



Green Award for River Cruise Vessels

Reader's Guide Programme of Requirements 2023

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1. Introduction

This is the Reading Guide to the **2023 Programme of Requirements** for Green Award for river cruise vessels. This programme is derived from Green Award for inland navigation which started in 2011. Green Award noticed an increase in interest from river cruise vessels and because these ships have different operations, it was decided to develop a specific programme for river cruise vessels.

The objective of Green Award and the parties rewarding certificate holders (hereafter referred to as incentive providers) is to **recognise, acknowledge and encourage cleaner inland navigation**. At the time this reader guide was compiled, the counter stood at around 1,200 certified European inland navigation vessels, including 180 river cruise vessels, and over 50 incentive providers. These parties give certificate holders discounts on port fees, products and services or entitle them to a better berth.

The world does not stand still and neither does Green Award. That is why we are constantly working to improve our programme of requirements. We are in close contact with inland navigation operators, cruise lines, governments, industry, ports and many other experts. Based on the information obtained, we have compiled a Programme of Requirements that is up-to-date and also provides inspiration as to how sustainability can (sometimes easily) be achieved. The programme works simply: points must/can be scored for various achievements and voluntary measures. This is assessed by an inspector who comes to the ship, supplemented by an administrative check by an employee at the Green Award office. The programme is composed of two parts: A. Engine performance and B. Additional requirements. Depending on the scores, this can lead to a Green Award certificate at the bronze, silver or gold level with a platinum label in some cases. The certificate is valid for 3 years from the inspection date.

The main changes from the previous edition of the Programme of Requirements, which also applied to river cruise vessels, are:

- Specific requirements for river cruise vessels
- Connection to the technologies considered by the CCNR
- Increased focus on alternative fuels/energy carriers and renewable energy generation
- New elements in safety and working conditions
- New elements with regard to pollution prevention
- A CO₂ calculation sheet
- An overhaul of point allocation

In this reading guide, we explain the above elements plus all other requirements and voluntary measures.



2. Background

Green Award Foundation (1994) is an independent, autonomous organisation that steers its own course, while keeping a keen eye on (legal) developments and European ambitions. Green Award is a co-signatory to the [Green Deal Seagoing, Inland Navigation and Ports](#), which agreed in 2019 to reduce emissions from inland navigation. In addition, Green Award has a good relationship with the Central Commission for the Navigation of the Rhine (CCNR). In line with the mandate in the Mannheim Ministerial Declaration of 17 October 2018, the CCNR has prepared the [Roadmap for reducing emissions from inland navigation](#). The aim of the roadmap is to reduce greenhouse gas and air pollutant emissions from inland navigation as much as possible by 2050, which is also the long-term vision of the European Union (EU). The roadmap outlines transition paths for new and existing vessels. We have applied the technologies and emission limit values taken into account in our Programme of Requirements in our quest for uniformity.

3. Programme of requirements

3.1. Engine performance (A)

Technologies considered

Using the CCNR Roadmap and the technologies considered therein as a starting point, we assign a point rating. This depends on the emission limit values achieved by the main and auxiliary engines. We also award incentive points for innovative measures that reduce emissions. The table below shows the technologies considered with the Green Award point rating for emission performance and measures taken.

