Monthly ESG Dashboard

Environmental | Social | Governance

CO_2 Emissions L3M (mt)

2.05M

▼ 0.6% YoY

Emissions per Vessel L3M (mt)

4.72K

▼ 4.5% YoY

Oil Spills to Sea YTD (Annex I) (ltrs)

5K

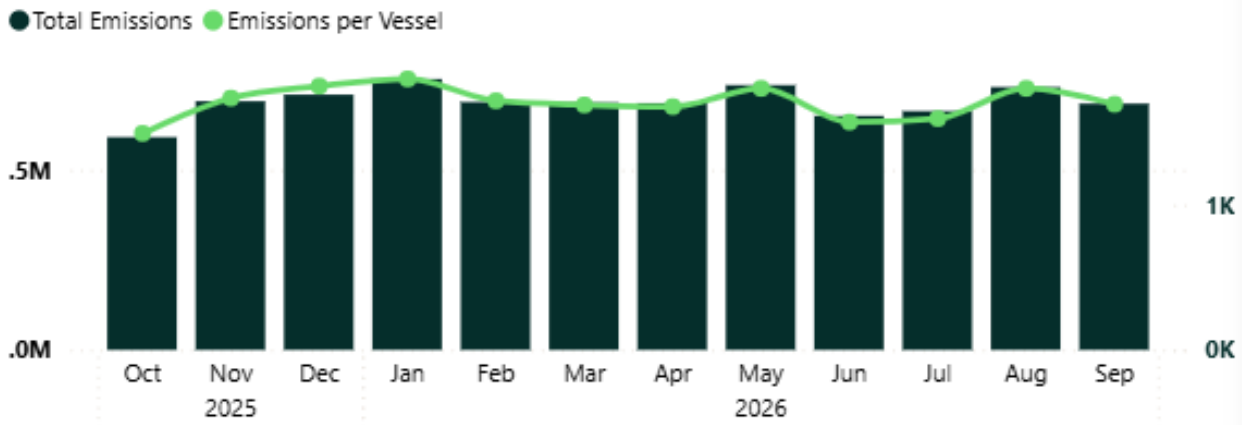
1 vessel caused 91% of total

Untreated Sewage L3M (m^3)

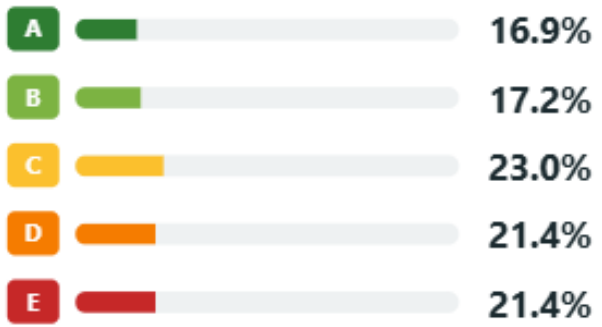
4.48K

▼ 12.0% YoY

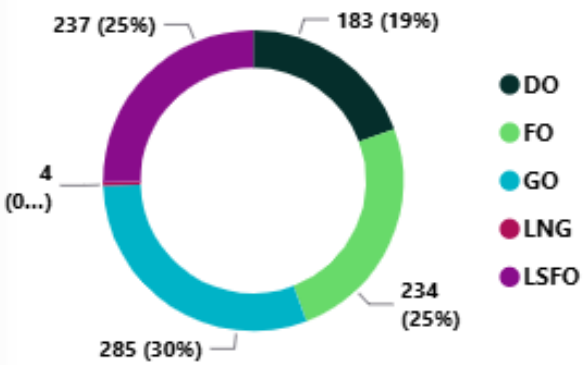
Vessel CO_2 Emissions L12M (mt)



