ambient water, by any means practical (e.g. in-line sample port or direct harbour sample). Characterization of the ambient water does not require detailed analysis of the uptake water, however an indicative analysis may be undertaken;
2. a representative sample should be collected during the corresponding ballast water discharge after the full treatment has been applied. Samples should be collected from the sampling point as described in the Guidelines on ballast water sampling (G2). The total sample volume should be at least 1 m3. If a smaller volume is validated to ensure representative sampling of organisms, it may be used
3. the representative samples should be analyzed for the two size classes of organisms, namely ≥ 50 µm and ≥ 10 µm to < 50 µm, as specified in the D-2 standard, using indicative analysis methods listed in BWM.2/Circ.42/Rev.2, as may be amended; and
4. the applicable self-monitoring parameters (e.g. flow rate, pressure, TRO concentration, UV transmittance/intensity, etc.) of the BWMS should also be assessed, taking into account the system design limitations of the BWMS, and the correct operation of all sensors and related equipment should be confirmed.
The commissioning test is successful if the indicative analysis indicates that the discharge samples do not exceed the D-2 standard for the size classes analyzed (see item 3 above) and the self-monitoring equipment indicates correct operation. Indicative analysis equipment used should be to the satisfaction of the Administration. Indicative analysis is defined in BWM.2/Circ.42/Rev.2, as may be amended.

## Ballast Water Management Systems Commissioning and Testing (Continued)

In the case that the ambient water is not appropriate for the commissioning testing (e.g. salinity of ambient water is outside the system design limitations of the BWMS), testing should be evaluated to the satisfaction of the Administration.
A written report, including the methods used, results (including raw data) and information on the self-monitoring parameters, should be provided to the surveyor and, if required by Flag, to the Flag Administration.

### 4. RESPONSIBLE ENTITY FOR THE COMMISSIONING TESTING

The collection and analysis of the representative samples should beindependent of the BWMS manufacturer or supplier and to the satisfaction of the Administration (BWM.2/Circ.70/Rev.1 para.7). For that purpose, sampling and analysis of ballast water and verification of the self-monitoring equipment have to be conducted by a RINA Service Supplierapproved in accordance with the requirements of IACS Unified Requirement UR Z17.
In case an approved RINA service supplier is not available in the port of attendance, the appointment of another service supplier approved directly by the Flag Administration or by another Flag Administration's RO may be considered.

### 5. REPORT NOT COMPLETED BEFORE VESSEL DEPARTURE OR SERVICE SUPPLIER NOT AVAILABLE

If the vessel's D-2 compliance date has been met but the report is not completed before departure, the Flag Administration's advice should be followed.
In addition, in case a Service Supplier is not available, the Flag Administration may allow the test to be postponed on a case-by-case basis. In such a case, the BWM certificate for D-2 is to be issued or endorsed as advised by the Flag Administrationand a statutory condition may be issued in addition.
In all the above-mentioned cases, RINA surveyor or Flag liaison should approach the Flag on request.

### 6. COMMISSIONING TESTING NOT SUCCESSFUL

As mentioned in paragraph 3, the commissioning test is successful if the indicative analysis indicates that the discharge samples do not exceed the D-2 standard for the two size classes of organisms ≥ 50 μm and ≥ 10 to < 50 μm and the self-monitoring equipment indicates correct operation.
If the test is not successful, the possible reasons for non-compliance need to be investigated, and the commissioning test must be repeated. If a
successful repetition of the commissioning test is not possible before the D-2 compliance date of the vessel, the Flag Administration needs to be informed and its advice followed.

### 7. APPROVED SERVICE SUPPLIERS

The list of the Service Suppliers approved by class societies are provided in their site.

**Source: RINACube**

## Shanghai MSA announced new controls to reduce ship's machinery failure
### Extract from LR Class News 10/2022

Applicability: shipowners, ship operators, ship managers and ship masters
• New rules for shipowners and ship operators regarding machinery failure in Shanghai Port's territory come into effect on 1 July 2022 and are applicable for two years.
• A notice published on 2 June 2022 by the Shanghai Maritime Safety Administration (MSA) of People's Republic of China emphasises that shipowners, managers and operators are responsible for ensuring the sea worthiness of their ships. They must implement ship safety management systems and test a ship's main and auxiliary machinery before calling at Shanghai Port.

The full China MSA notice can be found here, in local language, while a summary follows below.

Machinery failure actions
• In case of machinery failure, the ship's master should take emergency measures to ensure safety and avoid accidents, report to vessel traffic services (VTS) and follow instructions.
• When the vessel is stable, a written report should be submitted to the local MSA with details of the incident, emergency measures and corrective and correct actions, as well as ship information on the owner, management, agent and classification. Vessel requires to carry Safety Management Certificate should also carry out safety management system review and report to MSA.
• Any machinery failure in Shanghai's territorial waterway, incident causing risk of traffic safety or repair requiring more than two hours will require an onboard incident root cause investigation and safety inspection by the Port State Control.

High risk listing for ships and owners
• Ships with two or more machinery failures in 12 months in Shanghai waters will be listed as high risk by the Shanghai MSA. They will also be subject to additional measures, which may include detention, suspension, or removal from port.
• Listed vessels must also report their precautionary actions to test machinery to VTS and local MSA, with video of the test and captain's declaration. Alternatively, a listed ship can employ an additional tug for the voyage through the Yangtze River.
• Owner, manager or operator with three or more machinery failures and total times over 10% of the vessel numbers they own or operating, will also be listed. Those listed face action from the Shanghai MSA, which includes downgrading governmental service and vessel traffic priority as well as informing their banking and insurance provider.

What shipowners and managers should do now
• With this new safety notice coming into force on 1 July 2022, it is more important than ever to implement effective safety management systems to maintain the ship's machinery. Propulsion, steering and navigational systems must be pre-checked and tested before entering Shanghai's territorial waterway.

For further information, please contact Shanghai-port@lr.org.

**Source: LR Class**

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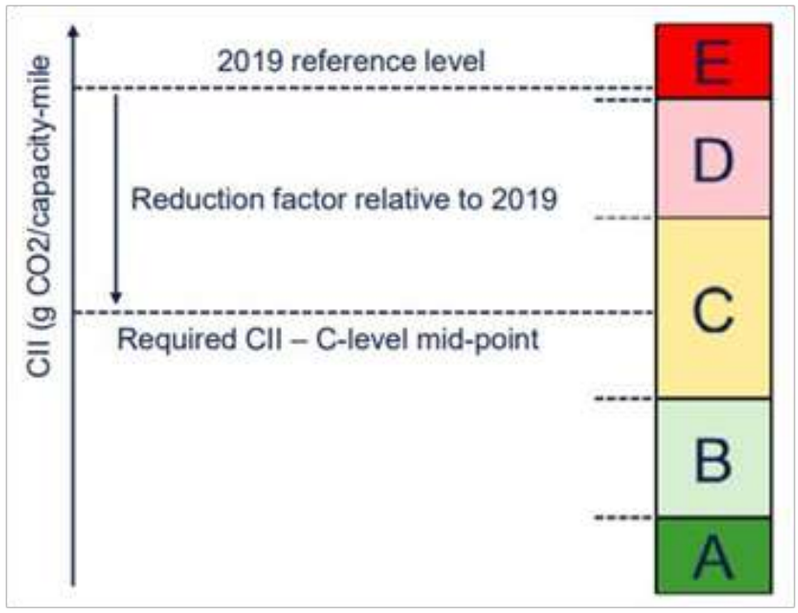
## CII, EEXI, SEEMP Part III, Antifouling, Sampling Points

