



Ginga Lynx



Ginga Cougar



Fuji Galaxy



Years of Trust and Innovation

# MOL CHEMICAL TANKERS

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## “Staying resilient”

**From the MD’s desk - Capt. Amit Jain – Managing Director**

*A pandemic is always likely to stretch an industry in ways it may never have expected. Covid still continues to disrupt the movement of personnel, parts, and equipment. Though things have improved a lot, still a lot needs to be done as things are getting progressively unfolded. On a positive side these times have also given an opportunity to reimagine & innovate the ways of doing things which means we are seeing the faster adoption of digital technology.*

*Connectivity remains the key, and the desire of crews to engage with technology has to be matched by their ability to access the tools, data, information and resources they need. For seafarers’ being connected to home, to news and a sense of community is vital. By having internet connectivity on all our vessels, our seafarers could remain connected with their friends, families, information, and resources etc. which turned out to be a very good morale booster during this pandemic time.*

*Seafarers are naturally resilient people, who are well known as problem solvers and these tough times have strengthened their resilience much more. Going by the changing circumstances day by day, looming clouds of another virus threats and prevailing war situation in the world demands that all of us must continue to stay resilient with positive energy.*

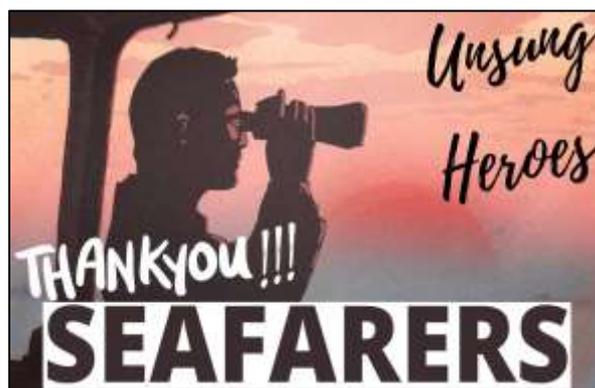
*I would like to highlight that ‘Day of the seafarer’ is one such unique event celebrated every year on 25<sup>th</sup> of June as a mark of respect, recognition, and gratitude to seafarers everywhere for their invaluable contribution towards international trade and the world economy. We truly salute all our seafarers from the bottom of our hearts for their extreme sacrifices.*

*Please be rest assured that we shall continue to do our best in ensuring to provide safe working & living conditions, however in order to ensure proper implementation we need continual commitment from each of our seafarers that they shall implement the company procedures in its true spirit and assure to work safely on board and return back home without any injury.*

***I feel very proud to announce that our principals (MOL Chemical Tankers) are completing 50 years. I take this opportunity to thank each one of you for your valued contribution. I am sure that with our cohesive efforts we will surely take up our company to new peaks of success and prosperity embracing the motto “Where there is safety, there is prosperity”.***

***Remember – In pursuit of perfection we can definitely achieve excellence!***

***Wishing you healthy, happy & smooth sailings. Bon Voyage!***



**“Work Safely – You family is awaiting your safe return”**

## BBS – Best Spirit Cards – 2Q 2022



The BBS system has replaced the previous Crew Commendation Award system. We deeply value the good reports submitted by the entire fleet (including TMS Vessels). These reports are an important motivation tool to foster the sense of pride into what we are doing and creating a sense of belongingness to the organization. Amongst the various reports submitted in the 2<sup>nd</sup> Quarter of 2022, the following three SPIRIT cards have been selected and will enter the final round of 12 SPIRIT cards which will be reviewed after the 3<sup>rd</sup> Qtr of 2022 for final selection of the 3 best SPIRIT cards for the yearly awards of \$1000 each. **Yearly awards are shared vide common email & also uploaded in Unix Website.**

### Best Spirit Cards – 2Q 2022

**Case-1:** Tank cleaning was in progress when vessel was sailing in North Sea. Alteration of course was required after about 40 minutes. Duty officer (2<sup>nd</sup> officer) informed the deck crew working on deck to be alert as vessel will be altering her course and vessel may experience sea spray & rolling after alteration of course. Deck crew understood and confirmed to duty officer that they are taking all due precautions and shall be careful. After getting confirmation from crew, duty officer altered the course. He further monitored deck crew and again checked with them for their wellbeing. All of them reported to be safe. This act of due diligence by 2<sup>nd</sup> officer was very much appreciated by crew.



Mr. Mun Hyungil,  
2<sup>nd</sup> Officer

**Case-2:** While rigging combination ladder, 2<sup>nd</sup> officer observed that one crew was moving overside wearing a harness, but the harness was not secured properly. The crew was immediately stopped and was briefed to wear safety harness properly.



Mr. Kunal Gangaram Wadkar,  
2<sup>nd</sup> officer

**Case-3:** Vessel had opened the manhole covers of ballast tanks on deck to facilitate gas freeing of tanks for man entry. 2<sup>nd</sup> officer observed that Engine cadet was going on deck during nighttime unaware of the fact that ballast tank manhole covers were open. He was called up on walkie-talkie, lights were put on deck. He was warned not to go to deck in dark hours and not to go alone on deck.