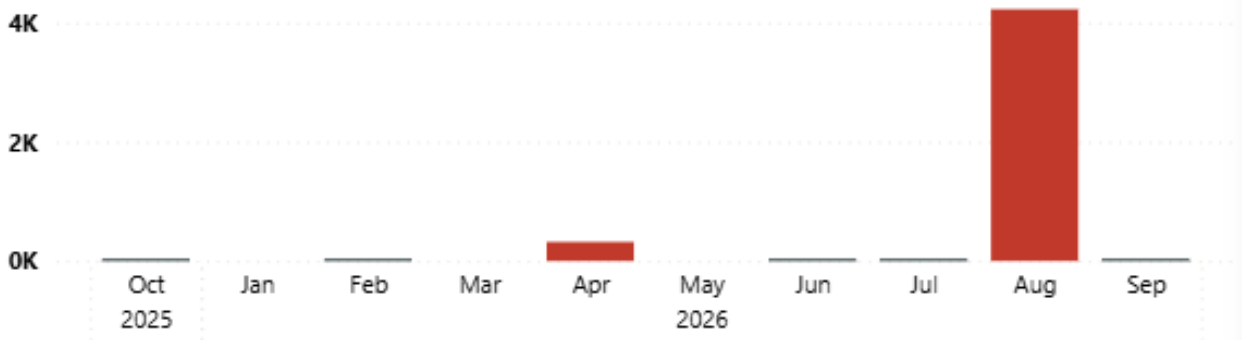
Fleet CII Ratings Distribution



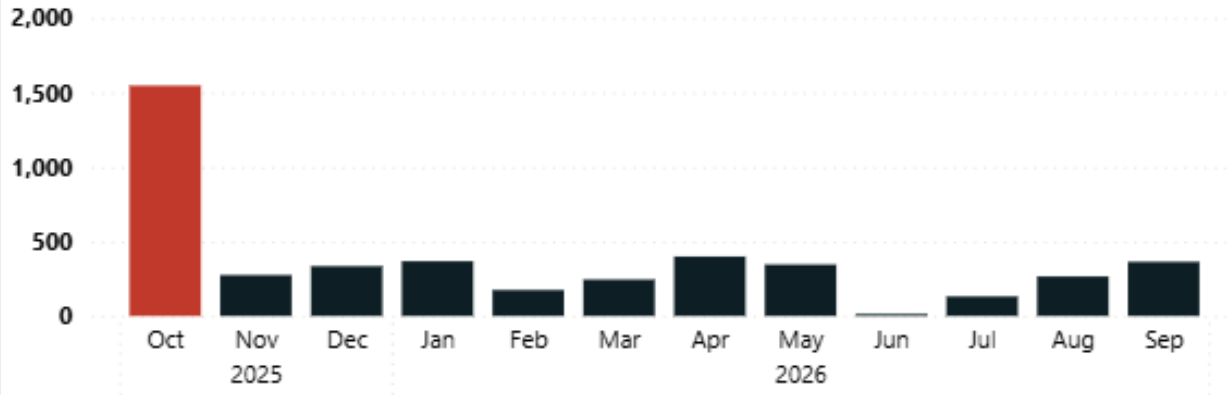
Fuel Type Wise Consumption L3M



Vessel Oil Spills to Sea (Annex I) (ltrs)



Vessel Untreated Sewage To Sea L12M (m^3)



Monthly ESG Dashboard

Environmental | Social | Governance

Learn more in "The Social Activities of the Month."