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CCR Roadmap and Green Award

Technologies considered by CCNR	Description	Emission reduction potential (Source: CCNR)			Green Award points rating									
		CO ₂	NO _x	PM	for emission performance*						for measure **			
					CCNR 2 level			Stage V level				Zero emission		
					NO _x	PM	Totaal	NO _x	PM	Totaal	NO _x	PM	Totaal	
CCNR 2 or below***, diesel	Fossil diesel in an internal combustion engine which complies with the emission limits CCNR 2 or older engine.	0%	0%	0%	100	100	200							
CCNR 2 + SCR + DPF, diesel	Fossil diesel in an internal combustion engine which complies with the emission limits CCNR 2 and equipped with an additional Selective Catalytic Reduction.	0%	82%	54%										
	CCNR 2 + DPF				100	200	300							
	CCNR 2 + SCR				200	100	300							
	CCNR 2 + DPF + SCR				200	200	400							
Stage V, diesel	Fossil diesel in an internal combustion engine which complies with the emission limits EU Stage V.	0%	82%	92%				200	200	400				
LNG	Liquefied Natural Gas in an internal combustion engine which complies with the emission limits EU Stage V.	100%	81%	97%				200	200	400				30
Stage V, HVO	HVO in an internal combustion engine which complies with the emission limits EU Stage V. HVO stands for hydrotreated vegetable oil itself (without blending with fossil fuels) and all comparable drop-in biofuels (including e-fuels) as well as synthetic diesel made with captured CO ₂ and sustainable electric power.	100%	82%	92%				200	200	400				40
LBM	Liquefied Bio Methane (or bio-LNG) in an internal combustion engine which complies with the emission limits EU Stage V.	100%	81%	97%				200	200	400				40
Battery	Battery electric propulsion systems, with fixed or exchangeable battery systems.	100%	100%	100%							300	300	600	60
H ₂ , FC	Hydrogen stored in liquid or gaseous form and used in fuel cells.	100%	100%	100%							300	300	600	60
H ₂ , ICE	Hydrogen stored in liquid or gaseous form and used in internal combustion engines.	100%	82%	92%				200	200	400				40
MeOH, FC	Methanol used in fuel cells.	100%	100%	100%							300	300	600	60
MeOH, ICE	Methanol used in internal combustion.	100%	82%	92%				200	200	400				40

Abbreviations

DPF	Diesel particulate filter
FC	Fuel Cell
H ₂	Hydrogen
ICE	Internal Combustion Engine
LBM	Liquefied Bio Methane
LNG	Liquid Natural Gas
MeOH	Methanol (CH ₃ OH)
PM	Particulate Matters
SCR	Selective Catalyst Reduction

- * As main and auxiliary engines may have different emission levels and different running hours, the number of kWh per year per engine is determined and then the share per engine. See Sheet A. Engine performance.
- ** To be obtained in sheet B. Additional requirements
- *** A CCNR 1 main engine or main engine with unknown certification without aftertreatment is not certifiable by Green Award

