




Sustainable Action By MOL Group


BLUE ACTION MOL

To the future, with our 'Ocean Planet.'

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“Our commitment – Safety of people, vessels, cargo and protection of the Environment”

“Gearing up towards green era in shipping”.

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

We are embarking a fresh new year, which is going to be full of fresh challenges. The industry, as such is very dynamic and rapidly changing. Our vibrant seafarers have all the ability to overcome this new era of shipping as has been in the previous history. No matter what the situation maybe, our goal of three zeroes “Zero incidents, Zero Fatality and Zero spills or releases to the environment” should always be at the back of our minds.

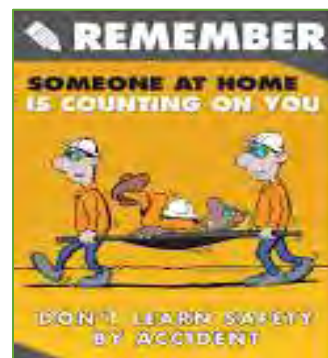
As the shipping industry accelerates its support of the global efforts to combat climate change by moving towards decarbonization, seafarers’ voices and actions are key to ensuring a just transition to a zero-carbon future. The new OCIMF SIRE 2.0 will be going fully live by mid-year’24 and this is going to be a major change with the focus shifting more towards human factors. Inspectors will be spending more time in crew interviews as well as observing the tasks being done by crew. There is no need to panic but just need to answer the questions posed with good confidence. Good knowledge about company procedures will give that confidence to face any questions posed.

The maritime sector is continuously working towards making shipping more environmentally sound and sustainable with seafarers playing an increasingly important role in helping to protect the health of our ocean and planet. Let us work together to maintain an incident-free environment and cultivate a culture of safety and teamwork. Achieving an incident-free status on ships requires strict adherence to safety protocols, regular vessel maintenance, and comprehensive crew training. The integration of advanced navigational and communication technology further supports incident prevention. Cultivating a safety-first culture onboard, where hazards are promptly reported and addressed, is essential. This approach not only safeguards lives and cargo but also enhances the shipping company’s reputation and operational efficiency.

We extend our deepest gratitude to all our seafarers for their essential role in maintaining safe operations. We are fully committed to providing comprehensive support, equipping us to tackle forthcoming challenges with strict compliance. Your dedication is highly appreciated, and we are here to support you in upholding the highest safety and professional standards. Together, we will overcome any obstacle and embody the motto **‘Where there is safety, there is prosperity’**. Let’s continue to prioritize safety as we advance towards prosperity.

Remember– “Set sail with determination, navigate with hope & arrive with triumph.” – We salute you!

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



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



Behaviour Based Safety (BBS) – Best Spirit Cards – 4Q 2023.



The Company's Behaviour Based Safety Program is called SPIRIT, which is an acronym for "Safety Performance Improvement by Respectful Intervention and Training". The program draws inspiration from DUPONT's very successful and widely used STOP Behaviour Based Safety Training Program. 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 in what we are doing and creating a sense of belongingness to the organization. Amongst the various reports submitted in the 4th Quarter of 2023, the following three SPIRIT cards have been selected and will enter the final round of 12 SPIRIT cards which will be reviewed 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 – 4Q 2023

Case-1: Vessel was loading Methanol at ENAP Terminal, Cabo Nigro, Chile, surveyor wanted to remove the locking spring of ship's closed sampler to bypass the closed sampling to make his job easy and complete the sampling. 2nd Officer notified Chief Officer and then surveyor was provided a short briefing by Chief Officer regarding requirement of closed sampling for this cargo. Surveyor agreed and subsequently closed sampling was carried out safely.
(Courtesy – CYPRESS GALAXY)



Mr. Amit Kumar
2nd Officer

Case-2: While connecting hose for different chemical parcel at Buenaventura port in Colombia, duty AB noticed that only one placard on the manifold was displayed showing the overall tank number. There were no individual parcel placards listing the specific chemical name. There was a possibility of a mistake during hose connection time. Duty AB immediately informed the crew responsible for the task & explained the safety risks associated with unidentified chemicals. Extra caution & awareness are essential when making hose connection, as unforeseen reaction or leakage could pose serious hazard.
(Courtesy – GINGA PANTHER)



Mr. Md. Mithun Ali
AB

Case-3: Vessel was carrying out cargo discharging operation at Singapore. 3AE found that the Aux boiler fuel & water consumption increased compared to normal days. There was no special condition such as cargo tank heating. 3AE immediately contacted CCR and requested them to check all steam pipes & drain valves on deck. One drain valve was not fully closed. Duty AB completely closed the valve and subsequently found all in good condition.
(Courtesy – INTERMEZZO)



Mr. Lee Yunwoo
3AE

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

"SPIRIT - Safety Performance Improvement by Respectful Intervention and Training"

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 procedures, 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 noteworthy ones received in the last quarter are highlighted below.

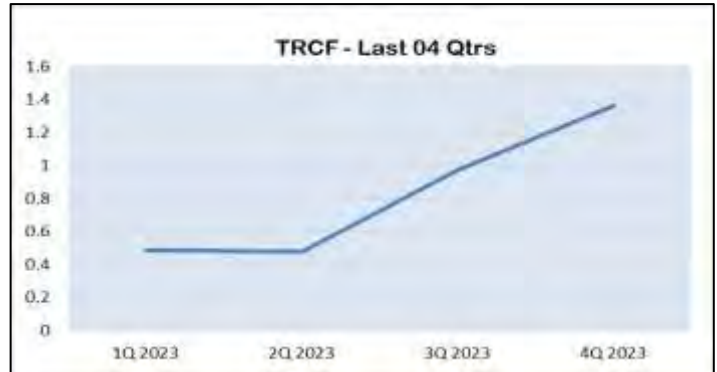
No.	Details of Best practice	Photographs
1.	It is advisable to drain moisture contents at forward horn chamber inside bosun store at regular intervals in order to prevent damage to diaphragm. Notice was pasted in vicinity to remind crew.	 <p style="text-align: right; color: red; font-size: small;">Courtesy: GINGA OECLOT</p>
2.	Crew are briefed to flush the fire hose and nozzle with fresh water after use in order to prevent damage to hose & clogging of nozzle.	No representative photo available
3.	A notice was pasted in crew laundry room entrance reminding crew to take back their clothes once sufficiently dried and to switch off the drier when not in use	 <p style="text-align: right; color: red; font-size: small;">Courtesy: ENSEMBLE</p>



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



Crew Injuries / Fatalities



There were 03 recordable cases (01 LTI & 02 MTC Case) during this quarter.

LTIF for 4Q-2023 was 0.45, For 3Q-2023 LTIF was 0.48.

TRCF for 4Q-2023 was 1.36, For 3Q-2023 TRCF was 0.97.

Annual Target for 2023, LTIF <0.12 & TRCF <0.36 – Annual results LTIF 0.24, TRCF 0.83

(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).

MTC Case: Crew knee injury (Slip/trip) while working in ER.

The A/E was moving up and down the stairs in the engine room for his own personal training/studying, during his duty hours (0400-0800). He lost his grab on the handrail for a moment, which resulted in losing his balance and fell along the staircase steps. A/E sustained injury to his left knee. The ship was rolling and pitching slightly during the incident.