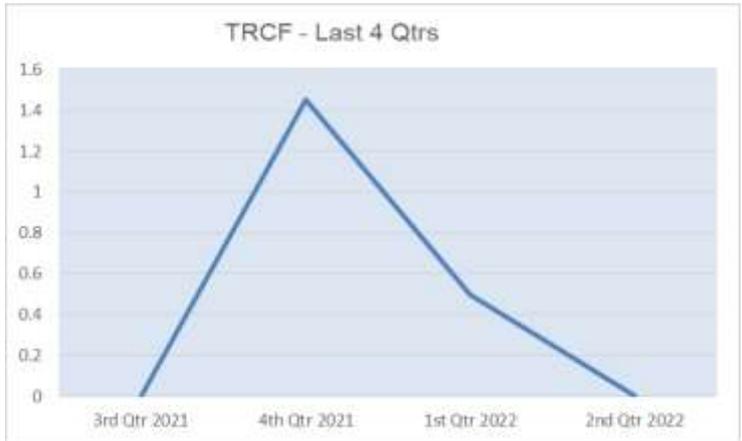


Mr. Ashrafal Alam Nur  
2<sup>nd</sup> Officer

*(Above texts have been modified from the original for easier reading and understanding)*

“SPIRIT - Safety Performance Improvement by Respectful Intervention and Training”

## Crew Injuries / Fatalities



**There was NIL recordable case during this quarter.**  
 LTIF for 2Q-2022 was NIL, For 1Q-2022 LTIF was 0.498.  
 TRCF for 2Q-2022 was NIL, For 1Q-2022 TRCF was 0.498.  
Target set for 2022, LTIF <0.12 & TRCF <0.60.

# (LTIF = Lost time Injuries Frequency as per OCIMF. This in general terms means number of injuries for every 1million exposure hours in the fleet. LTI includes injuries resulting in lost time, fatalities, severe injuries resulting in ability to work ashore/onboard. TRCF = Total Recordable Case Frequency as per OCIMF. This is also number of such injuries per 1 million exposure hours in the fleet. It includes LTIF injuries, RWC- Restricted Workday Case & MTC - Medical Treatment Case)

### LIFE-SAVING RULES

<p><b>Work with a valid work permit</b></p>	<p><b>Conduct gas tests when required</b></p>	<p><b>Verify isolation before work begins and use specified life protection equipment</b></p>	<p><b>Obtain authorisation before entering a confined space</b></p>	<p><b>Obtain authorisation before overriding or disabling safety critical equipment</b></p>	<p><b>Protect yourself against a fall when working at height</b></p>
<p><b>Do not work under a suspended load</b></p>	<p><b>Do not smoke outside designated smoking areas</b></p>	<p><b>Comply with company's drug and alcohol policy</b></p>	<div style="background-color: red; color: white; padding: 10px; text-align: center;"> <p><b>Remember</b></p> <p><b>All Accidents are avoidable</b></p> </div>		



**SEEK SAFETY,  
 AIM SAFETY,  
 FOLLOW SAFETY,  
 ENSURE SAFETY,  
 TEACH SAFETY,  
 YIELD SAFETY.**

Work safely – Say 'NO' to injuries



## Environmental Near misses & Compliance reports feedback

We have summarized few significant Environmental near misses received during this quarter along with lessons learnt. Near misses with High Potential Consequences (HPC) are shared every quarter vide common email and are not repeated here.

No.	Details of Near Miss	Lessons Learned
1	During pressure testing of hydraulic line at Khor Fakkan after repairs it was found that hydraulic oil leaked from flange joint at aft poop deck. This was immediately contained on deck jointly by crew and shore personnel. The collected oil was landed ashore with the repair workshop.	Prompt action by crew prevented an incident. Staff should ensure that sufficient leakage containments are rigged in place prior to commencement of testing. This should also be discussed with the shore workers during the toolbox meeting.
2	While taking rounds, very minor leakage of oil from was observed from Aft stbd mooring winch driving gear box. Immediately the hydraulic power pack system was put off. Upon checking it was found that the driving gear box socket head cup screw rubber gasket was damaged. The rubber gasket was renewed, and equipment was tested. Found no leaks.	All mooring winches to be carefully checked prior operations. PMS routines to be carried out diligently. Proactive preventive maintenance to be carried out on any suspected areas/parts so that the possibility of any leakage is ruled out as these systems operate at very high pressures.
3	On 17-Feb-2022, vessel was loading via loading arm. On duty crewmember noticed that loading arm connection displaced as one of the three special securing nuts dislodged from ship's manifold due to rapid changes of tide. Loading was stopped, secured loading arm with additional nuts and bolts, resumed loading.	Good situational awareness of duty crewmember was commendable. <ul style="list-style-type: none"> <li>• Manifold duty personnel must always remain vigilant and observe anything unusual with manifold connection and surrounding areas. In case of any unusual circumstances, must notify OOW immediately.</li> <li>• OOW to take hourly deck round diligently when in port and identify weak areas that may become an issue if not addressed in time.</li> <li>• Remind/discuss important items during pre-loading/discharging tool box meeting. In case proposed loading rate is higher than ship's designed rate, request for lower rate. In case loading rate is close to designed rate, confirm with loading master if loading arm will jerk slightly. In such case, request for additional securing arrangements, if available.</li> </ul>
4	During bunker internal transfer from No.1(P) F.O.T to No.2(P) F.O.T, it was observed that FWD trans pump delivery pressure rising more than 4bar and no oil was transferred. Upon investigation it was found that bunker pipeline on deck was choked. After several attempts using air/steam/anti-piracy pipe, vessel managed to clear the bunker line. After last internal transfer, the line was not well drained and line blow was not done properly. Due to cold weather the line got clogged.	After every bunkering/internal transfer operations, lines to be well drained and proper line blow must be carried out, especially when operating in cold climate. areas. In case of any unusual circumstances, must notify OOW immediately.