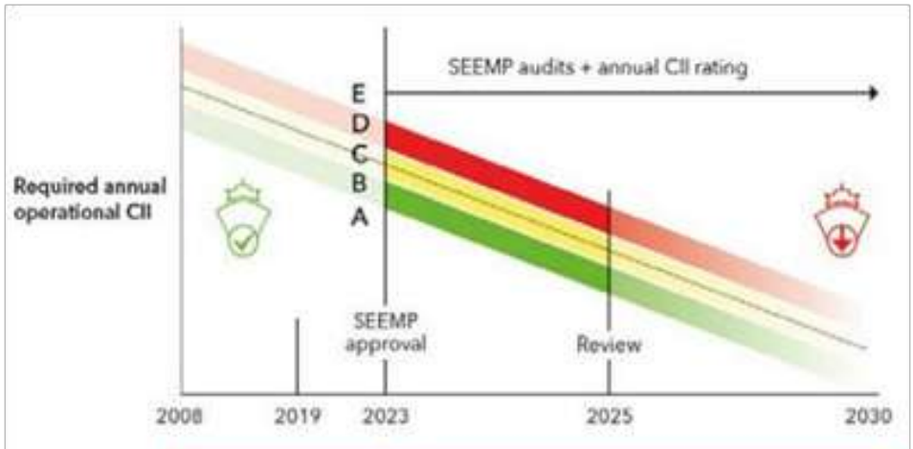
### 1. Carbon Intensity Indicator (CII)

The CII (Carbon Intensity Indicator) measures how efficiently a ship above 5,000 GT transports goods or passengers and is given in grams of CO2 emitted per cargo-carrying capacity and nautical mile.
Calculation of the CII: The CII unit is "grams of CO2 emitted per cargo-carrying capacity and nautical mile", whereby cargo capacity is either deadweight or gross tons depending on ship type. In addition, to cater for special design and operational circumstances, the correction factors and voyage adjustments can be applied to the basic CII calculations for the purposes of determining the rating.

## CII, EEXI, SEEMP Part III, Antifouling, Sampling Points (Continued)




The first reporting of the CII based on 2023 data is due no later than 31 March 2024. Ships will receive a rating of A (major superior), B (minor superior), C (moderate), D (minor inferior) or E (inferior performance level). The rating thresholds will become increasingly stringent towards 2030. A ship rated D for three consecutive years or rated as E, will need to develop a plan of corrective actions.

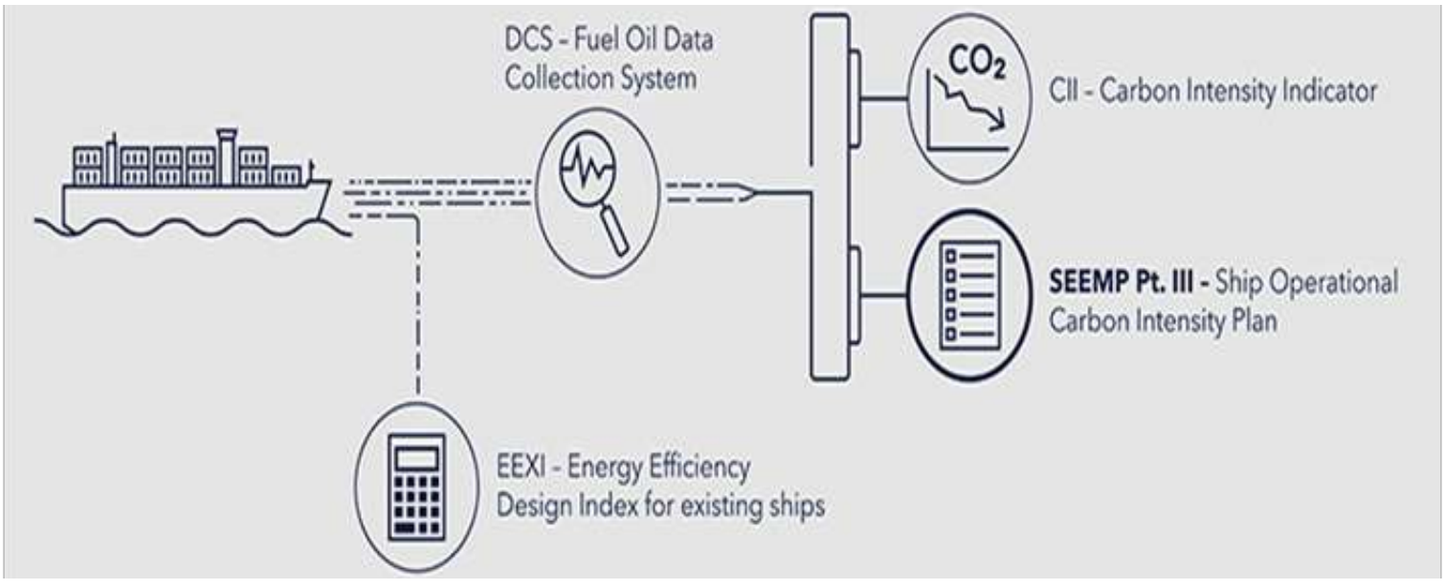



| Year | Reduction from 2019 ref. (mid-point of C-rating band) |
|---|---|
| 2023 | 5 % |
| 2024 | 7 % |
| 2025 | 9 % |
| 2026 | 11 % |
| 2027-2030 | To be decided |