Table 1

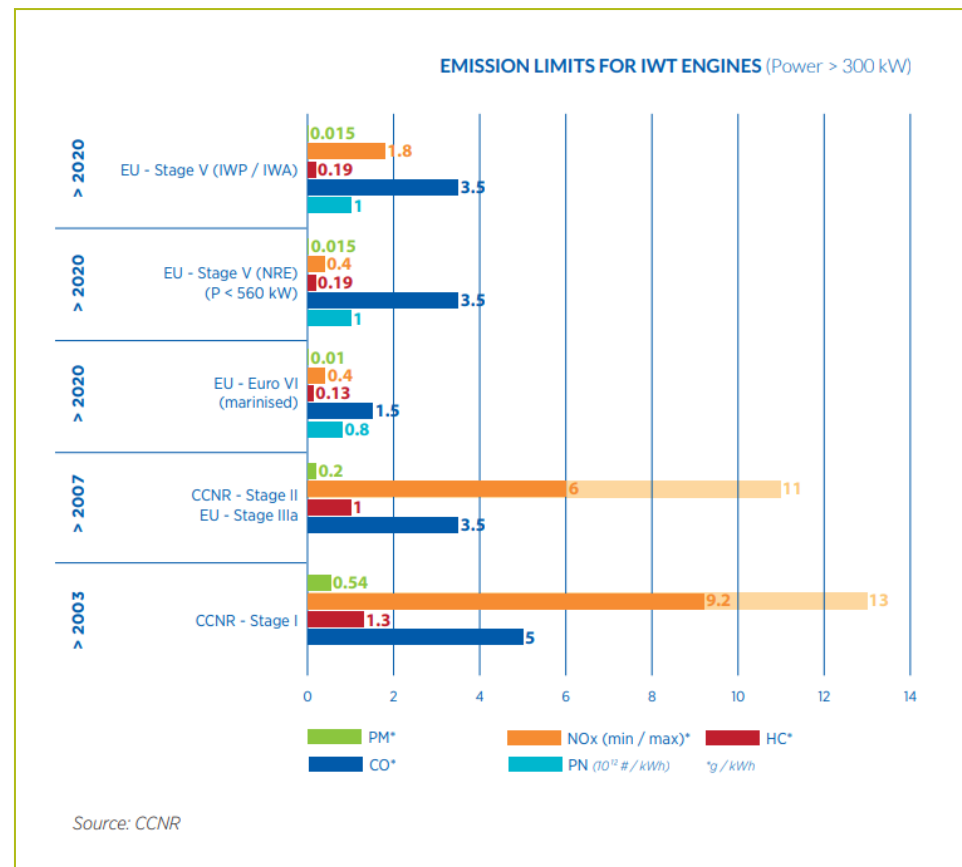
Emission limits

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Green Award applies the emission limits in accordance with CCNR, with the understanding that

- EU - Stage IIIa main engines at Green Award are excluded. This is in connection with the emission limit values on PM allowed by CCNR. If measurement reports show that the engines do meet the emission limits of CCNR 2 or better, the engines will be rated.
- The maximum emission limits that main engines may meet to qualify for certification:
 - NO_x 6.0 g/kWh
 - PM 0.2 g/kWh



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Minimum CCNR emission stage II (CCNR 2)

To qualify for a Green Award certificate, main engines must at least meet the emission requirements on NO_x and PM belonging to CCNR emission stage 2. This condition was brought in by the incentive ports. Ships with CCNR 2 and Stage V engines can therefore qualify for a Green Award anyway. Ships with other engines may also qualify if the emissions due to aftertreatment or other measures are at least equal to the requirements of CCNR emission stage 2. This has to be proven by the applicant with emission measurement reports. The measurements must be carried out by an independent and accredited measurement company in accordance with CCNR protocols ISO 8178 E3 cyclus. For all vessels, in addition to points for the engines, they must also achieve a certain minimum score on the additional requirements.

Additive/alternative fuel

For engines or after-treatment systems using an additive/alternative fuel indispensable for achieving the intended emission standards, the following shall apply:

- Closed records must be presented, showing conclusively that the product has been purchased and used.
- Ships seeking renewal of the Green Award certificate must submit procurement and consumption records for the past three years.
- For ships applying for their first Green Award certificate, records from the previous year must be submitted.
- For new-build vessels, recently converted vessels, or vessels that have just started using an additive or alternative fuel, send proof of closed records to Green Award one year after the inspection date.
- In all cases, a digital log of the installation is also valid.

Registration and verification

Part A of the programme of requirements should record all engines and their corresponding emission levels on NO_x and PM. For each engine, the type and any post-treatment is verified and a score is assigned.

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Weighting

As engines on ships can have different emission levels and different running hours, the contribution per engine is calculated. To do this, the number of kWh per year are determined and then the share per engine. This means, that if there are relatively many running hours with clean generators, this weighs positively. An example of the weighting and calculation of points:

Engine	Application	Emission level		Emission level		kWh/year	Share/ motor	Points/ motor
		NO _x	Points	PM	Points			
1	Drive	CCR 2	100	CCR 2	100	12.000	40%	80
2	Drive	CCR 2	100	CCR 2	100	12.000	40%	80
3	Generator	EU Stage V	200	EU Stage V	200	4.000	13%	53
4	Generator	CCR 1	0	CCR 1	0	2.000	7%	0
						30.000	100%	213

Table 3



3.2 Additional requirements (B-F)

We have formulated a set of additional requirements (and suggestions) that contribute to environmental and safety improvements. Not all elements need to be scored, but the degree of scoring does affect the level of the certificate. Below is an explanation for each requirement/suggestion, plus the proof required. Unless otherwise stated, the Green Award inspector verifies on board whether and to what extent the requirement is met.