## Feedback on compliance reports received

There were 12 reports received through our compliance reporting system during this quarter. Part of 01 report was pertaining to EMS and was actioned as below: -

Date	Vessel	Brief details of the report	Actions taken
19-Apr-22	Ginga Tiger	<ul style="list-style-type: none"> <li>- Pump room bilge pump not working for 4 months and no repair plan yet by Engine staff even after receiving spares.</li> <li>- 2P cargo pump stack hydraulic oil leaking since 02 months. But no repair plan or work has been carried out by Engine staff.</li> </ul>	Concerned staff were briefed to rectify the defects noted in order of priority without incurring unwanted delays.



**STOP WORK authority & Compliance Reporting – Vital tools for Safety & pollution prevention**

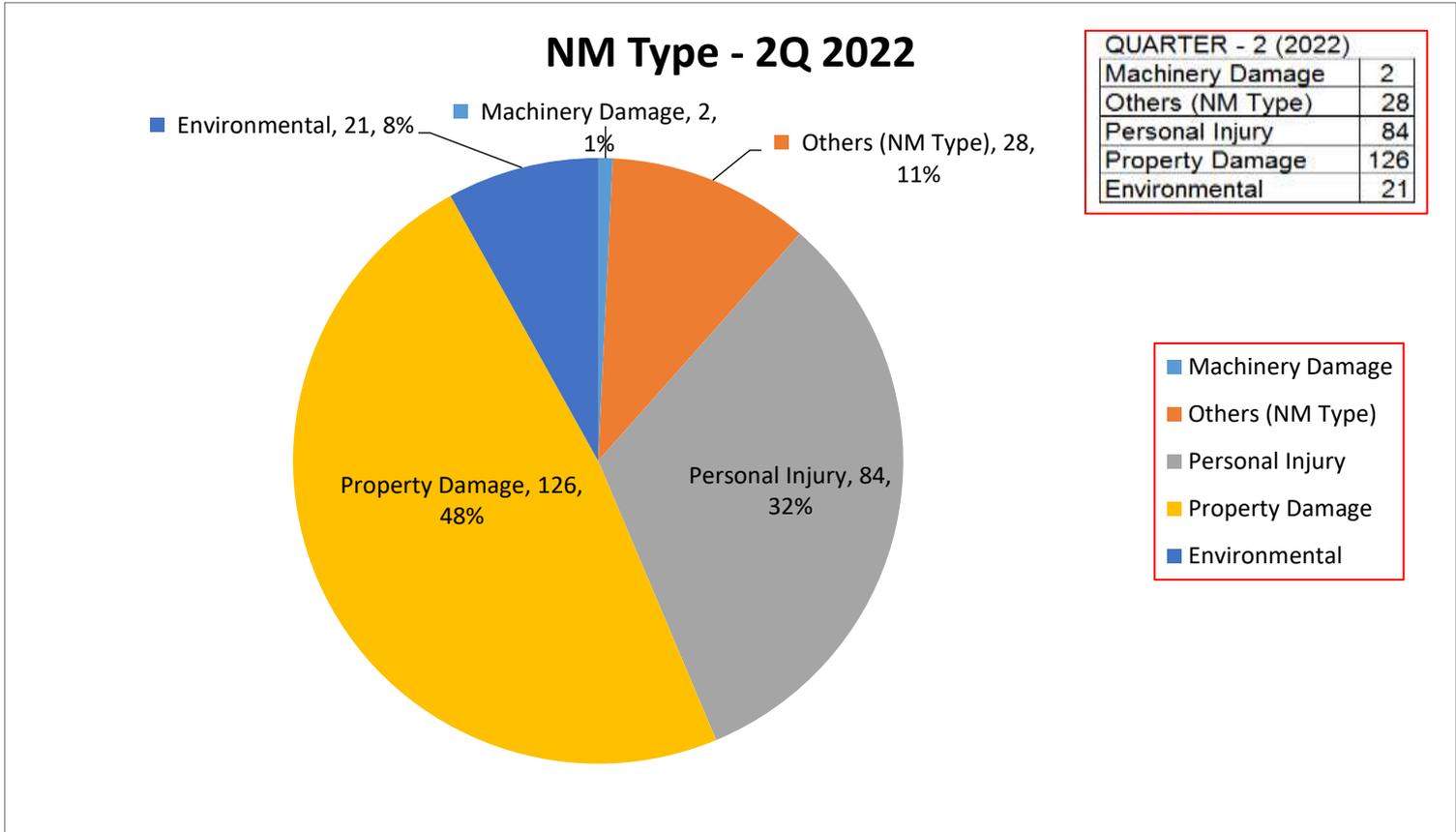
## Near Miss Analysis



### Near Miss:

Near miss reporting in this Quarter has been satisfactory. Annual target is at-least 24 near misses per vessel per year. Crew are regularly briefed & motivated for identifying & reporting near misses without any fear or favor. To further enhance the near miss reporting system and learning process, near misses categorized as HPC (High Potential Consequence) are analyzed and key learnings are sent to all vessels regularly. We have further categorized the high potential near misses (Navigation, Cargo Ops, Environmental, Mooring, ER Ops & Misc.) for effective use by ship staff to avoid incidents.

The following pie chart indicates the analysis of the near miss in this quarter. It may be noted that Others (In Near Miss Type chart) includes the exceptions to rest hours.



**“We follow Just culture – Identify & raise near misses without any fear or hesitation”**



## Fleet updates & Honorable vessels

- ❖ **NORDIC MARI** – 2010 built, Oil/Chemical tanker, DWT 19355 MT is scheduled to be taken into our management tentatively by end of Oct’22.