MTC Case: Crew injury during heavy weather.

On 21st Dec 2023, while entering bosun store, sudden rolling resulted in OS-A losing balance and got hit by the bosun store door. OS-A suffered left hand index/middle finger fracture. He was sent to shore doctor, where a had cast was fit after undergoing a surgical procedure. OS-A returned back to the vessel.



Lessons learnt:

- Crew should be careful and not rush while moving up/down the staircases.
- During heavy weather, crew to be briefed to be extra careful while moving up/down the stairs as the vessel movements might affect their 3-point contact which may result in trip/slip injury.
- Trainees to be properly supervised and wherever practicable should not be left alone, especially during bad weather times.

Lessons learnt:

- As far as reasonably practicable, crew should not be sent on deck during periods of inclement weather.
- During unavoidable circumstances when crew are required to be sent on deck, then same can only be undertaken after careful risk assessment and compliance with "Working in heavy weather on deck permit" (M04 App 2.9).
- Optimum use of weather routing services by all available means as well as company guidance to avoid heavy weather areas.



Work safely – Say 'NO' to injuries



Crew Injury during lifeboat lowering – Lost Time Injury (LTI) case.

One of our officers got seriously injured during lifeboat lowering drill on 31-Oct-2023. The operating crew team, consisting of the 3rd officer, 2nd officer, and 2nd engineer, boarded the starboard lifeboat, and prepared to lower it using a remote-control wire from inside the lifeboat. The lifeboat crew confirmed that they were all in position, fasten seat belt and ready for the lowering operation to be initiated using remote wire. While the 3rd officer was in the process of lowering the lifeboat from inside boat by pulling the remote-control wire, an unexpected load on the remote wire caused it to snap. The lowering operation was immediately halted by activating the winch hand brake on the embarkation deck. The operating crew reported that the 3rd officer inside the lifeboat sustained a deep cut injury to the palm of his right hand.



Causal Factors: -

- 1) Risk assessment did not identify hazard of remote wire mishandling / mis operation / newly installed wire and drums repair at last drydock.
- 2) Experience factor of the remote-control wire operator not considered.
- 3) No senior officers were inside boat during the lowering of the lifeboat.
- 4) Reeling of remote-control wire on the drum not verified after heaving from above water level stowing position. (The boat was lowered to above water level by manual hand lever and heaved up to stowing position before lowering by remote control wire).
- 5) Remote pulling wire shall be pulled using the pulling hook. However, the 3rd officer used his both hands, left hand holding the pulling wire hook and right hand on the pulling wire as illustrated above.
- 6) The counter shank screw fitted during the last docking was not the correct size and protruding outside as illustrated above.
- 7) Training and familiarization with ship specific lowering /recovery procedure less than adequate.

Lessons Learned: -

- 1) Lowering / recovery of lifeboat / rescue boat by operating in all methods stated by maker's manual including lowering by remote control wire, under close supervision of shore technicians, is to be ensured during every annual / 5-yearly inspection. Photographic evidence is to be retained and saved in PMS.
- 2) Remote wire or self-lowering wire should be provided with a proper gripping handle.
- 3) Ship specific lifeboat / rescue boat lowering / recovery procedures as per maker's manual to be reviewed and improved by adding clear photographic illustration for easy understanding. Conduct diligent drills / training to ensure crew understands all hazards associated with lifeboat/ rescue boat lowering and the mitigation measures.
- 4) When drills are to be performed with persons on board the lifeboat, it is recommended that the boat be lowered and recovered without any persons on board first to ascertain that the arrangement functions correctly. In this case, the boat should then be lowered into the water with only the number of persons on board necessary to operate the boat. (MSC.1/Circ.1578).
- 5) To prevent lashings or gripes from getting entangled, proper release should be checked before swinging out the davit.
- 6) When using remote control gear from within the boat, never wind the cord or wire around fingers, had or wrist as this may result in the cutting off of fingers/hand. Do not stop the swinging out operation at deck position. Stopping shakes the lifeboat and may cause casualties. A rapid swing out may cause a dangerous impact and in dangerous. During lifeboat drills, the lowering operation may be controlled from the ship's deck using the deck operation device. (MSC.1/Circ.1205/Rev.1).
- 7) Considering above, company recommends lowering of boats during drills to be carried out by manual lifting of brake by handle provided at deck level instead of the remote-control wire.

(Refer to UNIX circular 05/2023)

Safety first, avoid harm, stay calm



Learning from Incidents – LOPC cases (No spill in water)

Loss of Primary Containment (LOPC):- This means any spill outside the primary containment (Spill trays etc.) resulting from any leakages OR leakages due to operational errors. As per MSP 10.2-01 section 8.3 (Table of Severity of Incident and Investigation Level) – Any spill on deck more than 10 litres is categorized as LOPC case.

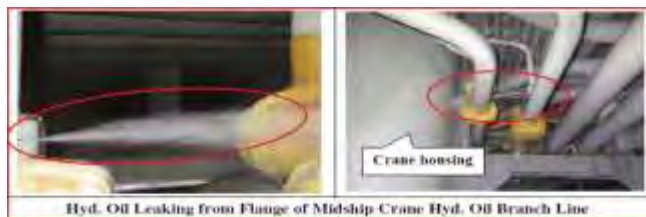
During this quarter, there were 02 LOPC cases, as detailed below: -

Case-1: During operation, one of the hose handling crane flexible hydraulic hoses burst, causing a hydraulic oil spill of about 20 liters, however no spillage on the hull and into the sea. The oil spill recovery measures were activated, and cleaning of the vicinity was completed in a timely manner. The hose handling crane operation returned to normal after the replacement of the damaged hose with a spare onboard. A notification was made to the QI and Port Authority. The California Land Commission officer boarded the vessel and issued an inspection report without comment on this matter.



Part of the hose burst

Case-2: On 09 Nov 2023, Pilot boarded the vessel at 0130 LT and around 02:55LT, while the vessel was approaching to Oil Terminal (OJ-4), Kandla, India, the ship's crew noticed hydraulic oil leakage from the hydraulic line flanges near midship manifold. Master promptly notified the Pilot and the Company. The ship's crew immediately contained the oil and collected the leaked oil in an empty drum. (Approx. 100 litres). The leakage was due to deformed & damaged O'rings. Pipelines and O'rings were renewed during recent dry docking.



Hyd. Oil Leaking from Flange of Midship Crane Hyd. Oil Branch Line



Deteriorated O' ring

Deteriorated O' ring

Lessons learned:

- 1) Comply with PMS schedule of 3 monthly inspections for hydraulic oil hoses and supports of all equipment, including cranes, davits, etc., during pressurized conditions.
- 2) Monitor the conditions of hydraulic hoses during movement of the cranes and davits for any abrasion or vibration during operation.
- 3) All external hydraulic hoses are being replaced every docking (36 months) and it is a company's requirement to keep 100% spare hoses onboard always.
- 4) Consider installing supports or any additional cushioning at vulnerable points which will help in preventing hose damage due to abrasion.