Officer Retention L3M

91.9%

▲ 2.1% YoY

Onshore Retention L3M

91.0%

▼ 0.2% YoY

Onshore Promotions YTD

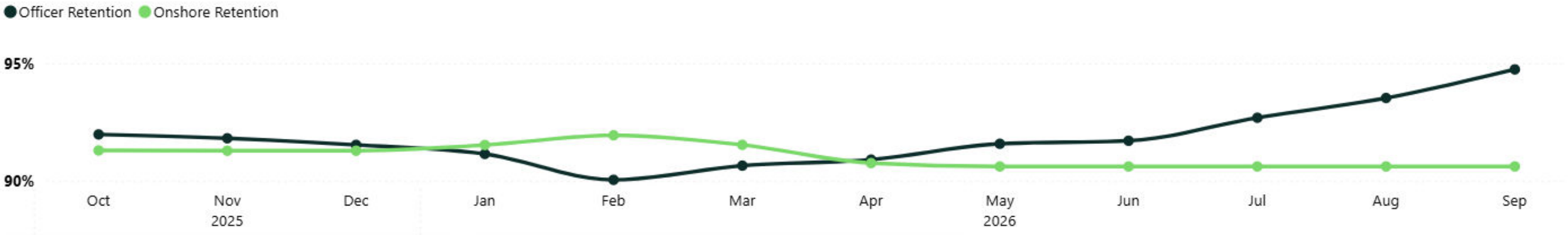
165

Ship2Shore Filled by Seafarers H1

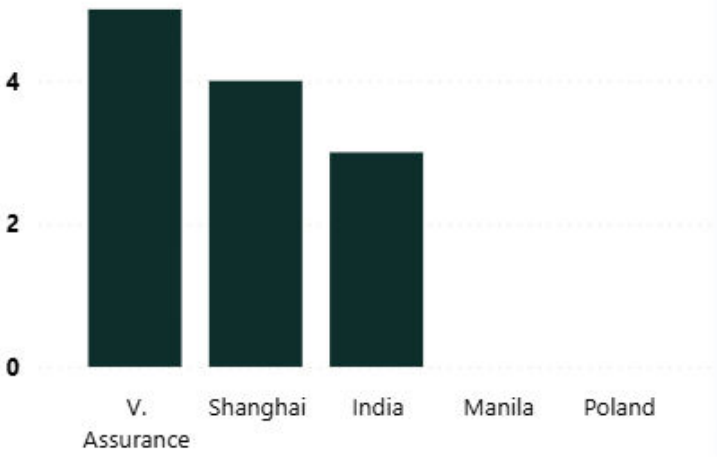
12

of 38 roles · 6/11 supt (54.5%)

Crew & Onshore Retention Rate %



Ship2Shore - Filled by Location H1



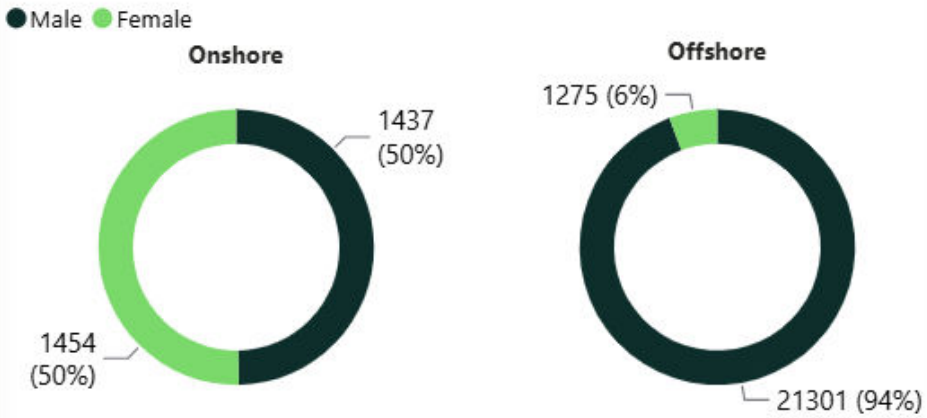
Women at V (W@VES)

Female Participation by Rank

7.4% female overall — by seniority:

