

RAISING STANDARDS AND ADDRESSING CHALLENGES: GREEN AWARD CERTIFICATION



Ports, maritime service providers, ship managers and owners have joined their forces through the Green Award scheme for the better future of the shipping industry.

Growing competition on the shipping market, new regulations in shipping, need for reduction of emissions and improvement of safety are issues that all stakeholders of the industry are confronted with. Ship managers and owners are under pressure to increase safety, to safeguard quality and to mitigate impact on the environment. Ports are expected to improve efficiency and produce environmentally friendly services. At the same time, all stakeholders have to cut costs and meet Corporate Social Responsibility principles. Significant number of issues can be addressed through participation in the Green Award scheme.

Aiming at a higher level

Green Award certifies sea-going oil, product and chemical tankers, bulk carriers, LNG carriers, container carriers and inland navigation barges. If a ship holds the Green Award certificate, it implies that the ship's performance goes beyond that required by the industry's legal standards. Such a ship scores high not in one, but in multiple categories: e.g. crew training, operational and safety management, environmental measures, maintenance, technical arrangements, etc. The quality assessment works in three steps. The Green Award Foundation develops its own requirements that go beyond

legally required standards, surveyors, who work exclusively for Green Award, carry out audits on board and at the ship manager's office and, at the end, if the requirements have been met, the certificate is issued.

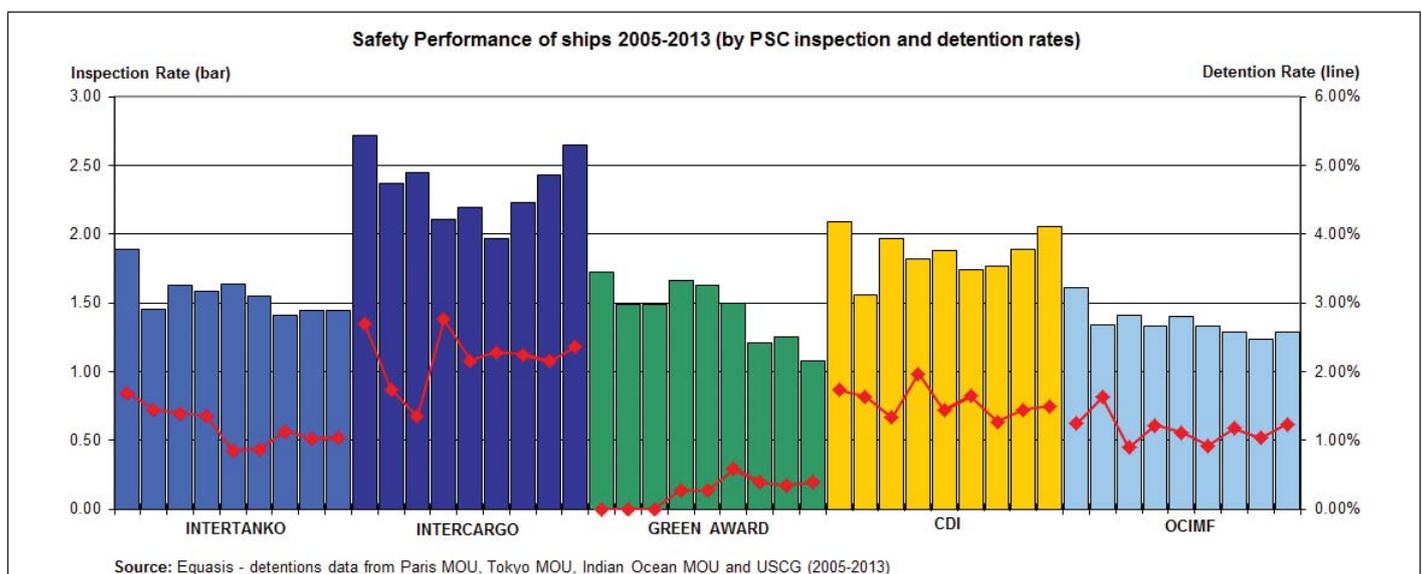
Green Award certificate holders and incentive providers reside all over the world: in Western and Eastern Europe, North America, Asia, Africa and in the Middle East. Forty-two ship management companies are Green Award certificate holders and over 230 sea-going vessels are certified. Almost 550 inland barges hold the Green Award certificate. They form a sustainable and socially responsible network and motivate each other for further improvement.

The three P's

The essential of the Green Award scheme is that it brings together high quality ships and ports that want to improve safety, attract quality ships and reduce environmental and safety risks.

The three P's (people, planet, profit) of Corporate Social Responsibility (CSR) are also realized through the Green Award scheme.