Lessons learned:

- 1) Hydraulic pipeline flanges/clamps need to be checked properly and evenly tightened as required. Staff should pay special attention to the pipeline flanges/clamps prone to get affected during vessel's movements which may result in subsequent damage to O'rings.
- 2) Careful operational pressure tests/checks to be done after facing any inclement weather or vessel motions, preferably well before entering port limits.

“ZERO SPILLS – Be a Part of Solution, but not Pollution – Prevent Pollution, Protect nature”



Office & fleet updates

- Unix line was presented an **CSQO (Chief Safety & Quality Officer) Award by MOL on 15-Dec-2023** for achievement of 4 ZEROES in the year 2023. This achievement was made possible by the sheer hard work & dedication from our seafarers as well as office staff. MOL group uses the "4 ZEROS" (zero serious marine incidents, zero oil pollution, zero fatal accidents, and zero serious cargo damage) and Safety Performance Indicators (SPIs) to evaluate our level of safety in an objective and quantitative manner.



A team building event was arranged on 17-Nov-2023 for all UNIX line shore staff followed by family dinner.

- Mr. Avanish Pandey joined UNIX Line as Technical Manager under Fleet Team-3 on 24-Aug-2023.
- Mr. Wang Jilou joined UNIX Line as Senior Technical Superintendent under Fleet Team-1 on 19-Jun-2023.
- Ms. Norimah Binte Djuanda joined UNIX Line as Executive under crew Accounting Team on 05-Jun-2023.



Fleet updates

- **BONITA ANA** – Oil/Chemical tanker, DWT 14.9 K MT is scheduled to be delivered from Shitanoe Shipyard, Japan, around 24-May-2024.



- **BONITA ANGELA** – Oil/Chemical tanker, DWT 14.9 K MT is scheduled to be delivered from Shitanoe Shipyard, Japan, around 24-Oct-2024.

“Where there is Safety, there is prosperity”



MOL Chemical Tankers / The 58th Selection of Honorable Vessels

58th 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 May 2023 to 31st Oct 2023 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 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".

(Vessels not operated fully during period of evaluation are excluded from selection.)

The Best-Honorable Vessels

(Total 09 vessels in Alphabetical order)

1	Amagi Galaxy
2	Argent Gerbera
3	Brillante
4	Diva
5	Hodaka Galaxy
6	Intermezzo **
7	Jazz
8	Opera ***
9	Patayla ***

** Vessels managed by TM Ship Management

*** Vessels NOT managed by UNIX / TM Ship Management

Quasi-Honorable Vessels

(Total 15 vessels in Alphabetical order)

1	Argent Iris	2	Arpeggio
3	Benten Galaxy ***	4	Chem Sea 1 ***
5	Fanfare **	6	Furano Galaxy
7	Ginga Caracal	8	Ginga Lynx
9	Ginga Ocelot	10	Ginga Saker
11	Harmonics	12	Kaimon Galaxy
13	Nordic Ami ***	14	Nordic Copenhagen ***
15	Takao Galaxy ***	16	

** Vessels managed by TM Ship Management

*** Vessels NOT managed by UNIX / TM Ship Management

//Prize Money for Honorable Vessels//

The Best-Honorable vessel: USD 2,300/vessel

The Quasi-Honorable vessel: USD 1,800/vessel

Our heartiest congratulations to the top performing vessels and all other vessels also for the tough competition.

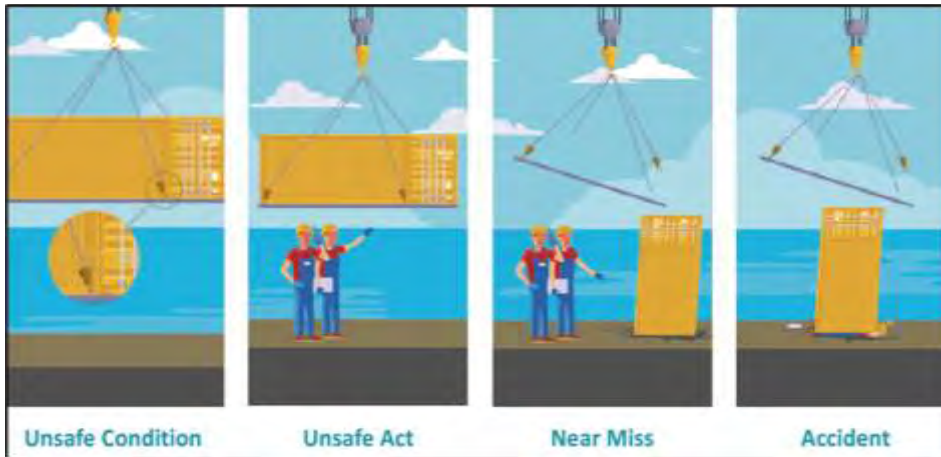
We are very hopeful that other vessels will soon find their way into the top performing vessels list.

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



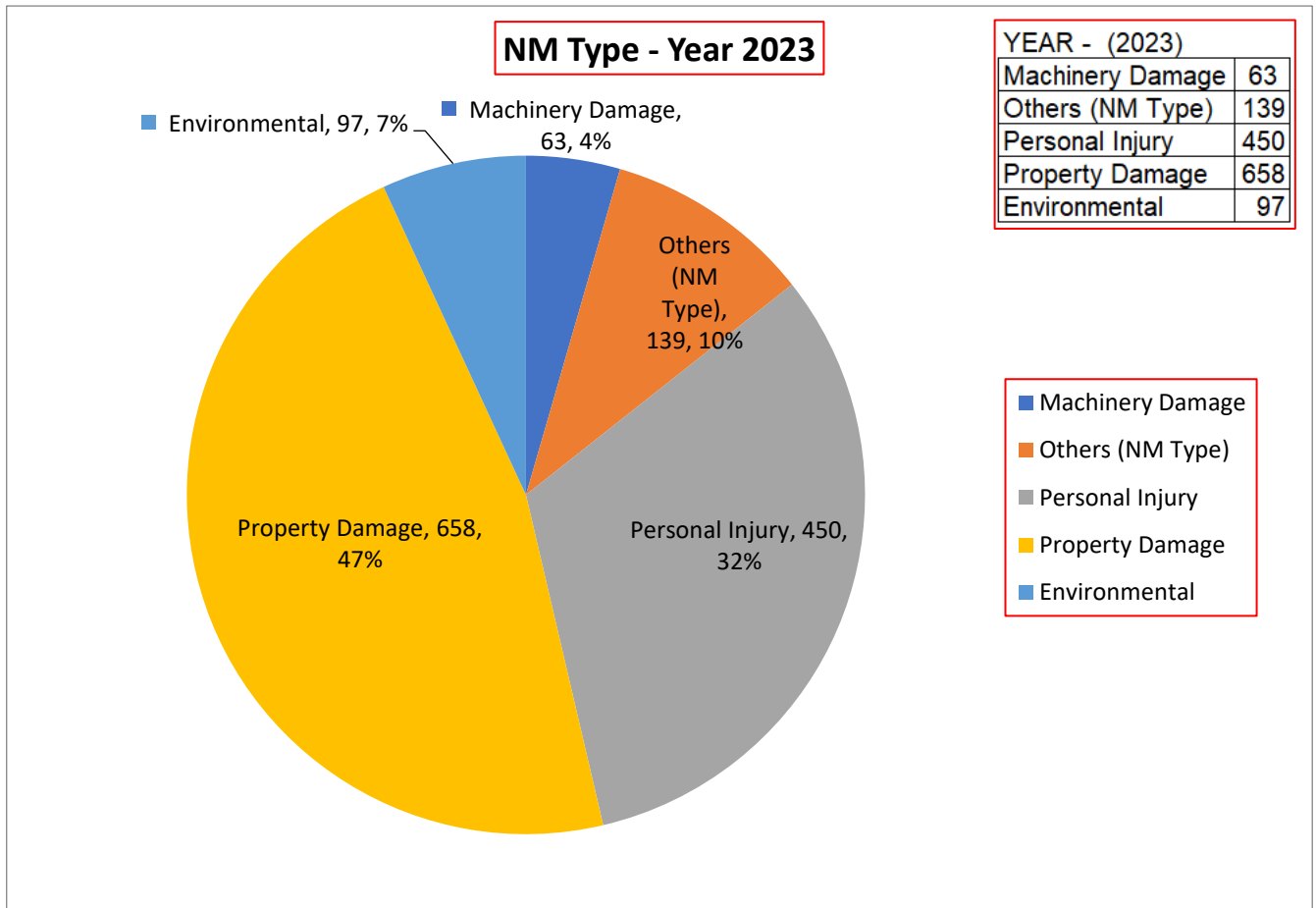
“Where there is Safety, there is prosperity”