B10 Waste management	
B10a-c	Is the on-board waste management plan part of the shipping company's SQ(E)MS? If a waste management plan is missing: is a record of waste discharges (broken down into plastic, rubbish, ship's waste, hazardous waste, liquid waste, food waste) present? And does the waste management plan include both the hotel part and the nautical part?
<i>Notes</i>	A shipboard waste management plan is a document that describes how waste is managed and treated on board a ship to minimise its impact on the environment. The waste management plan covers all types of waste. The plan should also describe the procedures for collecting, storing, treating and disposing of waste and indicate the equipment and resources available on board to do so. Moreover, the waste management plan should also describe the obligation of the ship's crew to comply with the waste management plan and to follow the regulations for managing waste on board. For example, hotel and shipboard waste should also be separated as they are subject to different rules. The plan should also be regularly updated and revised to ensure it remains current and effective.
<i>Proof</i>	Waste management plan included in SQ(E)MS and records available.
B10d-h	Is delivery reported and evaluated?
<i>Notes</i>	It is important to record and report the amount and cost of waste to the shore-based organisation. An annual evaluation should lead to measures to reduce the amount of waste. The evaluation and action plan are discussed between the hotel section and the nautical department on board. These agreements are reviewed during internal audits.
<i>Proof</i>	Waste management plan included in SQ(E)M, registrations, evaluations, internal audit reports available.

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<p><i>Example</i></p>	<p>Source: Rijkswaterstaat</p>
<p>B10i</p>	<p>Is a closed greywater circuit operational on board, including drop-off point?</p>
<p><i>Notes</i></p>	<p>Intended to collect and reuse greywater on a vessel in a closed system to prevent untreated discharges to surface water. In anticipation of legislation.</p>
<p><i>Proof</i></p>	<p>Separate piping system running from/to holding tank, plus drop-off point allowing water to be dispensed to shore/boat.</p>
<p>B10j</p>	<p>Is a wastewater treatment system operational on board?</p>
<p><i>Notes</i></p>	<p>A water treatment plant can be used to ensure that 'cleaner' dirty water goes overboard. Consists of: a holding tank, a treatment plant, a sludge collection facility, a pressure vessel, a secondary water system and a pump. No installation to make drinking water is meant here.</p>
<p><i>Proof</i></p>	<p>Working installation on board.</p>



B20 Pollution prevention	
<i>General</i>	<p>Sealing systems</p> <p>Various sealing systems are possible for a propeller shaft seal, thruster and bow thruster: seals with and without air chambers, with and without monitoring system.</p> <p>A zero-emission seal with air chamber and condition monitoring is a type of sealing system used in ships to reduce emissions and prevent water from entering the hull. This system consists of an air chamber between two sealing surfaces that prevents water from entering the hull and also reduces friction between the shaft and the seal.</p> <p>There are several reasons why a ship should have an emission-free seal with air chamber and condition monitoring system:</p> <ul style="list-style-type: none"> - <i>Reduced emissions:</i> This system helps reduce emissions from the ship's propulsion system. By preventing water from entering the ship's hull, the amount of oil and other pollutants entering surface water is reduced. - <i>Improved efficiency:</i> The air chamber arrangement of this system reduces friction between the shaft and the seal, which can improve the efficiency of the marine propulsion system. - <i>Improved safety:</i> by preventing water from entering the hull, this system helps improve vessel safety and reduce the risk of water ingress. - <i>Condition monitoring:</i> a condition monitoring system included in this system allows real-time monitoring of seal performance, allowing potential problems or defects to be detected before they become serious problems. This can help prevent failures and reduce maintenance costs. <p>In short, an emission-free seal with an air chamber and condition monitoring system is a valuable addition to a ship's propulsion system that can contribute to increased efficiency, reduced emissions, improved safety and better condition monitoring.</p> <p>The number of points depends on the level of implementation.</p>
B20a	Is the vessel equipped with certified water-lubricated propeller shaft(s)?
<i>Notes</i>	A water-lubricated propeller shaft system rotates in a stern tube that fills with outside water. It is a cost-free and environmentally friendly alternative to a grease-lubricated propeller shaft.
<i>Proof</i>	Certificate/ Invoice.