*This will be the FIRST ice class vessel in our fleet.*

- ❖ **55<sup>th</sup> Honorable vessel**

55<sup>th</sup> selection of Honorable Vessel (A semi-annual event) with a view to improve Safety management on all MOL Chemical Tankers (“MCT”) Fleet was declared as listed below. Period of evaluation was from 1st Nov 2021 to 30<sup>th</sup> May 2022 and the vessels were selected based on "No" incident related to crew injury, environment protection, navigation, cargo operation, hull/machinery damage etc. causing consequential delay. Key of evaluation is simply divided into 7 elements which should be considered as the most important points of the vessel performance such as, "Navigation", "Cargo Operation", "Crew Performance", "Safety Management", "Condition and Maintenance", "Communication and Response" and "Profit Contribution".

### The Best-Honorable Vessels

(Total 15 vessels in Alphabetical order)

1	Amagi Galaxy
2	Argent Iris
3	Arpeggio
4	Eastern Quest
5	Ensemble
6	**Fanfare**
7	Gallop
8	Ginga Cougar
9	Hakone Galaxy
10	Hodaka Galaxy
11	**Intermezzo**
12	Jazz
13	**Nocturne**
14	**Nordic Ann**
15	**Rhapsody**

We Salute all  
our seafarers  
from the  
bottom of our  
hearts



### Quasi-Honorable Vessels

(Total 22 vessels in Alphabetical order)

1	Argent Sunrise	17	**Hafnia Sceptum
2	Brillante	18	Niseko Galaxy
3	Diva	19	**Nordic Ace**
4	**Eastern Neptune**	20	**Nordic Aki**
5	Eastern Oasis	21	**Nordic Ami**
6	Fuji Galaxy	22	**Tsurugi Galaxy**
7	Furano Galaxy		
8	Ginga Cheetah		
9	Ginga Leopard		
10	Ginga Lynx		
11	Hakuba Galaxy		
12	Harmonics		
13	**Marex Mom**		
14	Menuett		
15	Naeba Galaxy		
16	**Hafnia Saiph**		

**\*\* Vessels NOT managed by Unix Line**

//Prize Money for Honorable Vessels//

The Best-Honorable vessel : USD 2,000/vessel

The Quasi-Honorable vessel : USD 1,500/vessel



*Our heartiest congratulations to the top performing vessels and all other vessels also for the tough competition. We are very hopeful that other vessels will soon find their way into the top performing vessels list.*

*Appreciation Letter by Chief Executive Officer of MOL Chemical Tankers is provided to all the Honorable vessels.*

**“Where there is Safety, there is prosperity”**



## Environmental Compliance program (ECP) - Updates

### ➤ Vessel audits & feedback by Independent Consultant (IC): -

- ❖ 2<sup>nd</sup> year of probation was successfully completed on 08-Apr-2022. Total 10 vessels were audited by our Independent Consultant (IC). All findings & suggestions for improvement are being shared with all vessels through the D&V (Deficiency and Verification) platform on a bi-annual basis.
- ❖ Annual reports from IC applauded our good progress with the ECP and appreciated the good positive & proactive approach by our seafarers. We must continue to maintain these high standards.

### ➤ Feedback from Court Appointed Monitor (CAM): -

- ❖ We received good & positive comments from the Court Appointed Monitor (CAM) regarding the progress & performance of ECP during the 1<sup>st</sup> & 2<sup>nd</sup> year of probation. Efforts of ship & shore staff were applauded.
- ❖ We must continue to maintain this good performance consistently.

➤ We have entered 3<sup>rd</sup> year of probation, and vessel audits for another 25% of the fleet will be done by Unix Tech Supdts./Managers. 02 vessels were audited during the 2<sup>nd</sup> Quarter by Unix Tech Supdts./Managers.

➤ Use of electronic oil record books was implemented on 10 vessels of the fleet by end of 4Q-2021. Progressively, all vessels of the fleet will be provided with electronic oil record books by Dec'24.

➤ Annual management review was shared with all vessels on 09-Apr-2022.

➤ Annual consolidated feedback on monthly Marpol reports was shared on 12-Apr-2022.

➤ EMSCP Circular 01/2022 - Partial compliance with BW management practice – was shared on 29-Apr-2022.

➤ EMS/CP Circular 02/2022 - Consolidated feedback for EMS/CP manual review comments (Year 2021) was shared on 11-May-2022.

➤ NPDES- VGP file was completely revised and shared with all vessels on 03-Jun-2022.

➤ Analysis of oil record book (1H-2022) was shared with all vessels on 10-Jun-2022 vide supplement-3 to EMS/CP circular 01/2021.

All seafarers are duly obliged to use their STOP WORK authority to prevent any MARPOL violations and report same to the CCM/ACCM by any means (Phone, email, WhatsApp OR report anonymously through “Compliance Reporting” from ship’s email computer or through compliance reporting tab of Unix Line website). It may please be noted that the company will take strict action against individuals for any MARPOL related non-compliances which may include dismissal from service.



**“Say NO to Pollution - Company has ZERO tolerance towards any MARPOL violations”**



**Amendments to QSMS** - Nil changes were made in QSMS during this quarter. Last DTN (02/2021) was issued on 26-Oct-2021 which had various revisions to QSMS manuals.

**Amendments to QHSEMS** - There was 01 DTN (Document Transmittal note) issued during this quarter (01/2022) which was shared with all vessels vide email on 17-May-2022 having various revisions for QHSEMS manual.