## CII, EEXI, SEEMP Part III, Antifouling, Sampling Points (Continued)

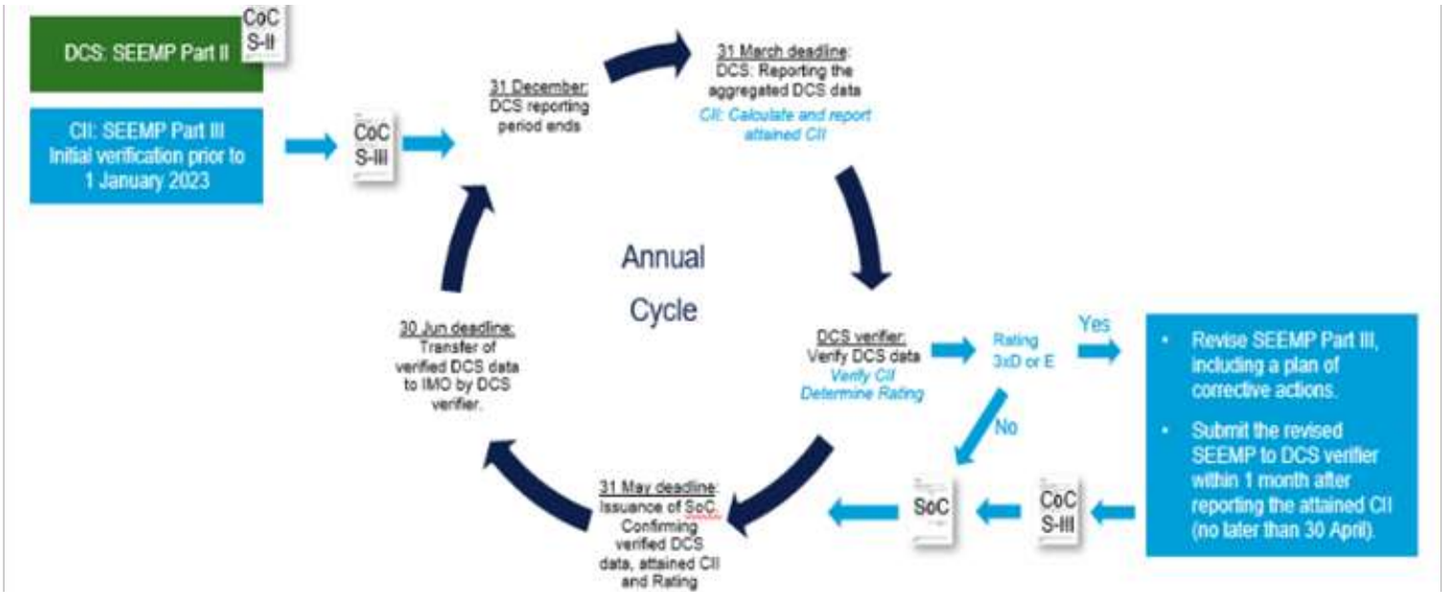
### 2. SEEMP Part III

The SEEMP Part III is intended to help companies achieve the required CII (Carbon Intensity Indicator). Related to this annual rating, the SEEMP Part III is a mandatory, ship-specific document that lays out the plan to improve the CII, and therefore the ship's operational energy efficiency, for the next three years.
The SEEMP Part III is a dynamic document subject to regular updates and revisions, reflecting changing performance and required measures. It must be verified and kept on board the respective ship from 1 January 2023 together with the Confirmation of Compliance (CoC). Connection between the SEEMP Part III, DCS and CII




Since 2019 ships of 5,000 GT and above have been reporting their fuel oil consumption data mandated by the IMO DCS. From 2023, cargo, cruise and RoPax ships must calculate CII with a required rating of C or better.
From 2024, at the latest by 31 March, the CII must be calculated and reported to the DCS verifier together with the aggregated DCS data for the previous year, including any correction factors and voyage adjustments.
In case of a D rating for three consecutive years or one E rating, the SEEMP Part III must be updated with a corrective action plan and verified before the SoC can be issued. The corrective action plan should consist of an analysis of why the required CII was not achieved and include a revised implementation plan.
The intention of the enhanced SEEMP is to ensure continuous improvement of the ship's CO2 footprint, and its implementation will be subject to company audits.

SEEMP PartIII along with the Confirmation of Compliance is now on board all our ships and will be revised annually.



## CII, EEXI, SEEMP Part III, Antifouling, Sampling Points (Continued)

### 3. MARPOL- Energy Efficiency Existing Ship Index (EEXI)

The Energy Efficiency eXisting ship Index (EEXI) is a measure introduced by the IMO to reduce the greenhouse gas emissions of ships. The EEXI is a measure related to the technical design of a ship. Ships have to attain EEXI approval once in a lifetime, by the first periodical Class survey in 2023 at the latest. Verification that the ship's attained EEXI and technical file is in accordance with the requirements shall take place at the first annual, intermediate or renewal survey after 1st January 2023. The survey is part of the scope of the IAPP survey, and compliance is documented by issuance of the IEE certificate
In case the ship does not meet the required EEXI a possible route to compliance is the Engine Power Limitation (EPL)
EEXI technical file & Onboard Management Manual (OMM)
In case the chosen option is an Engine Power Limitation (EPL) or a Shaft Power Limitation (ShaPoLi) EEXI technical file and Onboard Management Manual (OMM) are mandatory for verification on board at the first annual, intermediate or renewal survey after 1st January 2023
Anti-Fouling Convention - Ban on Cybutryne
Amendments to the AFS Convention introduces a ban to apply or re-apply anti-fouling systems containing cybutryne from 1 January 2023. All ships should remove or seal such anti-fouling systems at the first Renewal after 1 January 2023.

### 4. MARPOL Fuel Oil Sampling Points

MARPOL require fitting or designating fuel oil sampling points for taking representative in-use fuel samples.
Existing ships which are keel laid before 1 April 2022 will be required to designate sampling points no later than the first IAPP renewal survey on or after 1 April 2023.

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## California Air Resources Board - Shore power

The CARB's Interim Evaluation Report has been provided for public on the 'At Berth' Regulation.
In brief, CARB indicates that, according to their interim evaluation, they decided to go ahead with the implementation of the revised regulation as planned, i.e. on 1 January 2025 for tankers calling at terminals in Southern California and on 1 January 2027 for tankers calling at terminals in Northern California.
It is interesting to read on page 23 CARB's statement: 'Shore power is considered the "gold standard" for reducing emissions from OGVs in California while at berth because it eliminates all emissions from a vessel's exhaust stack and is a proven compliance option that has been successfully demonstrated for all vessel types, including tanker vessels. Shore power is defined as a CAECS in the Regulation and does not require any additional CARB approval to use for compliance with the Regulation.' There is however no consideration regarding the life cycle concept as shore power may very well have originated from a coal power plant which may produce more air pollution and more GHG emissions than burning the MGO/LFO used by vessels while at berth.
One may also note on page 27 that: 'Alternative fuels are a potential pathway that could be used for compliance with the Regulation, so long as vessel operators can show CARB that the fuel meets the emissions standards required by the Regulation and apply to use the fuel as a CAECS.' However, it is the ship's obligation to demonstrate that the alternative fuel used complies with the extremely low limits in NOx and PM emissions. It is not clear how ship operators can do that or who may certify that.
Reading between the lines of this report, one may note that tanker terminals are not prepared to provide shore power connection. Therefore, one may assume the probability is higher, tankers would be expected to use Capture and Control Innovative Concepts than shore power. The Interim Report indicates that a couple of makers are working to adapt previous barge/shore installation concepts for tankers.
The Interim Report comments on the DNV report as well as another couple of reports with public input on tankers. CARB recognises the challenges but simply believes the arguments and data provided are not sufficient to change their plans. The hazard assessment done by ABS for "both the design of the barge as well as various operational scenarios such as the location of the capture and control barge and the tanker vessel during operation", is not much help. It concludes: "There were no unresolvable or unmitigable risks identified during the hazard identification (HAZID) study that would prevent further successful development of the concept. The high risk-ranked scenarios were mostly related to barge mooring and positioning."

## Latest EU developments and the EU Fit 55 Policy Package
### Intercargo report

**EU ETS**

On 29 September, ECSA and 10 associations called on the Member States and the European Parliament to earmark the revenues generated from the inclusion of the shipping sector in the EU ETS for the maritime sector. The position highlights the need that Earmarked revenues should, inter alia:

• Contribute to lowering the price gap between conventional and low- and zero-carbon fuels, so that they become commercially available.