Near Miss Analysis



Near miss reporting in this Quarter has been satisfactory. The annual target is at least **26** near misses per Vessel per year. Crew are regularly briefed & motivated for identifying & reporting near misses without any fear or hesitation. 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 every quarter. 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' near miss type includes the exceptions to rest hours.



Don't dismiss A Near Miss – Identify & report near misses to prevent accidents



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 discharging cargo at Hudson Tank Terminals New York, the manifold watch AB noticed that there was a crack on shore flexible cargo hose which was connected to vessel's manifold 3P/3S via Y-piece. Vessel immediately stopped cargo discharging and informed to the terminal. A crack which was located about 2 m from vessel's manifold connection and about 1m from ship's railing was observed with minor oozing of oil on the cargo hose (No leakage on deck). Vessel immediately stopped cargo discharging and informed to the terminal. Terminal agreed to disconnect the leaking hose and replace with another hose. After changing shore hose, leakage test carried out and resumed discharging of cargo safely.	Alert watch-keeping by crew prevented a potential incident. Leak test to be done diligently before commencement of operations. Crew to be briefed that they should not hesitate to activate the Emergency STOP in case they observe any abnormality.
2.	Vessel was in North Pacific Ocean. During routine LSA and FFA equipment check Junior 3rd Officer observed hydraulic oil in the spill tray in forward power pack room. The oil was rolling over side to side in the spill tray as vessel was rolling. Immediately Jr 3/Off informed Chief officer and chief officer informed engine room regarding hydraulic oil leakage in power pack room. Duty Engineer collected the leaked oil (Approx. 1.5 ltrs) and cleaned the space properly. From sample pipe there was little bit oil dripping due to sample collecting valve found in crack open condition. The valve was fully closed and re-tightened the valve handle lock nut. Thereafter, there was no leakage.	Sample line valve & locknut to be checked & tightened properly prior transferring of hydraulic oil as well as prior to operating the system or after carrying out any maintenance.
3.	While vessel was approaching to Jorf Lasfar Anchorage Morocco, crew observed minor oil leakage on deck from expansion joint of the thermal oil system pipe near #8P COT. System was not in operation and there was no cargo onboard which required thermal oil heating. Crew were summoned on deck and leaked oil was collected. Leaking joint was isolated by inserting blind plates on both sides. After that main piping was drained and oil was transferred into the storage tank.	Ship staff should keep the thermal oil line well drained when not in use to avoid any inadvertent leakage from these expansion joints which are susceptible to damage. Also, vessel should liaise with the technical PIC to keep spare joints on board. System to be tested properly prior being put into use.
4.	On 12th of Oct 2023 at dry dock, vessel transferred hydraulic oil for power pack in condition of opening air vent plug for renewal of hydraulic pipe of deck. After completion of oil transfer, the crew closed air vent plug by hand. Vessel filled up hydraulic oil again in the system after renewal of pipeline. At that time, CE observed slight leakage of hydraulic oil from the air vent plug, which was collected inside the spill tray. The air vent plug was immediately tightened with spanner and minor quantity of oil leaked was wiped out with rags.	All drain plugs to be checked & tightened properly (With spanner) prior transferring of hydraulic oil as well as prior to operating the system or after carrying out any maintenance.
5.	Vessel alongside at Lynnterm # \$ Vancouver BC, engine crew was engaged in HSFO bunkering operations. Bunker hose was connected, and safety meeting was done. After all pre-transfer checks, bunkering was commenced. During routine rounds by 2E, he observed minor leakage from expansion joint on deck. Immediately bunkering was stopped, and expansion joint was tightened. Bunkering was resumed and there was no leakage.	Bunker lines, flanges, expansion joints to be carefully inspected during routine inspection & prior to bunkering operations and necessary rectification to be done as required. Ship staff should bear in mind that expansion joints are prone to get loosened and gasket might get damaged due to temperature variations/vibrations/movement at sea/ over pressurization during operations etc. and needs to be checked very carefully. Hydrostatic pressure test routine to be followed diligently.



Feedback on compliance reports received.

There were 02 reports received through our compliance reporting system during this quarter. None of the reports were related to EMS and were handled as crew complaints.

Stop
Notify
Investigate
Correct
Resume
Follow-Up

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



Environmental Compliance program (ECP) - Updates

➤ Vessel audits – Final Year of probation (Total 10 vessels needed to be audited)

- ❖ The last audit for the Final Year of probation was completed on 11-Dec-2023. A total of 10 vessels (08 in port & 02 Underway) have been audited during the Final year of probation by Court Appointed Monitor (CAM) auditors.
- ❖ CAM auditors were highly satisfied with UNIX's performance during the final year of probation. Our procedures and compliance demonstration by the crew was very much appreciated.

➤ Feedback by Independent Consultant (IC): -

- ❖ Vessel audits done by UNIX were quite thorough and in compliance with the ECP requirements.
- ❖ 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): -

- ❖ CAM commended our efforts for very good ECP implementation demonstrated during the 1st, 2nd, 3rd, and 4th year of probation. The efforts of ship & shore staff were applauded. We must continue to maintain this good performance consistently.
- ❖ As per the latest annual report from CAM - Unix Line has satisfactorily demonstrated the capability and commitment to meet the objectives of the ECP. Senior leadership continues to maintain a high level of involvement in managing ECP compliance and addressing issues identified in audit findings.
- ❖ On 18-Dec-2023, CAM reported to US Authorities that all audits for Final Year of probation were successfully completed on 11-Dec-2023 without any issues.
- ❖ Our ECP does not have early termination clause, therefore ECP shall conclude only around 20-Mar-2024.

➤ Supplement-6 to EMS/CP Circular 01/2021 - Analysis of ORB (2H-2023) was shared with fleet on 28-Dec-2023.

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”



SMS Updates



Amendments to QSMS – There was no DTN (Document Transmittal Note) issued during this quarter. Last DTN (03/2023) was issued on 06-Sep-2023 which had various revisions to having various revisions to QSMS manuals (M01, M02, M03 & M04).

Amendments to QHSEMS - There was no DTN issued during this quarter. Last DTN (01/2023) was shared with all vessels on 03-Jun-2023.

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.

- 28-Dec-2023: Notice of changes in Tank cleaning allowance UNIX/TMS (w.e.f. 01st Jan 2024)
- 27-Dec-2023: Cyber Security Drill 2023
- 26-Dec-2023: SMS Review of M06, M07, M08 – Company response
- 23-Dec-2023: IMO supplements
- 18-Dec-2023: Annual Table-Top Security Exercise 2023
- 14-Dec-2023: Annual servicing of Freefall lifeboat and rescue boat findings.
- 12-Dec-2023: SHELL Reflective Learning // Distraction-2023 & Fatigue Management-2023.
- 09-Dec-2023: SMS Updates for Immediate Use on board.
- 04-Dec-2023: Al Jubail PSC deficiencies and fine imposed for violation of ISM and Load line.
- 30-Nov-2023: North-western Mediterranean - Designation of a Particularly Sensitive Sea Area (SI-23/069).
- 30-Nov-2023: Immediate measures for vessels navigating Persian/Arabian Gulf, Oman Gulf and Red Sea (SI-23/068).
- 28-Nov-2023: Year 2023 Annual Best BBS Card Award + MOLCT CEO's Award.
- 24-Nov-2023: Inventory of Armoured gloves.
- 17-Nov-2023: Recommended Publication List with Latest Edition // 2023.
- 10-Nov-2023: D&V - SIRE/CDI/PSC -For 2Q & 3Q 2023.
- 10-Nov-2023: HSSE Bulletin - 3Q 2023.
- 04-Nov-2023: Immediate notification to fleet following a serious injury case.
- 02-Nov-2023: USCG Security Inspection + Cyber Security Reminder.
- 02-Nov-2023: The Anti-Corruption Poster.
- 01-Nov-2023: IMO List of National Operational Contact Points - October 31st, 2023.
- 01-Nov-2023: Cyber security Newsletter – Q4 2023
- 26-Oct-2023: Japan P & I news- Brazil- Ballast water management.
- 26-Oct-2023: High Potential Consequences (HPC) Near Miss Cases – Third Quarter 2023
- 24-Oct-2023: US Coast Pilot (15 Oct 2023)

“Stay Updated, Stay focussed - Navigate with compliance, sail with safety.”



Regulatory Updates

- **01-Jan-2024 – SOLAS amendments – Adopted by MSC 101** - Records of equipment, FSS code, IGF code, LSA code
- Addition of a footnote to Forms C, E and P in the Records of Equipment.
- Amendments to chapter 15 of the International Code for Fire Safety Systems (FSS Code), relating to inert gas systems.
- Amendments to chapters IV and VI of LSA code relating to general requirements for lifeboats, launching and embarkation appliances.
- **01-Jan-2024 – SOLAS Amendments - Adopted by MSC 103** - Regulation III/33 and the LSA Code, aiming to remove the applicability of the requirements to launch free-fall lifeboats to test their strength with the ship making headway at speeds up to 5 knots in calm water on cargo ships of 20,000 GT and above.
- **01-Jan-2024 – FSS code – Adopted by MSC 103** - Chapter 9 of the International Code for Fire Safety Systems (FSS Code), relating to fault isolation requirements for individually identifiable fire detector systems installed.
- **01-Jan-2024 – Load line convention – Adopted by MSC 104:** Minor amendment to chapter II (Conditions of assignment of freeboard), as well as amendments to chapter III (Freeboards) of annex I (Regulations for determining load lines) of Annex B to the 1988 load lines protocol, concerning watertight doors on cargo ships.
- **01-Jan-2024 – Amendments to LSA code – Adopted by MSC 101** - (1) regarding the requirement of buoyant oars and related equipment is not applicable for lifeboat equipped with 02 independent propulsion systems. (2) in order to accept launch of a rescue boat with manual hoisting from the stowed position and turning out to the embarkation position by one person instead of stored mechanical power on cargo ships equipped with the rescue boat which is not one of the ship's survival craft, having a mass not more than 700 kg in fully equipped condition.
- **01-Jan-2024 - SOLAS amendments - modernized GMDSS - Adopted by MSC 105** - To enable the future use of modern communication systems in the GMDSS whilst removing obsolete requirements. They include amendments to SOLAS chapters II-1, III, IV and V, and the appendix (Certificates); the 1988 SOLAS Protocol; the 1994 and 2000 HSC Codes; the 1983 and 2008 SPS Codes; and the 1979, 1989 and 2009 MODU Codes. Also substantial number of amendments or revisions to existing related resolutions and guidelines, including performance standards for relevant equipment.
- **01-Jan-2024 – SOLAS amendments – Safe mooring – Adopted by MSC 102** - SOLAS regulation II-1/3-8 (Towing and mooring equipment), require appropriate and safe-to-use designs of mooring arrangements, and introduce a maintenance and inspection regime, as well as proper documentation.
- **01-Jan-2024** - Adopted by MEPC 78: MARPOL Annex I in relation to watertight doors.
- **01-Jan-2024 – Revised FAL convention – Adopted by FAL 46** - Various Amendments - Single window for data exchange mandatory in ports around the world, a significant step in the acceleration of digitalization in shipping. Provisions derived from lessons learned during the course of the COVID-19 pandemic. Tackling Maritime corruption.
- **01-May-2024 - Adopted by MEPC 79 : MARPOL Amendments** - EEXI, CII and rating values - Appendix IX of MARPOL Annex VI on the reporting of mandatory values related to the implementation of the IMO short-term GHG reduction measure, including attained EEXI, CII and rating values to the IMO Ship Fuel Oil Consumption Database (IMO DCS).
- **01-May-2024 – MARPOL Amendments – Adopted by MEPC 79** – To include flashpoint as mandatory information in the Bunker Delivery Note (BDN)
- **01-May-2024 – Adopted by MEPC 79 –Mediterranean Sea Emission Control Area** for Sulphur Oxides and particular matter - designation of Mediterranean Sea, as a whole, as an Emission Control Area for Sulphur Oxides and Particulate Matter, under MARPOL Annex VI. The limit for sulphur in fuel oil used on board ships is 0.10% mass by mass (m/m), while outside these areas the limit is 0.50% m/m. **Effective from 01-May-2025**
- **01-Jul-2024 – Adopted by MSC 106 - New SOLAS chapter XV** - New International Code of Safety for Ships Carrying Industrial Personnel (IP Code).
01-Jul-2024 – Amendments to ESP code - Changes to the extent of tank pressure testing at renewal surveys on oil tankers.
01-Jul-2024 - IBC Code - Adopted by MEPC 78 -Amendments to IBC code related to watertight doors.
- **Expected by Dec 2024 – MLC amendments** -Regarding compensation claim procedures, providing seafarers with right to use internet, providing free drinking water, providing adequate size of PPE to seafarers, and including name of registered ship owner in the evidence of financial security if it is different from the shipowner.
- **01-Jan-2025** - Amendments to STCW regulations I/1 & I/2 and STCW Code section A-1-2) - This allows seafarers, ship managers and ship masters to keep electronic seafarers' certificates onboard.
- **01-Jan-2025 – RESOLUTION MEPC.381(80)** - Discharge requirements of regulations 15.3, 15.5 and 34.3 to 34.5 of MARPOL Annex I in respect to the Red Sea and the Gulf of Aden Special Areas effective from 01-Jan-2025, in accordance with the requirements set out in regulation 38.8.1 of MARPOL Annex I
- **01-Jan-2025** - discharge requirements of regulation 6 of MARPOL Annex V in respect to the Red Sea Special Area effective from 01-Jan-2025.
- **01-Feb-2025 – Adopted by MEPC.369(80)**. Amendments to the format of Ballast water record book.