Ports profit through attracting quality ships what results in less incidents, improved efficiency and better turnaround, and, at the same time, by asking for the Green Award certificate ports commit to the highest standards in safety of people (the crew as well as the surrounding communities)





*Handover of the inland shipping certificate #500.
From left to right: Robert Baack (IMPERIAL Shipping Holding GmbH, COO) and Jan Fransen (Green Award Foundation, Executive director)*

and demand implementation of the best practices for the environmental protection both in the port area and during ocean passage. In this way port initiatives reach out to our pristine oceans as well. A participating port or any other incentive provider uses the Green Award program as a tool to address CSR.

The P's for shipping companies that participate in the Green Award scheme stand for safety of people, caring for the planet through protection of the environment and last, but not least, profit from incentives provided through the Green Award scheme.

Sharing knowledge

One of the most important goals of Green Award is to share knowledge on the best practices of the shipping industry. The foundation collects data, monitors new technologies and regulations and shares this information with its stakeholders. Recent research topics cover navigation/ECDIS including importance of fuel change over, on board manning and fatigue management, garbage management, sulphur content of the fuel and On-shore Power Supply (OPS). Another issue currently high on the agenda is noise. "Noise and Vibration reduction" topic, focusing on safety and health aspects on-board the ships, underwater noise/vibration and effect towards the port community, has been studied and possibly will be included into the next revision of the requirements.

Green Award has also launched a working group to develop Green Award requirements for LPG carriers together with committed parties. This project started at request of several incentive providers and certificate holders. Also parties that are potentially interested in joining the Green Award scheme as incentive providers expressed their enthusiasm. The certification program is targeted to be implemented in 2016.

Strong motivation

Green Award incentive providers are not just any ports and maritime service providers. They are the frontrunners of the shipping industry that are strongly committed to the highest standards. They strive for excellence and motivate Green Award certificate holders for continuous improvement.

Not every port, maritime service provider or a supplier can become a Green Award incentive provider. In order to become an incentive provider, they must be affiliated with safety, quality and/or environmental services of high standard and share the same CSR values as Green Award. Over the last year several such maritime service providers and suppliers joined Green Award and interest to the scheme from suppliers keeps growing.

It is also expected that in 2015/2016 several ports will become incentive providers and embrace Green Award. There is also growing interest from Asia and the Middle East.

Distinguish your ship

Many ship owners and managers want to invest in additional improvements on board, but want to have their efforts recognized. They also struggle with difficult economic conditions which means that, on one hand they need to invest more money in order to make their ships stand out while keeping the costs low; and, on the other, sometimes they simply cannot afford giving out money for not legally required improvements without getting some kind of assistance. Currently, this is one of the biggest threats for safety in sea shipping.

Ships participating in the Green Award scheme are entitled to various incentives e.g. discounts on the port dues or services. As of this day, almost 40 (sea and inland) ports and over 20 maritime service providers over the world offer benefits to ships holding the Green Award certificate.

But Green Award is not about financial benefits only - the priority is to motivate improvement in the environmental protection and increase safety of operations. A team of researchers continuously works on development and update of the Green Award requirements. Experienced Green Award auditors can not only point out your "weakest link" on board, but also recommend solutions in a self-motivating way and inform certificate holders about the best industry practices. Naturally, all information received by Green Award is treated confidentially and is not disclosed to any third parties.

What else is important is that the Green Award certificate is a recognized proof of quality and safety which shows charterers that a certified manager is capable of providing a better service than the industry's average. The Green Award certificate demonstrates the manager's dedication to high quality standards and ensures decreased risk of incidents.

Not only at sea

Green Award certification is available not only to the sea-going vessels, but also to inland navigation barges. In fact, the inland certification program turned out to be a great success. The certified fleet has grown to almost 550 vessels. The program attracts growing interest from European countries that consider implementation of the Green Award program, and even from other continents. It goes without saying that Green Award is pleased to assist interested parties to promote safety and environmental protection to the benefit of the whole industry. Therefore Green Award visits authorities and industry stakeholders in an effort to expand the program and the best practices to other countries and continents.

Just like the requirements for sea-going vessels, the requirements for inland barges are revised on a regular basis. The recent changes introduced a 3-tier level certificate. Every inland barge is marked either as Bronze, Silver, or Gold depending on the score they have been able to attain.

One of the ports that provides incentives to inland navigation vessels (the port of Amsterdam) has implemented the same approach into their discounts system. The Green Award Foundation also expects to gain a stake in the river cruising industry in 2016.

Recognized success

Green Award certification is recognized worldwide. There are ports that provide incentives to attract quality Green Award ships, there are charterers that give their preference to Green Award certified vessels and there are shipping companies that benefit from expert audits by Green Award.

It is also worth mentioning that the statistics published by Equasis based on detention data from Paris MOU, Tokyo MOU, Indian Ocean MOU and USCG for 2005-2013 show that the detention rate of Green Award certified ships per year is either zero or very close to zero. The rate demonstrates the result of the efforts made by the frontrunners in this industry with the Green Award as a supportive platform.