• Fund R&D and innovation projects for low- and zero-carbon fuels and propulsion technologies considering operational and critical safety issues

• Fund the scaling up and deployment of low- and zero-carbon fuels and propulsion technologies on board vessels and infrastructure on shore.

• Support the investments in ports to deploy the infrastructure as well as stepping up the supply chain for renewables and offshore energy.

**FUEL EU MARITIME**

On 3 October, the European Parliament's Transport Committee (TRAN) adopted its position on FuelEU Maritime, under which vessels will have to reduce the greenhouse gas intensity limit of the energy used.

Members may find below a summary of most important amendments:

• The report increases the greenhouse gas intensity limit of energy used on-board by a ship becoming more demanding after 2035(more details in page20).

• Introducing the Renewable Fuels of Non-Biological Origin (RFNBOs) and obligation for Member States to take the necessary measures to ensure that RFNBOs are made available in ports within their territory.

• An obligation that at least 2% of the yearly average energy used on-board a ship shall be met with RFNBOs, from 1 January 2030 is also introduced.

• Fuel suppliers and Commercial operators are included in the article on penalties.

• The revenues from FuelEU Maritime to be allocated to the EU ETS Ocean Fund and earmarked for the maritime sector and contribute to its decarbonization.

The full document can be found here (page 82)

Monday 3 October, the TRAN committee adopted their draft report. A summary can be found here below:

• Hydrogen and ammonia were added in the report to the list of necessary refuelling point, next to LNG, and adds that a core network of those fuels should be made available by 2025.

• The unwanted and transitional role of LNG was also recognised with several amendments adding that any investment in LNG should be only demand-driven.

Members may recall that Ship operators will be indirect beneficiaries of AFIR, as the policy will help them to fulfil the requirements of FuelEU Maritime by including the measures that are essential to trigger the development of policies for the rollout of alternative fuels infrastructure in EU member states.

**TAXONOMY**

On 14 September the NGOs of the Platform on Sustainable Finance announced their decision to leave the Platform, the advisory body to the European Commission on the European Taxonomy. The position is triggered by the decision of the European Commission related to the treatment of gas-, nuclear energy – and forestry related activities under the EU Taxonomy.

Their announcement can be found here.

Members may recall that the EU Taxonomy is a classification system established to clarify which investments are sustainable. The aim is to prevent greenwashing and help investors assess whether investments are consistent with policy commitments like the EU Green Deal.

# IMO Maritime Safety Committee (MSC 106)

## Extract from DNV Technical Regulatory News No. 27/2022 – Statutory

**Applicability: shipowners, managers, designers, manufacturers, and flag states.**

The 106th session of the IMO's Maritime Safety Committee (MSC 106) was held in London, UK, from 2 to 11 November. MSC 106 adopted a new SOLAS Chapter XV on safety measures for ships carrying industrial personnel (IP) along with a related mandatory IP Code, and progressed the development of the draft of a new international code of safety for autonomous ships. Requirements to permit LNG tanks constructed from high manganese steel were adopted, and new safety guidelines for lifting appliances and anchor handling winches were approved.

### 1. Meeting highlights

► Adopted a new SOLAS Chapter XV and a related new international code of safety of ships carrying industrial personnel (IP Code)
► Adopted amendments to SOLAS Chapter II-2 to prevent the supply of fuel oils with flashpoints lower than permitted
► Adopted amendments to the 2011 ESP Code to strengthen the survey requirements for bulk carriers
► Adopted amendments to the IGC and IGF Codes to permit LNG tanks constructed from high manganese steel
► Approved draft new SOLAS requirements to mandate ventilation of totally enclosed lifeboats
► Approved new guidelines for lifting appliances and anchor handling winches
► Progressed a draft new international code of safety for maritime autonomous surface ships (MASS)
► Recognized the Chinese BeiDou Message Service System (BDMSS) as a regional mobile satellite service for use in the GMDSS

### 2 Amendments to mandatory instruments

### 2.1 Industrial personnel

► A growing offshore renewable energy sector (e.g. wind farms) has triggered the need for a unified application of requirements to vessels that transport and accommodate industrial personnel working offshore.
► MSC 106 adopted a new SOLAS Chapter XV and a related new mandatory international code of safety for ships carrying industrial personnel (IP Code). Industrial personnel are defined as persons who are on board for the purpose of offshore industrial activities performed on board other ships and/or offshore facilities.
► The new regulations are applicable to new and existing cargo ships, and to high-speed cargo craft, which:
• are of 500 gross tonnage and over,
• operate on international voyages, and
• carry more than a total of 12 industrial personnel, special personnel and passengers combined.
► The new IP Code is based on the Code of Safety for Special Purpose Ships (2008 SPS Code), but with adaptations and provisions for the training of industrial personnel, the safe transfer of personnel and the carriage of dangerous goods. The carriage of toxic products, low-flashpoint products, and acids as cargo are not allowed on ships having more than 60 persons on board.
► Grandfather provisions will allow existing vessels already authorized to carry industrial personnel to obtain certification by complying with parts of the IP Code, i.e. the provisions for training, safe personnel transfer, life-saving appliances and the carriage of dangerous goods.
► The new regulations will enter into force on 1 July 2024.

## IMO Maritime Safety Committee (MSC 106) (Continued)

### 2.2 Safety of ships relating to the use of fuel oil

► Low-flashpoint fuels are attractive from an environmental perspective due to their clean burning characteristics and low sulphur content.

► MSC 106 adopted amendments to SOLAS Chapter II-2, Regulations 3 and 4, requiring new and existing ships carrying oil fuel to be provided with a bunker delivery note, prior to bunkering, stating that the flashpoint of the actual fuel batch is in conformity with the flashpoint requirements of SOLAS. The amendments further request contracting governments to inform the IMO of cases where oil fuel suppliers have delivered fuels that do not meet the SOLAS flashpoint requirements, and to take appropriate action against oil fuel suppliers accordingly.

► The amendments will enter into force on 1 January 2026.

### 2.3 Metallic materials for cryogenic service

► MSC 106 adopted amendments to the IGC and IGF Codes to include high manganese austenitic (hi-Mn) steel for cryogenic service. The amendments permit the use of high manganese austenitic steel for type A, B and C tanks, for among others butane and methane (LNG) as cargo or fuel.

► The amendments will enter into force on 1 January 2026.

2.4 Enhance survey programme (ESP)

► MSC 106 adopted amendments to the 2011 ESP Code to enhance the consistent implementation of survey requirements. The main amendments are summarized below:

► Bulk carriers

• Ballast tanks to be examined annually if the protective coating condition is found to be "less than GOOD".

• Double-skin void spaces bounding cargo holds in bulk carriers exceeding 20 years of age and 150 m in length to be examined annually if the protective coating is found to be "POOR".

• New requirements to the annual survey of double-skin void spaces, when required, for bulk carriers exceeding 20 years of age and 150 m in length.

► Oil tankers

• Amended definition of oil tankers to clarify that the ESP Code does not apply to oil tankers carrying oil in independent tanks which are not part of ship's hull (e.g. asphalt carriers).

• Pressure testing requirements on double and single-hull oil tankers were editorially amended

• The amendments will enter into force on 1 July 2024.