Cadets	8.5%
Ratings	8.0%
Officers	4.8%
Senior Officers	0.8%

Workforce Composition



Monthly ESG Dashboard

Environmental | Social | Governance

Training

2,380

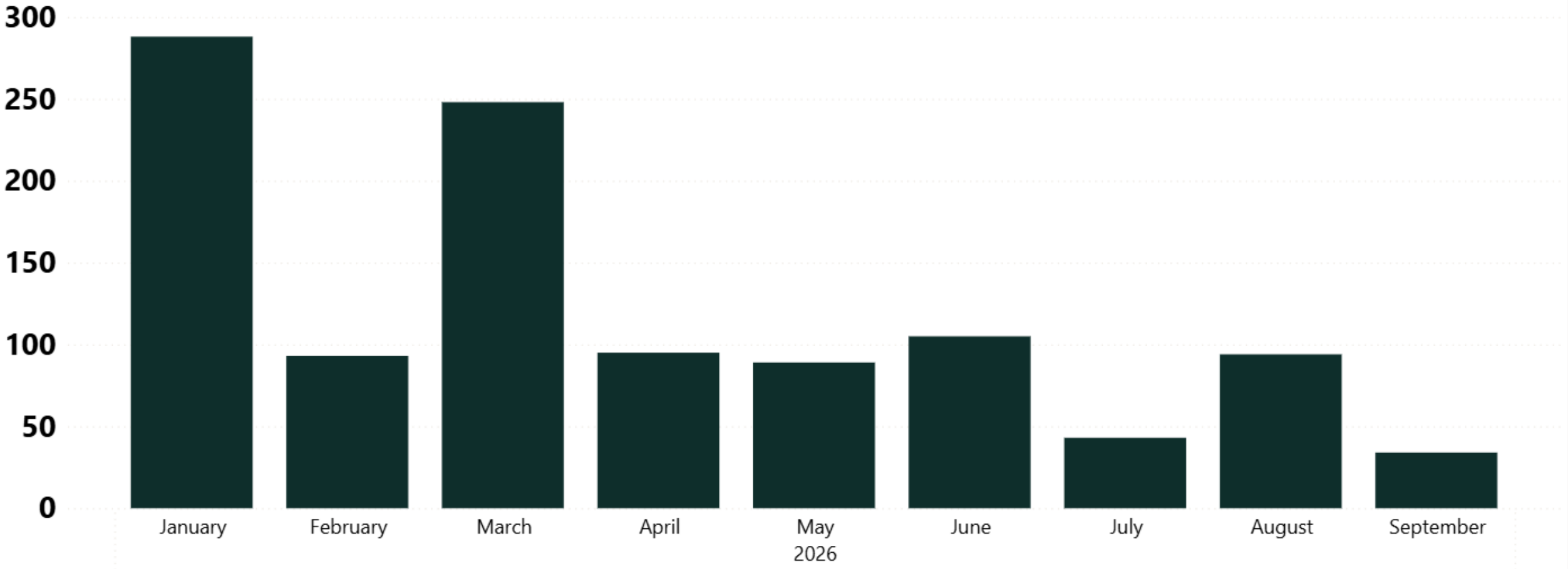
total

Compliance Trainings (Latest Month)

34

▼ 63.8% MoM

Shore Staff Trainings for Compliance & Ethics



Vessel Type
CHEMICAL TANKER

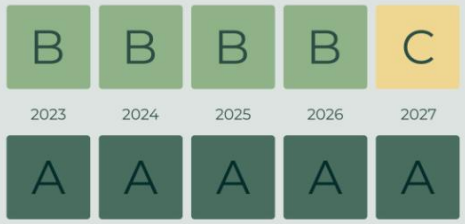
Build Year
2015

DWT
16.432

13.6%
SAVING POTENTIAL

1234,4 MT
YEARLY CO2 SAVINGS

2.81 YEARS ROI AFTER
REGULATORY SAVINGS



EXPECTED
CII RATING

NJORD
CORRECTED
CII RATING

NJORD: VESSEL OF THE MONTH

This month, we're looking at a 2015-built Chemical Tanker. When the vessel was screened, Njord identified a package of 12 energy-saving technologies with:

13.6% savings potential
396.4 MT annual fuel savings potential
USD 815,400 total investment

Based on bunker savings alone, the package has a **3.6**-year ROI. But that's not the full picture.

Once EU ETS exposure is included, the avoided carbon costs add another **USD 64,138** to the value of the investment, bringing the ROI down to **2.81** years, around a **22%** improvement.

And the impact isn't only financial. Without improvements, the vessel's attained CII rating was on track to move from **B to C by 2026**. With the EET package applied, it maintains an **A rating**.

This is why we don't look at fuel savings in isolation when assessing a vessel's efficiency potential. **Fuel savings, EU ETS exposure and CII performance all form part of the same business case.**

In this case, the technologies don't just reduce fuel consumption. They help reduce regulatory costs and keep the vessel ahead of tightening requirements.

Business External

Environmental News Corner

Shipping, the EU ETS and the Energy Complex

The European Union Emissions Trading System (EU ETS) continues to shape the shipping sector as rising natural gas prices support higher carbon allowance costs. According to Intermodal Shipbrokers, EU carbon allowance (EUA) prices strengthened during August, driven by tight gas markets, geopolitical tensions, and concerns over winter energy supplies. Higher gas prices can encourage more carbon-intensive power generation, increasing demand for emissions allowances. For shipping companies, the gradual phase-in of EU ETS compliance means growing exposure to carbon costs, reinforcing the need for efficient fuel strategies and emissions management.

Read the article here:

Shipyard Retrofit Capacity Could Become a Decarbonisation Bottleneck

A new report from ABS warns that global shipyard capacity could become a major constraint on maritime decarbonisation as early as 2028. While the industry has made progress in identifying alternative fuels such as LNG, methanol, ammonia, and hydrogen, the challenge is increasingly shifting to execution. Alternative-fuel retrofits require far longer yard stays and greater engineering resources than conventional upgrades. According to ABS, securing shipyard slots, skilled labour, equipment, and project management expertise may become just as critical as choosing the right fuel pathway.

Read the article here: