

GREEN AWARD

A brief outline of an environment caring system designed for seagoing vessels

The only worldwide operating quality incentive system in the field of environmental care for the shipping industry. Established in Rotterdam in 1994 as an initiative of the Rotterdam Port Authority and the Dutch Ministry of Transport. A totally independent and neutral non-profit organisation since 1 January 2000.

Bureau GREEN AWARD

The executive office of the foundation has developed and issued since its existence 150 certificates. At the end of the year 2000 the balance of certified vessels was 125. Since our start 25 certificates were withdrawn because of scrapping, change of trading area or change of owner. Per 1 January 2001 a new certificate for dry cargo bulk carriers above 20.000 t dwt has become operational. We expect to issue the first certificates for this category in the second half of this year.

What makes GREEN AWARD a success?

The founding fathers of the Green Award have come to the conclusion that, in order to improve the environmental behaviour of the shipping world there was already (more than) enough legislation. And instead of punishing those who are breaking the law it might be a better approach to reward the owners who are investing in the improvement of the environment. This vision resulted in the establishment of GREEN AWARD connected to an incentive scheme.

The GREEN AWARD scheme is based on voluntary participation. In the meantime about 40 seaports have adopted the scheme in 5 countries, of which 4 in Europe plus South Africa. We are working hard to convince other seaports and countries to participate.

With relevant maritime parties in Norway, Germany, Belgium, France, Middle East, Venezuela, USA and Canada contacts have been made.

We are looking forward in seeing Australian maritime and port authorities to talk about their possible participation in the Green Award system.

How does the system work?

The criteria which have been developed are up and above present (inter) national legislation and are laid down in a booklet called "Seacure for Operations". Every year the rules are upgraded in accordance with pending developments. As an example: we included the ISM code into our criteria long before the ISM code became obligatory. As we are convinced that it will take another 5 years before the ISM system had been completely integrated in the "genes" of the shipping operators we will maintain them as part of our standard. A so-called hot item presently is the use of TBT free anti-fouling coating. We strongly support the use of these paints and a vessel can gain extra points if she does comply.

To acquire a Green Award certificate, three major groups of items are investigated by our organisation. An office audit is carried out with the main objective to proof that the operational management is working in a structured way such as ISO 9002. A link with ISM is clear except the fact that we carry out an office audit every three years. The management of the vessel is investigated and the condition of the vessel is surveyed. All basic documentation should be in order before we start our work. About 70% of our work has to do with the management of the

office and the ship and 30% with the ship itself. The Green Award certificate is issued for 3 years and there is an annual inspection.

To guarantee the quality of our requirements a Board of Experts is supervising the work and proposals of the Bureau. This Board of Experts has representatives covering the following fields:

* Environment	Dimitris Mitsatsos, Director General HELMEPA, Athens Greece
* Insurance	Jack Post, Managing Director POST & CO (P & I) Rotterdam, Chairman
* Class Societies	Dr Hans Payer, Board Member Germanischer Lloyd, Hamburg
* Maritime authorities	Henk ten Hoopen, Director Dutch Shipping Inspectorate, Rotterdam Julian Parker, Secretary Nautical Institute, London
* Ship owners	Lars Carlsson, President Concordia Maritime, Sweden, on behalf of Intertanko Roger Holt, Secretary General Intercargo, London
* Port authorities	Capt. Cor Oudendijk, Director Shipping Port of Amsterdam Capt. George Sutherland, Director Port of Sullom Voe, Shetland Islands Commander Arne Wolters (rtd), Port of Rotterdam
* Science	Prof. Sjoerd Hengst, Delft University of Technology

Although from Dutch origin the majority of the Board of Experts members are non-Dutch.

Green Award is a transparent system, our requirements are public and open to all interested parties and can be downloaded from the Internet (www.greenaward.org). Hard copies can be obtained per request.

GREEN AWARD's market position

The certificate has been used so far as a proof of quality to port authorities of 40 seaports that give a premium to tankers, which call for their ports. The last time, since about a year, we experience an increasing interest of charterers for vessels with a Green Award. Ships with a Green Award certificate have reached the status of preferred supplier. This is an important development. However, without the support of ports and maritime authorities the growth of our success might be too slow.

In the addendum we are showing various graphs containing the spread of ownership, class, flag etc.

Two main observations can be drawn when looking at our statistics. Firstly, the Greek and the Scandinavian interest in the general tanker world does also reflect in the participation in Green Award.

Secondly, based on 1999 figures the present 125 vessels represent 8.5 % of the relevant world tanker fleet, however the Green Award fleet carries 17 % of the world crude oil transported by ships equalling 60 % of the European annual consumption of crude oil.

Introduction of the Dry Cargo Bulk Carrier Certificate

Bureau Green Award has been working for over a period of two years to develop the so-called Bulker Certificate.

We underline the conclusion that the general safety position of dry cargo bulkers is much poorer than with tankers. Although the public opinion reacts stronger on a (possible) oil spill than on the fact that a bulker has disappeared on high seas, the damage to the environment caused by bulkers may even be bigger than that done by tankers in case of a disaster.

The requirements developed for bulkers are more stringent than for tankers. The tanker world. Via Intertanko, has invested heavily in the general improvement of safety and environmental awareness over the last decade than the bulker industry.

However, there are very good dry cargo bulk operators and we want to increase this number. The number of quality bulk operators can also be increased as shown by Intertanko members and other independent tanker operators.

Conclusion

The general awareness for the care of the environment is highly developed in Australia.

We, as Green Award, are most willing to explain in detail the scheme we have developed and the results booked via our preventive measures.

We know there is a demand for quality proof both in the field of tankers and bulkers which we can supply.

This is a brief outline, as stated, if more information is required we are willing to inform you in person.

Rotterdam, 10 January 2001

Hans de Goeij
Managing Director