2.5 Watertight doors on cargo ships

► MSC 106 adopted amendments to the IBC Code, completing the harmonization of consideration of watertight doors in damage stability calculations across MARPOL Annex I, the Load Line Convention, the IBC Code and the IGC Code with those in SOLAS.

► The inconsistencies were related to the type of watertight doors (sliding, hinged), to the technical/operational requirements and to the terminology for the frequency of use of watertight doors. The amendments will not have any impact on existing ships.

► The amendments will enter into force on 1 July 2024.

2.6 Communication equipment in life-saving appliances

► MSC 105 adopted amendments to relocate the provisions for communication equipment in life-saving appliances from SOLAS Chapter III to Chapter IV. MSC 106 adopted consequential draft amendments to the 1978 SOLAS Protocol remove the reference to radio installations used in life-saving appliances in the Form of Safety Equipment Certificate for Cargo Ships.

► The amendments will enter into force on 1 January 2026.

2.7 Application provisions

► MSC 106 approved a second revision of MSC.1/Circ.1500 on "Guidance on drafting of amendments to the 1974 SOLAS Convention and related mandatory instruments" to include a reference to the building contract in addition to keel laying date when defining installation date in relation to application.

### 3. Maritime autonomous surface ships (MASS)

► The prospect of autonomous ships operating internationally with little or no human intervention has revealed the need for a regulatory framework for such ships, including their interaction and co-existence with conventional manned ships. The current regulatory framework generally assumes manning and human intervention.

► The IMO has agreed to develop a non-mandatory, goal-based code for MASS, potentially entering into force as a mandatory code upon experience with its application.

► MSC 106 considered a draft structure and a methodology for development of goals and functional requirements. The work will be continued in a correspondence group until MSC 107 (June 2023).

## IMO Maritime Safety Committee (MSC 106) (Continued)

► A joint MASS working group for the IMO's Maritime Safety Committee (MSC), Legal Committee (LEG) and Facilitation Committee (FAL) will address common challenges for MASS operations across several existing IMO instruments, e.g. the role and responsibility of a MASS master and crew, and the implications of a remote control centre and a remote operator.

### 4. Containership fires

► MSC 106 agreed to establish a Formal Safety Assessment (FSA) expert group to review the outcome of any relevant studies relating to detection and control of fires on containerships.

### 5. Human element, training and watchkeeping

### 5.1 Model training courses

► IMO model courses are intended to assist instructors in developing training programmes for seafarers as per the International Convention of Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978. The model courses are subject to regular review to ensure that they are consistent with the current IMO instruments and reflect best practices and modern technologies.
► MSC 106 approved draft amendments to the guidelines for the development, review and validation of model courses (MSC-MEPC.2/Circ.15/Rev.1) to facilitate consistent description of the teaching objectives of the various IMO model courses.

5.2 Electronic certificates and documents for seafarers

► Seafarers' certificates and documents are, to an increasing extent, available electronically. MSC 106 approved draft amendments to the STCW Convention and Code to accommodate the use of electronic certificates and documents for seafarers.

### 6. Ship systems and equipment

### 6.1 Ventilation of survival craft

► MSC 106 approved draft amendments to the Life-Saving Appliances (LSA) Code to mandate ventilation of totally enclosed lifeboats. A ventilation rate of at least 5 m3/hr/person should be provided to prevent high CO2 concentrations inside the lifeboat.
► Amendments to the "Revised recommendations on testing of lifesaving appliances" (MSC.81(70)), addressing testing with respect to the new ventilation requirements, were approved accordingly.
► The draft amendments are expected to enter into force on 1 January 2026 and to be applied to survival craft installed on or after 1 January 2029, subject to adoption by MSC 107 (June 2023).
► The need for ventilation requirements for partially enclosed lifeboats and life rafts will be considered by SSE 9 (March 2023).

### 6.2 Life-saving appliances in polar waters

► MSC 106 approved a revision of the "Interim guidelines on life-saving appliances and arrangements for ships operating in polar waters" (MSC.1/Circ.1614) to include an operational methodology for estimating exposure times in polar waters. The Polar Code stipulates that the maximum expected time of rescue should never be less than five days, however there could be circumstances in polar waters where the rescue times may exceed five days.

### 6.3 Dry chemical powder fire-extinguishing systems

► The IGC Code requires ships carrying liquified gases in bulk to be fitted with a fixed dry chemical powder fire-extinguishing system. MSC 106 approved a revision of the "Guidelines for the approval of fixed dry chemical powder fire-extinguishing systems for the protection of ships carrying liquefied gases in bulk" (MSC.1/Circ.1315).
► The guidelines have permitted the use of potassium bicarbonate powders only, although various mixtures of sodium bicarbonate powders and potassium bicarbonate powders are in use in practice. The revision incorporates performance-based provisions, thereby lifting the prescriptive ban on the use of sodium bicarbonate powders.
► The revised guidelines will apply to fixed dry chemical powder fireextinguishing systems installed on or after 1 July 2023.

### 6.4 Lifting appliances and anchor-handling winches

► A draft new SOLAS Regulation II-1/3-13, approved by MSC 102 in 2020, requires relevant on-board lifting appliances and anchorhandling winches to be designed, constructed and installed in accordance with classification rules or equivalent rules acceptable to the flag administration. The intention is to prevent mechanical failure that has regularly caused injuries, fatalities and ship damages.
► MSC 106 approved the associated guidelines for lifting appliances and for anchor-handling winches on board ships involved with anchor handling operations.
► Non-certified existing lifting appliances installed prior to entry into force of the SOLAS II-1/3-13 are required to be tested and thoroughly examined no later than the date of the first renewal survey on or after 1 January 2026. A factual statement issued by the flag administration, or a recognized classification society, could serve as demonstration of compliance with such testing and examination. A load test according to the guidelines is encouraged but not required.
► The draft new SOLAS regulation is expected to enter into force on 1 January 2026, with retroactive application, subject to adoption by MSC 107 (June 2023).

## IMO Maritime Safety Committee (MSC 106) (Continued)

### 6.5 Prohibition of PFOS in firefighting foams

► MSC 106 approved draft amendments to SOLAS Chapter II-2 and the HSC Codes (1994 and 2000) to prohibit the use of firefighting foams containing perfluorooctane sulfonic acid (PFOS).

► The draft amendments are expected to be applicable to new ships constructed on or after 1 January 2026, subject to adoption by MSC 107 (June 2023). Existing ships would be required to comply with the new requirement no later than the date of the first survey after 1 January 2026.

► SSE 9 (March 2023) will consider acceptable alternatives to PFOS and potential consequential amendments following the PFOS ban.

### 6.6 Unified interpretations on ventilation duct penetrations

► MSC 106 approved a unified interpretation of SOLAS Regulation II2/9.7.3.1.2 to clarify that the fire insulation should be provided only to the part of the duct and/or sleeve that is on the same side of the division being fire-insulated.

► MSC 106 also approved a unified interpretation of SOLAS Regulation II-2/9.7.3.2 to clarify that no clearance should be allowed between the duct and the division when a duct is passing through "B" class divisions.