**Other Information to the fleet** - In addition to the circulars, general warnings, navigation warning, technical information & technical warning, following important information was disseminated to the fleet in this quarter.

- 01-Apr-2022 - IMT - CLIP 01-2022 - Loss of Containment - Cargo & Bunkers
- 01-Apr-2022 - ECM Client alert-05-2022- Canada- Instruction for submitting BWRP
- 01-Apr-2022 - Re: Circular-03-2021, Summary of management review – 2021
- 15-Apr-2022 - !!!Preparation for transfer of HVPQ5-to-HVPQ6!!!
- 18-Apr-2022 - Additional Security Procedures for Singapore Straits and Surrounding Areas
- 24-Apr-2022 - High Potential Consequences (HPC) Near Miss Cases – First Quarter 2022
- 25-Apr-2022 - DOW ATIP Document Update-16APR2022
- 26-Apr-2022 - Announcement - 2022 NOAA Voluntary Vessel Speed Reduction Requests in California
- 29-Apr-2022 - EMSCP Circular 01/2022 - Partial compliance with BW management practice
- 01-May-2022 - Updated IMO List of National Operational Contact Points(MSC-MEPC.6-Circ.20)\_29th April 2022.
- 04-May-2022 -CMS Circular 01/2022: CMS Management Review for the Year-2021
- 11-May-2022 -EMS/CP Circular 02/2022 - Consolidated feedback for EMS/CP manual review comments (Year 2021)
- 13-May-2022 -HSSE Bulletin - 1Q 2022
- 18-May-2022 -SIRE 2.0 - Instructions for Uploading Photographs to the Photograph Repository - Version 1.0
- 19-May-2022 -Videos required from vessel for MOLCT 50th Anniversary
- 23-May-2022 -Resolve 2022 VTTX Certificate of Participation
- 25-May-2022 -Gentle reminder for incident prevention //
- 31-May-2022 -34th Campaign for Safety Enhancement Month 2022
- 02-Jun-2022 -Circular- 04-2022, Annual TTX report (Fire in ER, subsequent Black out and Disabled ship)
- 02-Jun-2022 -IRTA 01 June 2022, IRTB 030, IRTB 031
- 02-Jun-2022 -IMSC: Bridge Cards + Brochure
- 03-Jun-2022 -Updated NPDES - VGP File
- 04-Jun-2022 -Immediate Notification to Fleet – Fatality during Gas Freeing Operations on group company vessel
- 06-Jun-2022 -PSC detention on an affiliated company vessel at Tanjung Priok, Indonesia
- 08-Jun-2022 -Resumption of shore leave with cautionary measures
- 10-Jun-2022 -Supplement-3 to EMS/CP Circular 01/2021 - Analysis of ORB (1H-2022)
- 16-Jun-2022 -Safety Campaign - Injury prevention //
- 17-Jun-2022 -MOL Chemical Tankers / The 55th Selection of Honorable Vessels
- 30-Jun-2022 -MOL Safety Alert Circulars

**“Stay Updated, Stay focussed”**



## Regulatory Updates

- **Amendments to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention) – Effective from 01-Jun-2022** - Concerning commissioning testing of ballast water management systems and the form of the International Ballast Water Management Certificate.
- **Amendments to The INTERNATIONAL MARITIME DANGEROUS GOODS CODE (IMDG code). Effective from on 01-Jun-2022.**
- **MARPOL Annex VI – MEPC.328(76)** - The amendments to MARPOL Annex VI (adopted in a consolidated revised Annex VI) are expected to enter into force on **01-Nov 2022**, with the requirements for EEXI and CII certification coming into effect from **01-Jan-2023**. This means that the first annual reporting will be completed in 2023, with the first rating given in 2024.
- **Amendments to ESP code – Entering into force 01-Jan-2023** - Only “suspect areas” of double-hull oil tankers are subject to thickness measurements during the first renewal survey.
- **STCW amendments – 01-Jan-2023** - adding the definition of “high-voltage” in STCW regulation I/1. Section A-1/1 of the STCW code to include the capacity of “electro-technical officer” in the definition of “operational level” as a consequential amendment to the introduction of this capacity as part of 2010 Manila Amendments.
- **Mandatory measures to reduce ships’ carbon intensity (CII) & establishing of ship rating system.** – **On or before 01-Jan-2023**, the Ship Energy Efficiency Management Plan (SEEMP) shall include methodology for calculating the ship's attained annual operational CII and the required annual operational CII. After the end of calendar year 2023 and after the end of each following calendar year, each ship of 5,000 gross tonnage and above, shall calculate the attained annual operational CII over a 12-month period from 1<sup>st</sup> January to 31<sup>st</sup> December for the preceding calendar year.
- **Amendment to the AFS Convention – Ban of use of anti-fouling paints that contains cybutryne - Entering into force on 01-Jan-2023.** Amendments to the IMO Convention for the Control of Harmful Anti-fouling Systems on Ships (AFS Convention), to include controls on the biocide cybutryne. Ships shall not apply or re-apply anti-fouling systems containing this substance from 1 January 2023. Ships shall remove or apply a coating to AFS with this substance at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne.

### LSA Code (01-Jan-2024)

- Removal of the requirements to launch free-fall lifeboats with the ship making headway at speeds up to 5 knots in calm water.
- Hand operated launching of rescue boat.

### FSS Code (01-Jan-2024)

- Fault isolation for individually identifiable fire detector systems.