➤ CDI 10th edition will be effective from 05-Feb-2024.
➤ SIRE 2.0 Phase-3 launching date 22-Jan-2024, effective for 4-month period. Thereafter, VIQ-7 will be withdrawn.

“Beyond Rules – ‘Compliance’ cultivates trust ”

50th HSL (Haque & Sons Ltd.) Waiting Crew Education and Training

50th HSL waiting crew education and seminar was conducted in Dhaka, Bangladesh on 10th and 11th Oct'23. The seminar was followed by Unix Long service awards and family dinner event. Summary of key agendas which were covered are as below: -

- ❖ **Group discussion – Cargo operational matters / Technical matters for Engine staff.**
- ❖ **Group discussion – Navigational safety matters / Technical operational & MARPOL matters**
- ❖ **Crew injury prevention & fire safety measures.**
- ❖ **Strict PSC inspections**
- ❖ **MOLCT business aspects & safety culture.**
- ❖ **Trends of recent incidents.**
- ❖ **Cyber security awareness**

- ❖ **MARPOL Compliance 2023.**
- ❖ **SIRE 2.0 updates**
- ❖ **ECP status.**
- ❖ **Toxic cargo handling & Gas-Freeing operation.**
- ❖ **Unacceptable Vessel Performance report (UVPR) issue & COT inspection/ Cargo sample failure.**
- ❖ **Crew Management – Moving forward in 2023.**
- ❖ **Latest machinery incidents & regulatory updates.**



Long service awards were presented followed by family dinner.



Various questions raised during the seminar were answered and feedback was collected at the end. The seminar proved to be very useful & helping medium of face-to-face interaction with our staff and provided an opportunity to address some key focus areas including an open forum discussion led by our honourable Managing Director (Capt. Amit Jain). The seminar was followed by Unix Long service awards and family dinner event.

“We are deeply committed towards happiness and well being of our seafarers ”

85th DJS (Dong Jin Shipping Co., Ltd. Busan, Korea.) Waiting Crew Education & Training

We conducted 85th DJS training seminar for waiting crew on 02nd and 03rd Nov'23 at Busan, Korea. The seminar was followed by Unix Long service awards and dinner with officer's families.

85th DJS WCET – Agenda topics

- ❖ Group discussion – Cargo operational matters / Technical matters for Engine staff.
- ❖ Group discussion – Navigational safety matters / Technical operational & MARPOL matters
- ❖ Crew injury prevention & fire safety measures.
- ❖ Strict PSC inspections
- ❖ MOLCT business aspects & safety culture.
- ❖ Trends of recent incidents.
- ❖ Cyber security awareness
- ❖ MARPOL Compliance 2023.
- ❖ SIRE 2.0 updates
- ❖ ECP status.
- ❖ Toxic cargo handling & Gas-Freeing operation.
- ❖ Unacceptable Vessel Performance report (UVPR) issue & COT inspection/ Cargo sample failure.
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“Happy Seafarers – Our Strength ”



EU ETS (European Union - Emission Trading System)

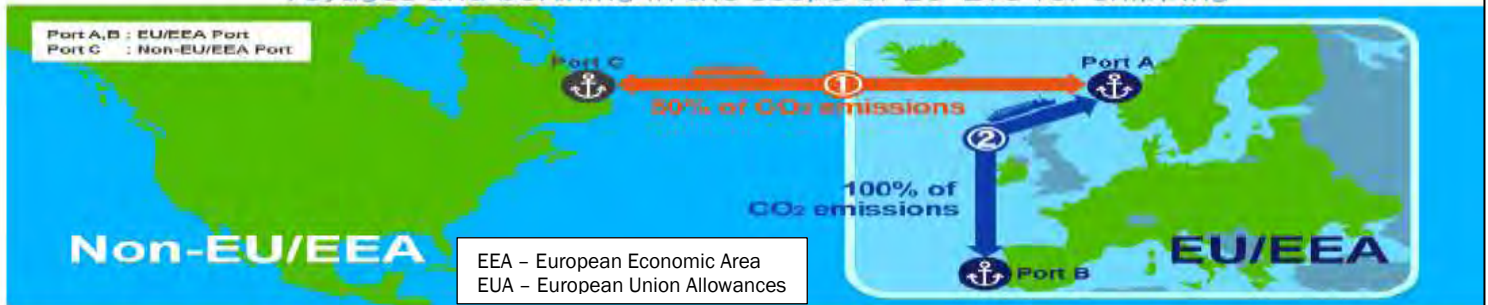
The EU ETS is an emissions cap-and-trade system that aims to reduce greenhouse gas (GHG) emissions by setting a limit, or cap, on GHG emissions for certain sectors of the economy. Each year, a limited number of EU Allowances (EUAs) is made available for trading in the market, and this is reduced yearly in order for the EU to meet its target of a 55% reduction in GHG emissions by 2030 relative to 1990, and net zero by 2050. Each EUA gives companies a right to emit GHG emissions equivalent to the global warming potential of one tonne of CO₂ equivalent.

- Shipping company (**Default entity is the registered owner**) will be responsible for the EU ETS and EU MRV.
- The responsibility can be shifted to the technical manager – i.e. the ISM company – only by an agreement between the registered owner and the ISM company explicitly stating the delegation.
- **Administering Authority (AA)** - Each company, whether it is the registered owner or ISM company, will be assigned to an AA of an EU/EEA member state. Companies registered in an EU/EEA country will be assigned to the AA of that country. Companies registered outside the EU/EEA will be assigned to the AA of the country where their ships had the most port calls the last four years. The EC will provide a list of companies and their respective AA by **01-Feb-2024**.
- Each shipping company responsible for one or more ships under ETS needs to apply for a Maritime Operator Holding Account with its AA, **within 40 working days after the list is published by the EC**.
- An **updated Monitoring Plan (For the revised EU-MRV regulations)** assessed to be in conformity by a verifier must be submitted to the AA **by 01-Apr-2024**. Regardless of which AA the company is assigned to, the submission of Monitoring Plans and emissions reports is performed through Thetis MRV.
- The Monitoring Plan has been expanded to reflect the additional obligations under the MRV and ETS. The new plan template covers, among other smaller adjustments:
 - Emission factors for CH₄ and N₂O, in addition to CO₂.
 - Procedures related to determining the emission factors for biofuels, RFNBOs (renewable fuels of non-biological origin) and RCFs (recycled carbon fuels).
 - Detailed information on the shipping company.
 - Information on application of carbon capture and storage technologies.
 - Procedures covering data flow activities and risk assessment.
- Shipping companies with ships operating to or from ports in the EU or EEA will be required to hold sufficient EUAs for the GHG emissions from ships under their control and surrender these allowances to the authorities each year. These companies are required to monitor, report and verify the GHG emissions on an annual basis under the EU MRV regulation and this information is used to determine the allowances they need to surrender.
- The purchasing and surrendering of emission allowances under the EU ETS can be quite costly for shipping companies, and this is likely to have implications for pricing and other terms of contractual agreements between parties across the value chain, including charterers and cargo owners.
- Excess emission penalty shall be EUR 100 for each tonne of CO₂ equivalent emitted for which the company has not surrendered allowances.