### 6.7 Standards for coated fabric material tests for inflatable life rafts

► MSC 106 approved consequential amendments to the "Revised standardized life-saving appliance evaluation and test report forms" (MSC.1/Circ.1630) to align them with the recent amendments made to resolution MSC.81(70) on "Revised recommendation on testing of life-saving appliances".

### 6.8 Safety equipment forms

► MSC 106 approved a minor correction to the record of equipment forms in the 1994 and 2000 HSC Codes and the SPS Code, pertaining to the type of immersion suits and anti-exposure suits.

### 7. Navigation, communications, search and rescue

### 7.1 Long-Range Identification and Tracking System (LRIT)

► MSC 106 adopted revised performance standards and functional requirements for the long-range identification and tracking of ships (resolution MSC.263(84)/Rev.1). Amendments to guidance circulars were approved accordingly.

### 7.2 Non-SOLAS ships in polar waters

► Incidents in polar waters pose a risk to human life, to the polar environment and to search and rescue operations. MSC 106 approved draft amendments to SOLAS and the Polar Code to mandate navigation and voyage planning requirements to certain non-SOLAS ships operating in polar waters.

► The requirements will be applicable to:

- fishing vessels of 24 m and above,
- pleasure yachts of 300 GT and above not engaged in trade, and
- cargo ships of 300 GT and above but below 500 GT.

► The certificate showing compliance with the requirements in Chapters 9-1 and 11-1 of Part I-A of the Polar Code will be left to the discretion of the flag administrations.

► The draft amendments are expected to enter into force on 1 January 2026, subject to adoption by MSC 107 (June 2023).

### 7.3 Guidelines on places of refuge for ships

► Marine incidents may involve ships in need of assistance in waters beyond national jurisdictions. IMO resolution A.949(23) provides guidelines to assist flag states, masters, companies and salvors in responding effectively.

► MSC 106 approved a draft Assembly resolution containing a revision of the "Guidelines on places of refuge for ships in need of assistance" to incorporate experiences and developments since its adoption in 2004.

### 7.4 Global Maritime Distress and Safety System (GMDSS)

► The GMDSS is the worldwide system for communication of emergency and safety information. Amendments to SOLAS, its Protocol of 1988 and related IMO instruments to modernize the requirements to the GMDSS were adopted by MSC 105 (April 2022) and will enter into force on 1 January 2024.

► The modernization implies generic requirements, independent of specific service providers, as well as removal of carriage requirements for obsolete systems and a re-organization of the SOLAS requirements to communication equipment. The definitions of the sea areas A1 to A4 have been amended to reflect that the geographical area of coverage may vary between various satellite service providers.

► Accordingly, MSC 106 endorsed a revision of COMSAR/Circ.32 on "Harmonization of GMDSS requirements for radio installations on board SOLAS ships". COMSAR/Circ.32/Rev.1 is intended to provide interpretations of the radio installations requirements in SOLAS Chapter IV and related IMO instruments.

## IMO Maritime Safety Committee (MSC 106) (Continued)

### 7.5 BeiDou Message Service System (BDMSS)

► SOLAS amendments to accommodate additional mobile satellite providers entered into force 1 January 2020. All references to the sole service provider "Inmarsat" were replaced by "a recognized mobile satellite service". Both Inmarsat (UK) and Iridium (USA) are recognized for use in GMDSS.

► MSC 106 recognized BDMSS (China) as a regional mobile satellite service for use in the GMDSS, subject to completion of outstanding technical and operational issues.

### 7.6 Electronic Chart Display and Information System (ECDIS)

► MSC 106 adopted a revision of the "ECDIS performance standards" (resolution MSC.232(82)) to open for the next technical generation of Electronic Navigational Charts (S-101 ENC).

► The draft revised performance standards will be applicable to ECDIS equipment installed on or after 1 January 2029. In a transitional period, from 1 January 2026 to 1 January 2029, ECDIS equipment may conform to either the current performance standards (resolution MSC.232(82)) or the newly introduced ECDIS performance standards based on S-101.

► MSC 106 also approved a revision of the "ECDIS guidance for good practice" (MSC.1/Circ.1503/Rev.2) to improve the unified implementation of ECDIS type approval when approving ECDIS's software and relevant updates.

### 7.7 Electronic inclinometers for containerships and bulk carriers

► Strong movement of ships at sea regularly causes injuries, loss of lives and containers, and damage to bulk cargoes. MSC 106 approved draft SOLAS amendments to make electronic inclinometers for the measurement of heel angles compulsory for containerships and bulk carriers of 3,000 gross tonnage and upwards. The draft requirements are not intended for cargo ships occasionally carrying cargoes in bulk and general cargo ships carrying containers on deck.

► The draft amendments are expected to enter into force on 1 January 2026, subject to adoption by MSC 107 (June 2023).

## 8. Work programme

MSC 106 agreed on the following new work items:

### 8.1 Sub-Committee on Navigation, Communications, Search and Rescue

► Pilot transfer arrangements

MSC 106 agreed to amend SOLAS Regulation V/23 and associated instruments to improve the safety of pilot transfer arrangements.

### 8.2 Shore-based facilities for radiocommunication

► MSC 106 agreed to develop guidance to SOLAS Regulation IV/5 on member states' obligations to provide appropriate shore-based facilities for space and terrestrial radiocommunication services.

### 8.3 Sub-Committee on Implementation of IMO Instruments

► Implementation of the 2012 Cape Town Agreement

MSC 106 agreed to develop guidance to assist authorities in the implementation of the 2012 Cape Town Agreement. The agreement provides international safety standards for fishing vessels of 24 meters in length and longer. It will enter into force when 22 member states, with an aggregate 3,600 fishing vessels, ratify the agreement.

### 8.4 Sub-Committee on Ship Systems and Equipment

► Elevator safety

MSC 106 agreed to develop measures to ensure the safe operation of elevators on board ships.

### 8.5 Sub-Committee on Ship Design and Construction

► Rigging of safety nets

MSC 106 agreed to amend MSC.1/Circ.1331 to address the safety risk to crew when rigging safety netting on accommodation ladders and gangways.

### 8.6 Sub-Committee on Carriage of Cargoes and Containers

► Entering enclosed spaces on board ships

MSC 106 agreed to revise resolution A.1050(27) to ensure the safety of personnel entering enclosed spaces on board ships.

## 9. Any other business

### 9.1 International Quality Assessment Review Board (IQARB)

► The IQARB is intended as an assessment of the audits of IACS members' compliance with IACS' quality system, and thereby aid IMO member states in their oversight obligations under the III Code.

► MSC 106 agreed that the IQARB Factual Statements, confirming that recognized organizations (ROs) have implemented an effective quality management system, may assist member states in focusing their individual RO oversight programmes and also be recognized during IMO audits of member states.

► The intersessional correspondence group on the III Code Implementation Guidance will consider possible updates to the guidance accordingly and report to III 9 (July 2023).

## IMO Maritime Safety Committee (MSC 106) (Continued)

### 10. Recommendations

► Being the first physical meeting since the COVID-19 pandemic mandates, MSC 106 had a wide range of topics on its agenda, including items postponed from previous remote sessions. To be able to catch up, members had been encouraged not to propose new work items to be considered at this session of MSC.
► DNV recommends that our customers monitor the outcome of MSC 107 in June 2023 for information on new regulatory initiatives.