- **Amendments to SOLAS and the associated Codes enter into force on 01-Jan-2024.**

Amendments are related to:

- Safe mooring operations
- Modernization of the GMDSS
- Watertight integrity
- Watertight doors on cargo ships
- Fault-isolation of fire detection systems
- Life-saving appliances
- Safety of ships using LNG as fuel

- **Amendments to SOLAS / MARPOL / Loadline / IBC – With regards to doors in watertight bulkheads – Entering into force on 01-Jan-2024**

(More details for amendments entering into force from 01-Jan-2024 onwards shall be shared in the forthcoming edition)

**“Compliance is a vital key for safe ships, safe crews and clean seas”**

## Best Practices

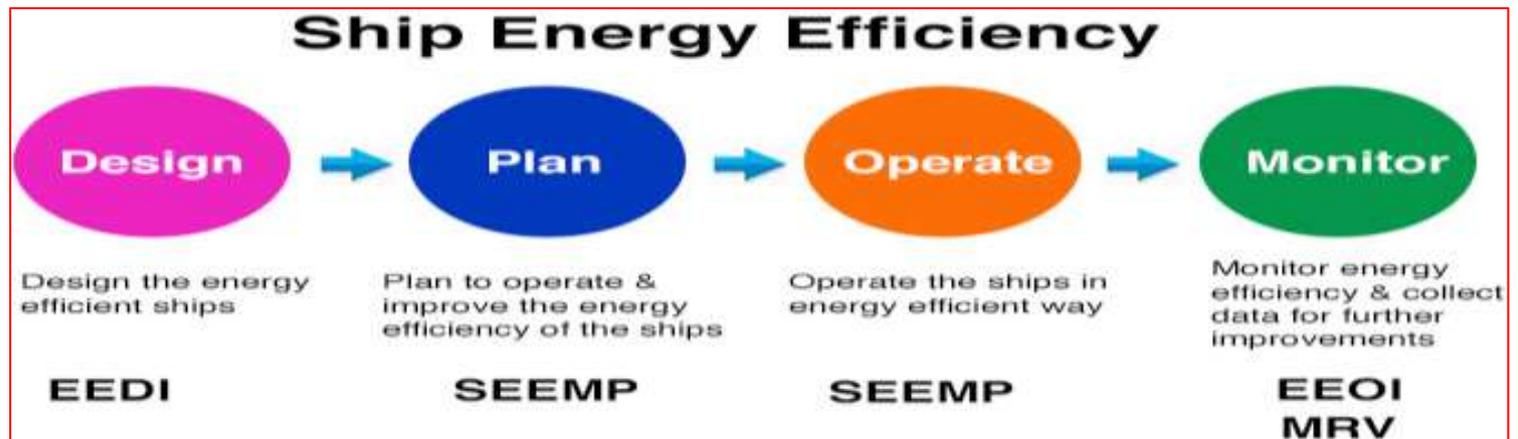
**What is a best practice** - A “Best practice” is a method or technique with redeeming qualities and attributes that has been proven through implementation and has been generally accepted as the most efficient way of executing a task which would be beneficial for others to use. As per our systems Best Practices are new ideas or suggestions which are at present not included in our procedures/manuals and can be included/implemented fleet wide as a standard procedure.

We received various best practice suggestions along with the SQC meeting reports. Some of the best practices received during this quarter are highlighted below.

No.	Details of Best practice	Photographs
1.	Half cut drum used for storing gangway safety net.	
2.	Displayed Maximum rated load capacity of power socket & transformer in each cabin to prevent risk of fire.	
3.	Absorbent Pad used on Bilge Primary Tank and changed periodically in order to prevent oily film adhesion from the chamber.	
4.	During passage of Pacific Ocean, many seabirds were resting on the foremast and excreted deck. To prevent this, ship's crew installed scarecrows on the forecastle deck & foremast and got them away.	No photograph available



**“Share Best Practices – Don’t let excellence go unnoticed”**



**EEDI – Energy Efficiency Design Index** – is the measure of energy efficiency of ship by design, based on the amount of CO<sub>2</sub> emitted by the ship per capacity mile (Tonne-mile).

**EEOI – Energy Efficiency Operational Index** – is a monitoring tool recommended by IMO which enables operators to measure the fuel efficiency of a ship in operation and to gauge the effect of any changes in operation.

**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 one-time certification equivalent to the EEDI (Energy Efficiency Design Index) phase 2 or 3 concerning design parameters of the vessels. 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 survey in 2023 at the latest.

The required EEXI value is determined by the ship type, the ship's capacity and principle of propulsion and is the maximum acceptable attained EEXI value.

The attained EEXI must be calculated for the individual ship, which falls under the regulation.

**CII** - The Carbon Intensity Indicator (CII) is a measure of how efficiently a ship transports goods or passengers and is given in grams of CO<sub>2</sub> emitted per cargo-carrying capacity and nautical mile. The ship is then given an annual rating ranging from A to E, whereby the rating thresholds will become increasingly stringent towards 2030. The CII applies to all cargo, RoPax and cruise ships above 5,000 GT.

The yearly CII is calculated based on reported IMO DCS data and the ship is given a rating from A to E. For ships that achieve a D rating for three consecutive years or an E rating in a single year, a corrective action plan needs to be developed as part of the SEEMP and approved.

**CII ratings will apply to ships 5,000 GT and above regardless of propulsion type.**

The CII is an operational indicator and will be assessed annually from 2023 with yearly stricter emission limits. The EEXI and CII are applicable to the same ship types.