- ❖ **Ships in the scope** – As of 01-Jan-2024, EU ETS will include Ships of 5,000 GT and above, arriving at or departing from EU/EEA ports.
- ❖ **Greenhouse gases (GHG) in the scope**
 - Until 2025: Carbon dioxide (CO₂) only
 - From 2026: Carbon dioxide (CO₂) + methane (CH₄) + Nitrous oxide (N₂O)
- ❖ **Emissions in the scope**
 - Voyage between EU/EEA and non-EU/EEA ports: 50% of the emissions.
 - Voyage within EU/EEA ports: 100% of emissions.
 - Berthing within EU/EEA ports: 100% of emissions.

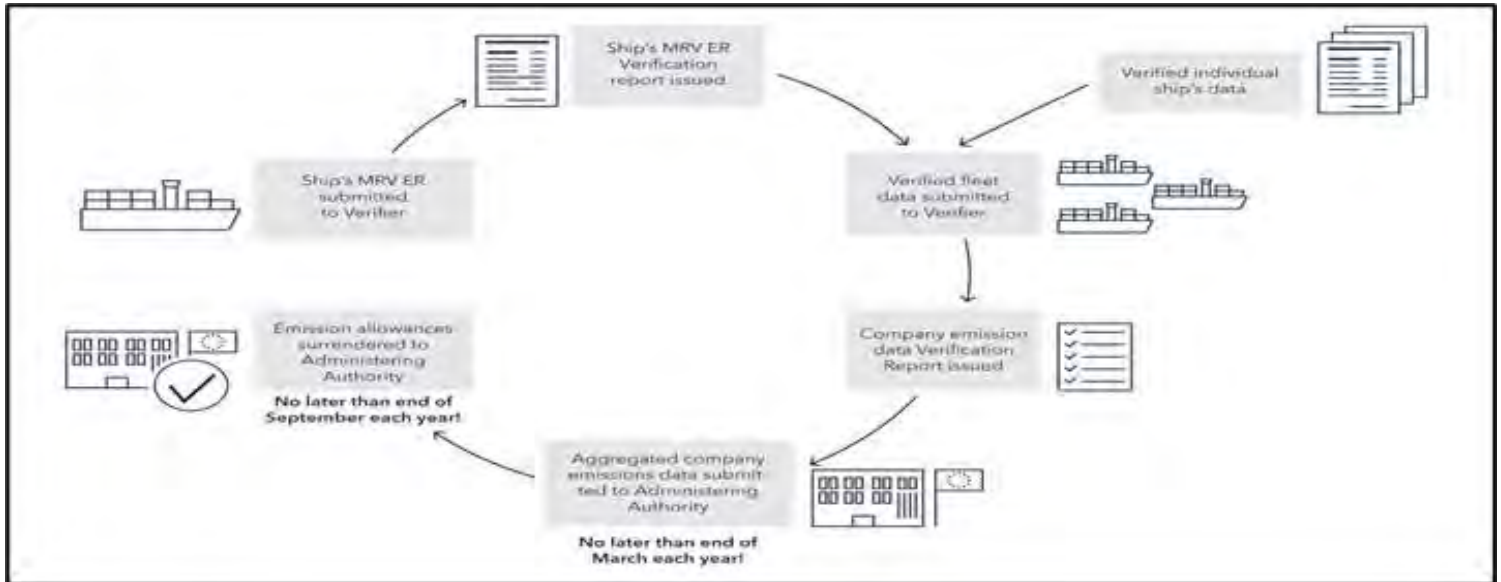
Voyages and berthing in the scope of EU-ETS for shipping



◆Phase-in approach

Emissions subject to the EU-ETS for shipping for the first two years are as follows:

- Emissions in 2024 (surrendered in 2025) : 40% of the total emissions in the scope
- Emissions in 2025 (surrendered in 2026) : 70% of the total emissions in the scope

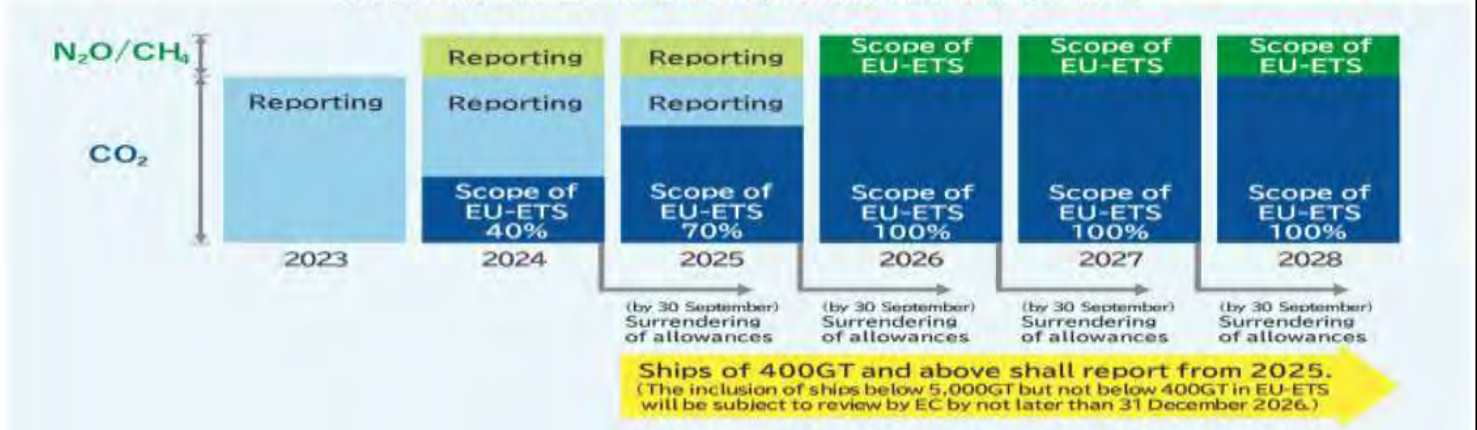


The EU-MRV regulations will be amended to align them with the EU-ETS as follows:

Scope	Current	After amendments
GHG	CO2 only	CO2+CH4+N2O (from 2024)
Ship types	Commercial ships only	commercial ships+offshore ships (from 2024)
GT	5,000 GT and above	400 GT and above (from 2025)

* Monitoring methods for CH4 and N2O emissions will be announced by October 2023.