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## Preliminary Report of MEPC 79
### Extract from ClassNK External Affairs Department Vol. 2022-05 (19Dec22)

The 79th session of the IMO Marine Environment Protection Committee (MEPC 79) was held from 12 to 16 December 2022. A summary of the outcome is given hereunder for your information. Please note that this summary has been made based on informal information obtained from participants from ClassNK and Working Papers developed during MEPC 79, with priority given to disseminating the information as early as practicable.

### 1. Greenhouse Gases (GHG) emission reduction measures

Reduction of greenhouse gas (GHG) emissions to address global warming is a universal challenge, and the measures to reduce GHG emissions from international shipping have been deliberated at IMO. Such measures introduced at the IMO so far include the regulation of "Energy Efficiency Design/Existing Ship Index" (EEDI/EEXI), retaining of the "Ship Energy Efficiency Management Plan" (SEEMP) onboard, and rating by "Carbon Intensity Indicator" (CII).
Furthermore, taking the adoption of the Initial IMO Strategy on the reduction of GHG emissions from ships, which includes the emission reduction target and the candidate measures to reduce GHG emissions, the IMO continues to discuss on measures to reduce GHG emissions in order to decarbonize the international shipping.

### 1.1 Amendments to the Guidelines on the method of calculation of the attained EEDI for new ships

Taking the increasing demand for using ethane as a ship fuel, particularly for ethane carriers, 2022 Guidelines on the method of calculation of the attained EEDI for new ships were adopted to include the lower calorific value and conversion factor (CF) of ethane.

### 1.2 Amendments to the Guidelines on survey and certification of the EEDI

The calculation of EEDI requires the calculation of ship speed based on the speed trial results, by assuming that the weather is calm with no wind and no waves. The current Guidelines on survey and certification of the EEDI refers to ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 (hereafter referred to as 2017 ITTC Procedure) or ISO 15016:2015 for determining ship speed taking into account the external effects (wind, current, waves, shallow water, displacement, water temperature and water density).
Provided that the 2017 ITTC Procedure was amended in 2021, MEPC 79 adopted 2022 Guidelines to refer to the amended 2021 ITTC Procedure as well as 2017 ITTC Procedure.

### 1.3 EEDI Phase 4

Regulation 24.6 of MARPOL Annex VI keeps the IMO review the status of technological developments and, if proven necessary, amend the reduction rates etc. set out in the regulation. In accordance with the regulation, MEPC established the Correspondence Group to continue its work on the possible introduction of EEDI Phase 4.
Based on the final report of the Correspondence Group, MEPC 79 concluded that the introduction of EEDI Phase 4 should be carefully pursued at future session, due to the fact that further investigations are required on regulations for both new propulsion technologies such as alternative fuels and wind energy that would affect application of EEDI Phase 4 and also additional regulatory scope taking into account the IMO Strategy on the reduction of GHG emissions from ships.

### 1.4 Carbon Intensity Indicator (CII)

CII is a rating mechanism for ships, which compares the attained CII, calculated based on the operational fuel consumption data collected from the IMO Data Collection System for fuel oil consumption of ships (DCS), with the CII reference lines.
MEPC 79 approved the following unified interpretations related to CII:

## Preliminary Report of MEPC 79 (Continued)

• If a ship is delivered in October or later, the rating based on the data between the delivery date and the end of that calendar year will not be counted for the determination of whether the ship should develop a Corrective Action Plan (i.e., a ship rated as D for three consecutive years or rated as E for one year).

• In case of a change of company, a new ship operational carbon intensity plan (SEEMP Part III) will be required to be submitted for the verification by the new company, where the year of change is the starting year of the three-year implementation plan.
• The Corrective Action Plan to achieve the required annual operational CII for a ship with an inferior rating (i.e., a ship rated as D for three consecutive years or rated as E for one year) should be developed to achieve the required CII for data collected in the second calendar year after such rating.

### 1.5 Data Collection System for fuel oil consumption of ships (IMO DCS)

MEPC 79 approved the following unified interpretation related to the IMO DCS:
• Data relating to boil-off gas (BOG) consumed onboard LNG-fueled ships or LNG carriers for propulsion or operation (including BOG burnt in a Gas Combustion Unit (GCU) for cargo tank pressure control or other operational purposes) is required to be collected and reported as fuel oil consumption as part of the IMO DCS.

### 1.6 Onboard Carbon Capture Systems

There have been initiatives to develop methods for reducing GHG emissions by segregating and capturing carbon dioxide (CO2) from exhaust gases onboard ships.
At this session, a proposal was made that the amount of CO2 captured by CO2 Capture Systems should be taken into consideration when calculating the attained EEDI/EEXI and CII. Due to the time constraints, MEPC 79 agreed that the discussion will be continued at the next session.

### 1.7 Revision of the Initial IMO Strategy on the reduction of GHG emissions from ships

The Initial IMO Strategy on the reduction of GHG emissions from ships (hereafter referred to as the Initial IMO Strategy), adopted in 2018, envisages to improve transportation efficiency by at least 40% by 2030, pursuing efforts towards 70% by 2050, and also aims for the total annual emissions from international shipping reduced by at least 50% by 2050 compared to 2008. The IMO Strategy is subject to a review every five years.
Up until the last session, it was recognized that the aforementioned GHG reduction target should be improved and therefore agreed that the Initial IMO Strategy is subject to a review, aiming for adoption of the revision at MEPC 80 to be held in July 2023.
At this session, there were comments advising either zero GHG emission or net-zero GHG emission (practically zero by deducting the amount of GHG absorbed by forests from those emitted) and proposals such as to introduce a new target for GHG reduction by 2040. On the other hand, there were also comments advising that setting a new goal would necessitate a valid scientific background and therefore the GHG reduction goals in the current Initial IMO Strategy should be kept. In conclusion, MEPC 79 agreed to continue the revision process of the Initial IMO Strategy, aiming 3/5 for adoption at MEPC 8

### 1.8 Mid-term measures for reduction of GHG

The Initial IMO Strategy contains a list of measures such as market-based measures (MBM) etc. to achieve mid- and long-term GHG reduction goals. To proceed with the consideration of such measures, MEPC 76, held in 2021, developed the work plan as follows:

| Phase | Work Item | Timeline |
|---|---|---|
| I | Collation and initial consideration of proposals for measures | 2021-2022 |
| II | Assessment and selection of measures to further develop | 2022-2023 |
| III | Development of measures for statutory requirements | 2023 |

At this session, there were a number of supports to the comments suggesting the adoption of GHG reduction measures that combine both regulatory and market-based measures, and therefore MEPC 79 agreed to the plan to conclude the work item in Phase II (assessment of measures) at MEPC 80. The mid-term measures proposed so far include the following:

## Preliminary Report of MEPC 79 (Continued)

### Regulatory Measures

• GHG Fuel Standard (GFS) Each ship calculates GFS value, expressed in the mass of GHG emissions per unit of energy used (gCO2e/MJ). Reduction factor for GFS will be enhanced year by year.