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B20b+c+f	Is the vessel equipped with an emission-free propeller shaft seal with an air chamber and water condition monitoring system?
<i>Notes</i>	<p>Various sealing systems are possible for a propeller shaft seal, thruster and bow thruster: seals with and without air chambers, with and without monitoring system.</p> <p>A zero-emission seal with air chamber and condition monitoring is a type of sealing system used in ships to reduce emissions and prevent water from entering the hull. This system consists of an air chamber between two sealing surfaces that prevents water from entering the hull and also reduces friction between the shaft and the seal.</p> <p>There are several reasons why a ship should have an emission-free seal with air chamber and condition monitoring system:</p> <ul style="list-style-type: none"> - <i>Reduced emissions:</i> This system helps reduce emissions from the ship's propulsion system. By preventing water from entering the ship's hull, the amount of oil and other pollutants entering surface water is reduced. - <i>Improved efficiency:</i> The air chamber arrangement of this system reduces friction between the shaft and the seal, which can improve the efficiency of the marine propulsion system. - <i>Improved safety:</i> by preventing water from entering the hull, this system helps improve vessel safety and reduce the risk of water ingress. - <i>Condition monitoring:</i> a condition monitoring system included in this system allows real-time monitoring of seal performance, allowing potential problems or defects to be detected before they become serious problems. This can help prevent failures and reduce maintenance costs. <p>In short, an emission-free seal with an air chamber and condition monitoring system is a valuable addition to a ship's propulsion system, which can contribute to increased efficiency, reduced emissions, improved safety and better condition monitoring. The number of points depends on the implementation level.</p>
<i>Proof</i>	Certificate/statements from seal supplier.
B20d	Does the vessel have certified propeller shaft seals (inside and outside)?
<i>Notes</i>	A propeller shaft seal (with seals) keeps the outside water out and the lubricant in, preventing oil or grease from entering the water. Or an equivalent alternative. This minimises the risk of environmental pollution.
<i>Proof</i>	Certificate/statement from the supplier of propeller shaft seals. Certificate/statement to be submitted with the application.
<i>Verification</i>	Certificate by Green Award office and visual observation on board by Green Award inspector.