Scopes of the EU-ETS for shipping and the EU-MRV



Timeline for the introduction of the EU-ETS for shipping



Health Section

STOP Smoking – According to a report by World Health Organisation, tobacco kills more than 7 million people every year around the world. Smokers are known to suffer from various ailments, but despite knowing the fact, smokers find it difficult to quit smoking.

Social Smokers - Some people also turn to social smoking so that the hazardous effects of tobacco don't harm them. Social smoker means an individual who does not smoke cigarettes on a daily basis but who smokes in certain social situations from time to time. However, it is imperative to understand that social smoking is as bad as smoking on a daily basis.

Passive smoking - Breathing in other people's smoke is known as exposure to second-hand smoke or passive smoking. When you smoke, it's not just your health that's put at risk, but the health of anyone around you.

Why people Smoke - People start smoking to overcome problems like stress, anxiety, media influences, peer pressure and depression. Nicotine present in tobacco creates the addiction that urges people to smoke.



Here are some natural home remedies which might be helpful in quitting smoking:-

(Article source: <https://recipes.timesofindia.com/articles/food-facts> and <https://www.news18.com/news/lifestyle/>)

Water	Water can help smokers quit as it acts as a detoxifier. Drink about 8-10 glasses of water everyday as it will help in boosting the immune system, thus reducing the withdrawal symptoms of smoking. You must have 1-2 glasses of water whenever there is an urge to smoke.
Valerian	Valerian roots have powerful sedative properties that help in dealing with nicotine withdrawal symptoms like anxiety, stress and restlessness. The best way to consume is by making its tea.
Radish	Radish impacts the acidity of the body caused due to continuous cigarette smoking. Extract juice from radish and mix it with honey for better results.
Mulethi (Licorice)	This is another reliable home remedy to quit smoking as it is a perfect substitute for a cigarette. It curbs the urge to smoke and regulates the digestive system. Chew a piece or drink its tea daily.
Honey and cinnamon	Honey plays an important role in handling the cessation process of smoking. As it is loaded with beneficial vitamins, enzymes and proteins, which help in quitting the habit of smoking with ease. You can also prepare a mixture of honey and cinnamon. For this, grind cinnamon and mix honey in it and consume it if you want to smoke. This will help you to stay away from smoking.
Grapeseed extract	Grape juice is full of nutrients that help in neutralizing the harmful effects of free radical damage caused by smoking. It helps reduce the acidity of the blood and repair the lungs damage caused by smoking.
Cayenne pepper	Cayenne is one of the best home remedies to quit smoking because it helps in desensitizing the respiratory system to all addictive things like smoking. Include the spice in your diet or add a few pinches to a glass of water and consume daily for best results.
Ginger Tea	A lot of times, people start feeling dizzy and nauseous while trying to quit smoking. To get relief from these withdrawal symptoms, people go back to smoking. Drinking ginger tea can help you prevent a relapse by reducing the intensity of the withdrawal symptoms and making you feel at ease.
Ginger and gooseberry powder	Grate ginger and gooseberry and keep it to dry. Now mix lemon and black salt in it and keep it in an airtight container. Consuming it every few minutes will control the urge to smoke.
Fennel and carom seeds	Grind fennel and carom seeds and make powder. Now add a little black salt and lemon juice to this powder and keep it overnight. In the morning, roast this mixture on a hot pan and keep it in an airtight container. Consume this mix when you feel the urge to smoke.

(For any serious concerns, please consult a doctor)



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



Check your SMS awareness.

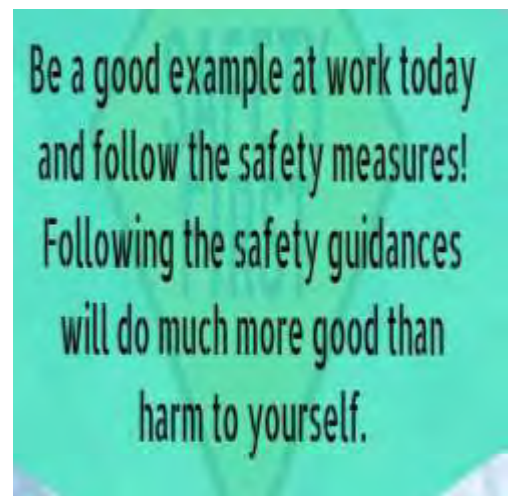
Whenever time permits, please go through below and see if you can spot the content in our SMS and are familiar with same.

1. Cargo - Independent cross-check & double check.
2. Postponement of Maintenance Schedules.
3. Recommended minimum publications.
4. Slips, trips and falls.
5. Emergency contact and classification.
6. Continuous Synopsis Record.
7. Food storage chambers.
8. List of Chemical Antidotes
9. SOx emission management
10. Overfill protection.
11. Use of lifting plant.
12. Contractor Management.



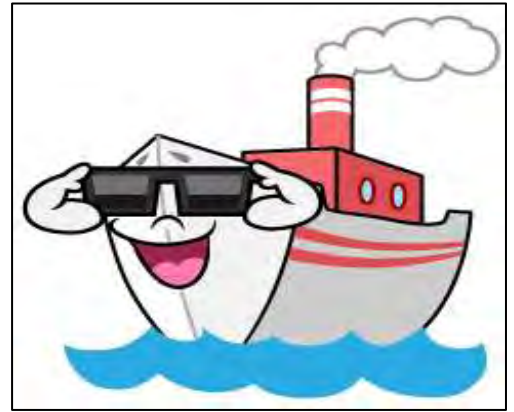
Answers:

- 1) M05 Section 5.9.3 & 5.9.4
- 2) M08 Section 1.4.3
- 3) M03 Appendix 18
- 4) M04 Section 31
- 5) M09 Section 2.13 & 2.14
- 6) M07 Section 5
- 7) M04 Section 48
- 8) M04 Appendix 18
- 9) M06 Section 11 & App-4
- 10) M05 Section 5.13
- 11) M04 Section 14 & App 2.3
- 12) M04 Section 22 & App 14



“Know the SMS procedures – Safety rules are your best tools”

Humour Section



On a lighter note, please see if you have got the answers correctly!

- 1) What happens when a boat passes near a sleeping duck?
- 2) What is the name of the most joyful ship?
- 3) Who got a free movie ticket pass in the cruise ship?
- 4) What music system did the sailors use the most?
- 5) What kind of detergent do sailors use the most?
- 6) What is the most crowded and caring ship called?
- 7) Which type of vegetable is banned on ships?
- 8) What do you do with a sick ship?
- 9) Why couldn't the sailors play cards?
- 10) Why did the students go on the boat?

Answers: 1-It's a wake, 2-Laughter-ship, 3-Tom Cruise, 4- Boat player, 5-Tide, 6-Friend-ship, 7-Leeks, 8-Take it to the doc, 9-Because the captain was standing on the deck, 10-To get scholar-ship.



“Laughter is the best medicine – A ship sails smoother when the crew rows in harmony.”