### Market-based Measures

• IMO Maritime Research Fund (IMRF) US$2 per tonne of marine fuel are funded to IMRF, which is used for development of low/zero carbon technologies.
• International Maritime Sustainability Funding and Reward (IMSF&R) Using CII mechanism, ships above upper benchmark level pay funding contributions and ships below lower benchmark level receive rewards.
• feebate
Ships using fossil fuels pay for the levy and ships using zero-emission fuels receive rebate.
• GHG levy
Ships pay GHG levy for US$100 per tonne of marine fuel. The revenue will be funded to climate change mitigation and adaptation projects under UNFCCC, and subsidized to R&D projects for new technologies under IMO.
• Emission Cap-and-Trade System (ECTS)
Based on the annual cap on GHG emissions, each ship is required to acquire and surrender allowances for GHG emissions by auctioning.

### 2. BWM Convention

### 2.1 Application of BWM Convention to ships operating at ports with challenging water quality

With regard to the use of ballast water treatment systems (BWMS), as there are ports with challenging water quality that make it difficult to operate BWMS continuously, there has been a proposal to allow that ballast water is taken without passing through BWMS in such ports, and employing ballast water exchange plus treatment (BWE + BWT) at areas where the treatment system can operate normally.
At this session, it was suggested that the criteria for the "challenging water quality" affecting continuous normal operation of the BWMS should be clearly defined. MEPC 79 agreed to continue the discussion at the next session.

### 2.2 Temporary storage of treated sewage and grey water

The prohibition on the discharge of treated sewage and grey water at certain ports has led to temporary storage of treated sewage and grey water in ballast tanks.
At this session, it was confirmed that the temporary storage of treated sewage and grey water would not be subject to the BWM Convention. Recognizing the need for developing specific procedures to prevent contamination of ballast tanks by temporary storage of sewage and greywater, MEPC 79 agreed to consider developing a guidance for such 4/5 temporary storage at future sessions.

### 2.3 Commissioning tests of BWMS

While commissioning tests of BWMS including analysis of treated ballast water have been required for those installed on or after 1 June 2022, MEPC 79 discussed on the interpretation on whether or not it is necessary to conduct commissioning tests in cases where an installed BWMS on board a ship undergoes an upgrade or change to a major component.
As a result, MEPC 79 approved a unified interpretation that if an installed BWMS on board a ship undergoes an upgrade or change to a major component, such BWMS shall be regarded as a newly installed BWMS, so a commissioning test shall be conducted accordingly.

### 2.4 Amendments to the format of Ballast Water Record Book

It was noted that problems have arisen during PSC inspections due to different interpretations for recording the Ballast Water Record Book (BWRB) specified in Appendix II of the BWM Convention. The necessities for a revision of the BWRB format and a guidance on how to describe it have been under discussion.
MEPC 79 approved amendments to the BWRB format to be recorded in terms of Codes (letter) and Items (number), similar to the format of the Oil Record Book.

## Preliminary Report of MEPC 79 (Continued)

### 3. Air pollution

### 3.1 Unified Interpretation on use of synthetic fuels

With the switch to alternative fuels under consideration from the perspective of GHG emission reduction, MEPC 78, held in June 2022, approved a uniform interpretation on the application of NOx emission limits to biofuels and a biofuel blend with fossil fuels. According to the unified interpretation, additional confirmation of NOx emission is not required, if the blend ratio of biofuel and fossil fuel is below 30% and if no changes to NOx critical components or setting/operating values are required in order to use biofuel or a biofuel blend.
At this session, revised Unified Interpretation was approved to treat synthetic fuels, produced from renewable sources similar in composition to petroleum distillate fuels, which are expected to be used in the future, in the same way as biofuels in terms of NOx emission.

### 4. Amendments to mandatory instruments

MEPC 79 adopted amendments to mandatory instruments as follows:

### 4.1 Designation of SOx emission control area

Amendments to MARPOL Annex VI to add the Mediterranean Sea as SOx- Emission Control Areas (ECAs) were adopted. Requirements on 0.10% sulphur limit in marine fuel oil will be applied to ships operating in the Mediterranean Sea on or after 1 May 2025.

### 4.2 Garbage Record Book

Amendments to MARPOL Annex V were adopted to expand the scope of Garbage Record Book, which has been required to be provided for vessels of 400 gross tons or more, to vessels of 100 gross tons or more.
Entry into force: 1 May 2024

### 4.3 Information to be included in Bunker Deliver Note (BDN)

Amendments to Appendix V of MARPOL Annex VI were adopted to require that a bunker delivery note for the fuel delivered to the ship shall contain the flashpoint information.
Entry into force: 1 May 2024

### 4.4 Information to be submitted under Data Collection Systems (IMO DCS)

With the introduction of CII regulations, amendments to Appendix IX of MARPOL Annex VI were adopted to add CII related information to reporting items under Data Collection System for fuel oil consumption of ships (IMO DCS).
Entry into force: 1 May 2024

For any questions about the above, please contact NIPPON KAIJI KYOKAI (ClassNK).

## Promotions Roxana Shipping - ROKS Maritime 01Oct22 - 31Dec22

| Name | Rank | Promotion Date | Photo |
|---|---|---|---|
| Konishchev Andrey | ChOff | 06/12/2022 |  |
| Lozovoi Dmitrii | 2nd/Off | 07/12/2022 |  |
| Frolov Evgenii | 2nd/Eng | 29/10/2022 |  |
| Tarasenko Sergei | 3rd/Eng | 02/10/2022 |  |
| Babenko Dmitrii | 3rd/Eng | 17/12/2022 |  |
| Kirillov Kirill | 4th/Eng | 07/10/2022 |  |
| Kazantcev Aleksei | 4th/Eng | 20/11/2022 |  |
| Ponomarenko Dmitrii | 5th/Eng | 08/10/2022 |  |
| Malikov Vladimir | Electro Tech Off | 01/11/2022 |  |
| Onishchuk Evgenii | A/B | 03/10/2022 |  |

## Job Opportunities

In view of the 2018-2023 5 years plan following new positions are announced for 2021-22:

**Fleet superintendent, ex Chief Engineer**
He will be based in Athens and/or Singapore, belonging to a Fleet Group, reporting to Headoffice, responsibilities as per CP01, fluency in English and computers desirable, Ex Chief Engineer in Roxana Fleet will be also desirable.
Attractive benefits package.

**Fleet superintendent, ex Master**
He will be based in Athens, belonging to a Fleet Group, responsibilities as per CP01, fluency in English and computers desirable, Ex Master in Roxana Fleet will be also desirable.
Attractive benefits package.

**Operator, ex Master**
He will be based in Athens and/or Singapore office, reporting to Headoffice, responsibilities as per CP01, fluency in English and computers desirable, Ex Master in Roxana Fleet will be also desirable.
Attractive benefits package.

## Mrs. Hanna Bachurina's resignation

We hereby announce that Mrs. Hanna Bachurina will not continue working with our company anymore.

Hanna served our Company since 2010, at the position of Crew dept operator.

Throughout these 12 years period Hanna contributed a lot to the growth of our Company.

We all thank Hanna and wish her and her family all the best for the future.

ROXANA SHIPPING S.A.

**State of the Art In Shipmanagment is our Tradition**

***Incident Free Effective Efficient***