With over 60 incentive providers in North America, Europe, Africa, Middle East and Asia currently participating in the scheme, Green Award motivates ship owners and managers to invest in the improvements on board and ashore and serves as a reliable Corporate Social Responsibility and risk reduction tool for shipping companies and ports.



The port of Kitakyushu joins Green Award.

From left to right: Jan Fransen Executive Director, Green Award Foundation; Pieter Struijs Chairman, Green Award Foundation; Kenji Kitahashi mayor of Kitakyushu; Mr. Tetsuji Hashimoto Chief Executive of the Port of KITAKYUSHU



Green Award

Certification scheme

Quality, safety and the environment

Green Award certifies ship managers and vessels that go beyond the international conventions and legislation in terms of ship lay-out and equipment, quality of operations and management.

Ships and ship management companies

Ships with a Green Award certificate get a benefit of independent audit, show improved performance in PSC & vetting inspections, receive various financial benefits, get charterers' preference and enhance their positive image. The Green Award certificate is a recognized proof of above standard quality performance.

Incentive providers

Incentive providers help to eliminate sub-standard shipping and can bring their Corporate Social Responsibility policy to life. Participation in the Green Award scheme gives a clear signal to the general public and the industry's stakeholders that Green Award ports and maritime service providers protect the environment and care to go that extra mile to ensure extra safety and quality.

In addition to the above, participating *ports* get a risk reduction and air quality tool and attract quality ships.



Green Award certificate holders

| | |
|---|---|
| "K" Line Ship Management Co. Ltd. | Maersk Tankers A/S |
| Aegean Bulk Co Inc | Maran Tankers Management Inc. |
| AET Shipmanagement (Singapore) Pte. Ltd. | MISC Berhad |
| Anglo-Eastern (UK) Limited | MOL LNG Transport (Europe) Ltd. |
| Arab Maritime Petroleum Transport Company | MOL LNG Transport Co. Ltd. |
| Arcadia Shipmanagement Co. Ltd. | Mowinkel Ship Management AS |
| ASP Ship Management Limited | Northern Marine Management Ltd |
| BP Shipping Limited | NYK LNG Shipmanagement Ltd. |
| Chandris (Hellas) Inc. | OSM Ship Management Finland Oy |
| Chevron Tankers Ltd. | SCF Novoship Technical Management |
| Consolidated Marine Management Inc. | Shell International Trading & Shipping Co Ltd |
| Delta Tankers Ltd. | Teekay Shipping Limited |
| Expedo Ship Management (Canada) Ltd | Thenamaris Ships Management Inc. |
| FML Ship Management Ltd | Tsakos Columbia Shipmanagement (TCM) S.A. |
| Goodwood Ship Management Pte Ltd | Unicom Management Services (Cyprus) Ltd |
| Iino Marine Service Co. Ltd | Unicom Management Services (Saint Petersburg) Ltd |
| International Tanker Management Holding Ltd | Wallem GmbH & Co. KG |
| KNOT Management AS | Wallem Shipmanagement GmbH & Co. KG |
| Kuwait Oil Tanker Co. S.A.K. | Wallem Shipmanagement Ltd |
| Kyklades Maritime Corporation | |

Green Award incentive providers

| | |
|--|---|
| Administração do Porto de Lisboa | Prince Rupert Port Authority |
| Administração do Porto de Setúbal | Sohar Industrial Port Company |
| Administração do Porto de Sines SA | Zeeland Seaports: Vlissingen, Terneuzen |
| Administração dos Portos do Douro e Leixões | |
| CentrePort Wellington | ABN AMRO Bank |
| Freeport of Riga Authority | Dirkzwager's Coastal & Deepsea Pilotage |
| Gibraltar Port Authority | EcoScrub Solutions B.V. NATURE Group |
| Hamburg Port Authority | Euroshore International |
| Kitakyushu Seaport and Airport bureau | GAC Belgium N.V. |
| Klaipeda State Seaport Authority | GAC Netherlands Ltd |
| Moerdijk Port Authority | George Hammond Plc |
| National Ports Authority of South Africa: Richards Bay, Durban, East London, Ngqura, Port Elisabeth, Mossel Bay, Cape Town, Saldanha | International Slop Disposal (ISD) B.V. NATURE Group |
| Port Metro Vancouver | JLMD Ecologic Group |
| Port Nelson | KARCO |
| Port of Amsterdam | MeteoGroup |
| Port of Dordrecht | ProSea Foundation |
| Port of Ghent | regs4ships Ltd |
| Port of Montreal | Ship Spares Logistics B.V. |
| Port of Rotterdam | SQE Marine Group |
| Port of Sept-Iles | Van Heck Engineering BV |
| Port Taranaki Ltd. | VSTEP |