**Relation between CII and SEEMP** - A strengthening of the SEEMP (enhanced SEEMP) to include mandatory content is a part of the CII regulation. The intention is to ensure continuous improvement of energy efficiency and lower carbon intensity. The enhanced SEEMP shall include an implementation plan on how to achieve the CII targets, and it will also be subject to approval and company audits. For ships that achieve a D rating for three consecutive years or an E rating in a single year, a corrective action plan needs to be developed as part of the SEEMP and approved.

**SEEMP Part III** - SEEMP Part III is a mandatory, ship-specific document that lays out the plan to improve the CII, and therefore the vessel's operational energy efficiency, for the next three years. It is intended to help companies achieve the required CII. It is a dynamic document subject to regular updates and revisions, reflecting the changing performance and required measures. In case of a D rating for three consecutive years or one E rating, the SEEMP Part III will have to be updated with a corrective action plan and verified before the DCS SoC (Statement of Compliance) can be issued.

**The verified SEEMP Part III is to be kept on board from 1 January 2023 together with the CoC (Confirmation of Compliance). It should also be noted that SEEMP Part III comes in addition to the SEEMP Part I and SEEMP Part II.**

**SEEMP Part III will be handled as a separate document.**

### Mandatory items to be available in SEEMP Part-III

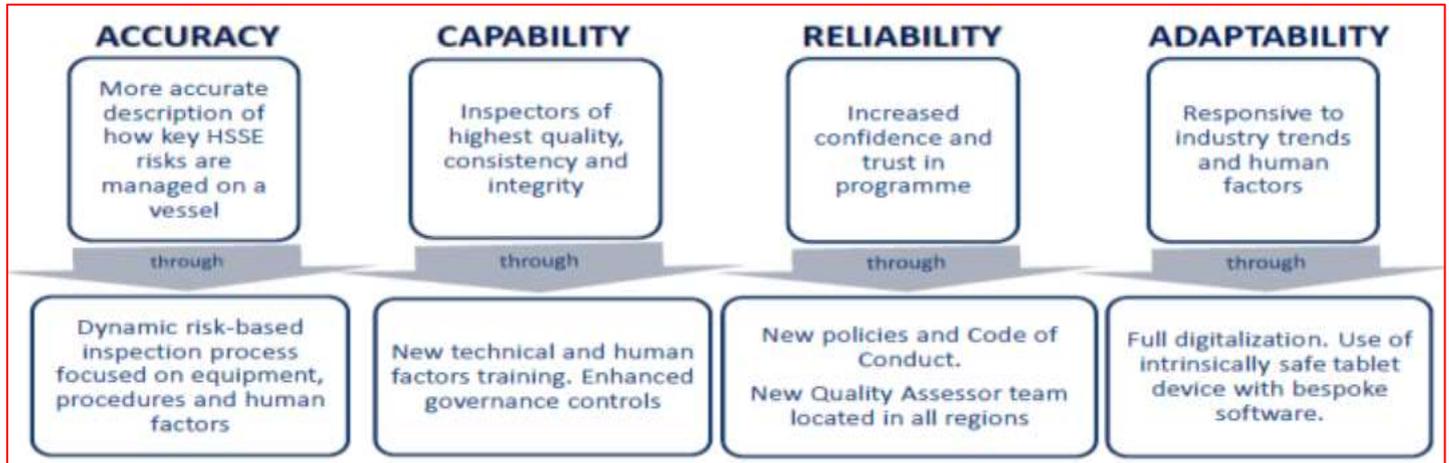
- The required CII for the next three years, calculated based on each vessel's particulars
- The target CII for the next three years, calculated based on vessel's operational data
- An implementation plan documenting how the required CII will be achieved during the next three years, with yearly targets
- Procedures for self-evaluation and improvement
- Possibly corrective action plan (in case of inferior rating)

*“Proper care of the Environment is essential and fundamental for our business”*



## SIRE 2.0 – An Overview

SIRE 2.0 is an enhanced risk-based vessel inspection programme that will provide more accurate information and enable better judgements on the quality and likely future performance of a vessel. SIRE 2.0 has been developed to integrate human factors into the inspection process. This is a step-change in the inspection process which has historically been focused on management processes and hardware rather than human factors.



**Basis SIRE 2.0 rollout expected by 4<sup>th</sup> Quarter of 2022, full implementation expected from 01-April-2023**

Pre-inspection	Inspection	Challenges
<ul style="list-style-type: none"> <li>➤ Inspection booking process through OCIMF.</li> <li>➤ Pre-inspection questionnaire (PIQ) to be submitted as part of inspection request process.</li> <li>➤ Past PSC information, incidents details etc. to be provided.</li> <li>➤ Uploading vessel certificates.</li> <li>➤ Around 40 photos of vessel to be uploaded (Updated every 06 months)</li> <li>➤ Document &amp; photo review carried out by inspector prior to boarding.</li> <li>➤ Declaration of submitted information 48 hours prior to inspection.</li> <li>➤ Inspection cannot be requested less than 02 days prior to arrival.</li> </ul>	<ul style="list-style-type: none"> <li>➤ Ship Specific Questionnaire (CVIQ) core questions created basis significant risk, rotational questions, condition-based questions and campaign questions basis industry trends and PSC CIC campaigns.</li> <li>➤ Dedicated GPS, Ex-proof tablet for real-time recording of observations and monitoring of the inspection progress.</li> <li>➤ Audit process with expanded crew interviews (all ranks).</li> <li>➤ Photos are taken by inspector for every identified observation.</li> <li>➤ Active search for experienced defects, failures, incidents. Master to declare all open defects at start of inspection.</li> <li>➤ Depending on CVIQ, operational tests of critical systems may be reduced.</li> <li>➤ Observations recorded in real time, if removed then supporting text/evidence is required.</li> <li>➤ WiFi/Bluetooth printer required on board for receipt of observation sheet.</li> <li>➤ For core observations, follow up evidence of close out and preventative actions during next inspection.</li> <li>➤ Multiple negative observations under the same question (Hardware/process/human response tool)</li> </ul>	<ul style="list-style-type: none"> <li>➤ Pe-inspection questionnaire (PIQ) initial completion requires about 02 hours &amp; about 40 minutes for certificates uploading.</li> <li>➤ Representative photos to accurately reflect vessel otherwise an observation will be raised.</li> <li>➤ Full transparency on defects / incidents expected which might have further adverse consequences on commercial fixtures.</li> <li>➤ Expected increase in number of observations, especially during the transition period.</li> <li>➤ Focus on the human element, more emphasis on conducting crew interviews of all ranks.</li> <li>➤ SIRE 2.0 allows for multiple negative observations under the same question.</li> </ul>



**“SIRE 2.0 – Focussing on the human element”**

**Stomach Pain** - Now and then, we end up eating outside or overeat our favourite dish, leading to a bad reaction to our stomach. While we do regret our decision after suffering the painful consequences (like vomiting, constipation or diarrhoea), we somehow keep making the same mistakes. No cure exists for stomach aches as such, making us likely to suffer from it again. Home remedies can help relieve some pain and may help you recover more quickly.



**(In case of severe pain or if having any of the severe symptoms, please seek immediate Shore doctor advice / RADIO MEDICAL ADVICE)**

**Home remedies for easing stomach pain: -**

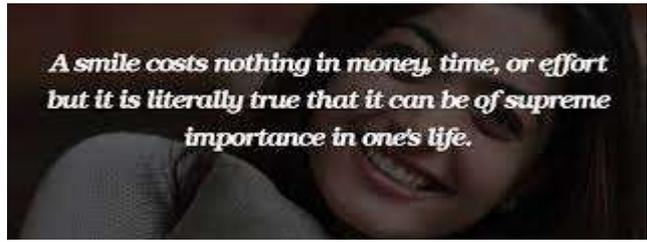
(Article source: <https://food.ndtv.com>)

<b>Ginger</b>	Common symptoms of stomach aches are nausea and vomiting. When we take care of these two, our body starts to feel better. A natural remedy for nausea and vomiting can be ginger. Ginger is good in any of its forms, you can eat it raw or cooked and even consumed it as a liquid for effective results. People even use ginger to combat motion sickness. Ginger has excellent digestive and anti-inflammatory properties.
<b>Chamomile</b>	Chamomile has been historically used for remedies for multiple ailments, including stomach aches. This herbal plant has been used for a variety of intestinal problems like gas, indigestion, diarrhoea, nausea and vomiting. Chamomile is also used in herbal supplements that relieve colic in babies.
<b>Peppermint</b>	Irritable bowel syndrome, or IBS, is a chronic gut disorder that can cause stomach ache, bloating, constipation and diarrhoea. Peppermint may help reduce these uncomfortable symptoms. The menthol in peppermint may help reduce muscle spasms in the intestines and prevent vomiting and diarrhoea.
<b>Green Banana</b>	Green bananas may help reduce the amount, severity and duration of diarrhoea episodes. Green bananas have a special type of fibre known as resistant starch that has powerful antidiarrheal effects. The resistant starch gets slowly fermented in the gut to produce a short-chain fatty acid that stimulates the bowels to absorb more water. Bananas also contain vitamin b6, potassium and folate. These nutrients help to ease cramps, pain and muscle spasm.
<b>Yoghurt</b>	Stomach ache can be caused by dysbiosis. Dysbiosis is an imbalance of bacteria in your stomach. Foods rich in probiotics may help correct the imbalance and reduce symptoms like gas, bloating or irregular bowel movements. Plain yoghurt contains live and active bacterial culture that may help with constipation and diarrhoea. Plain yoghurt is easy to digest in a sensitive stomach.



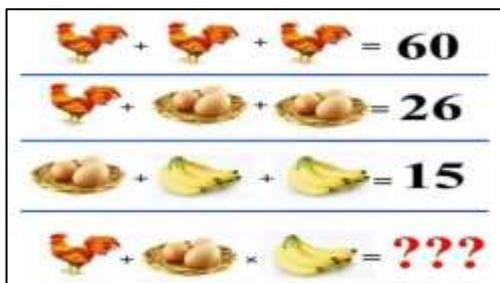
**“Health is the only wealth – Keep this treasure safe”**

## Humor Section – Brain teasers



*In a lighter vein, read and see if you answered the below questions correctly.*

1. What has a mouth, but cannot eat; moves, but has no legs; and has a bank, but cannot put money in it?
2. Your parents have six sons including you and each son has one sister. How many people are in the family?
3. Guess the next three letters in the series GTNTL?
4. A boy is walking down the road with a doctor. While the boy is the doctor's son, the doctor is not the boy's father. Then who is the doctor?
5. What makes more as you take them?
6. I have no eyes, no legs, or ears, and I help move the earth. What am I?
7. What did the beach say when the tide came in?
8. How do oceans say hello to each other?
9. Which letter of the alphabet has the most water?



10. Which is the missing number?

*Answers: 1) River, 2) 9, 3) I T S, 4) Boy's mother, 5) Footsteps, 6) Earthworm, 7) Long time no sea, 8) They Wave, 9) 'C', 10) 35*



***“Laughter is the best medicine – Happy Ship is a Safe ship”***