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B20g	Has the ship rudder-trunk seals?
<i>Notes</i>	A stir seal keeps the outside water out and the lubricant in, preventing oil or grease from entering the water. An equivalent alternative such as water-lubricated seals is also eligible for scoring.
<i>Proof</i>	Invoice/statement from supplier, to be submitted with the application.
<i>Verification</i>	By office Green Award.
B20h	D20 b-g : Are eco-friendly lubricants (EALs) or lubricants with the European eco-label (EEL) used?
<i>Notes</i>	Products with the European Ecolabel have a guaranteed, independent and verified low impact on the environment. To obtain the <u>EU Ecolabel</u> , goods and services must meet high environmental standards throughout their life cycle: from raw material extraction through production and distribution to disposal. Choosing and promoting products with the EU Ecolabel makes a real contribution to the biggest environmental challenges of our time identified in the European Green Deal, such as achieving climate neutrality by 2050, moving to a circular economy and achieving the ambition of zero pollution for a toxin-free environment.
<i>Proof</i>	Invoices and visual observation on board by Green Award inspector.
B20i	Is there a microfiltration system in use for lubricating oil?
<i>Notes</i>	Such a system extends the life of the lubricating oil and therefore reduces release of waste lubricating oil. It can also prevent failure due to contamination.
<i>Proof</i>	Presence of working system on board.
B20j	Are the bunker tanks equipped with a permanent high level alarm?
<i>Notes</i>	Overflows during bunkering are prevented by the BOBS (Bunker Overfill Security System). However, overflows can also occur during internal fuel transfer. A permanent high-level alarm warns if the fuel level in one of the tanks is too high. Connecting the trim pump to the BOBS is also a solution.
<i>Proof</i>	Working system on board.
B20k	Has a safety checklist for bunkering the vessel's fuel implemented?
<i>Notes</i>	Oil spills and leaks during bunkering operations are a primary source of oil pollution. Experience has shown that many of the bunkering floods and oil spills can be attributed to human error. The use of a bunker safety checklist contributes to safe operations.
<i>Proof</i>	Completed and signed bunker safety checklists covering a period of at least 3 months prior to the inspection.
<i>Information</i>	http://isgintt.org/

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B20l	Are proper and appropriate drip trays available under the engines?
<i>Notes</i>	Drip trays catch any leakage from the engine, preventing fuel, oil or oil-contaminated water from entering the bottom of the vessel, which can cause environmental pollution. Drip trays help in the responsible disposal of environmentally polluting waste and contaminated water.
<i>Proof</i>	Presence of bins under the engines or truss compartments that cannot pass through or overflow into the rest of the bilge.
B20m	Is the bilge clean (free from oil, grease and other materials)?
<i>Notes</i>	A clean bilge prevents fuel, oil or oil-contaminated water from accumulating at the bottom of the vessel, which can cause environmental pollution.
<i>Proof</i>	Condition of the bilge.
B20n	Are conventional batteries placed in acid-resistant containers? (charging capacity >0.2 kW and <3.0 kW)
<i>Notes</i>	These containers protect the batteries from external influences as well as preventing accidental acid spills.
<i>Proof</i>	Presence of bins.



C10 Alternative fuels	
E10a-g	LNG/LBM/GTL/HVO/Hydrogen/Methanol
<i>Notes</i>	Alternative fuels help reduce greenhouse gas emissions and environmental pollutants.
<i>Proof</i>	Visible on board.

C20 Energy sources for propulsion	
C20a+b	Hydrogen/Methanol (green or blue in a fuel cell)
<i>Notes</i>	Alternative fuels help reduce greenhouse gas emissions and environmental pollutants.
<i>Proof</i>	Visible on board.
C20c	Externally charged batteries (score dependent on % usage)
<i>Notes</i>	Sailing on externally charged battery packs means emission-free cruising.
<i>Proof</i>	Visible on board.

C30 Propulsion/hull measures for energy saving	
C30a	Diesel-electric or LNG-electric main drive
<i>Notes</i>	A diesel-electric drive is an indirect transmission in which a diesel engine drives a generator, which in turn provides power for one or more electric motors. Depending on the power required, a generator is either switched on or off. This can result in energy savings. In LNG electric propulsion, the generator is driven by an engine running on LNG.
<i>Proof</i>	Visible on board.
C30b	Diesel-electric or LNG-electric bow thruster
<i>Notes</i>	A diesel-electric drive is an indirect transmission in which a diesel engine drives a generator, which in turn provides power for one or more electric motors. Depending on the power required, a generator is either switched on or off. This can result in energy savings. In LNG electric propulsion, the generator is driven by an engine running on LNG.
<i>Proof</i>	Visible on board.
C30c	Bow thruster driven by batteries

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<i>Notes</i>	A battery-powered bow thruster produces no emissions on site.
<i>Proof</i>	Visible on board.
C30d	Energy-saving rudder system
<i>Notes</i>	There are rudder systems that provide less resistance and therefore save energy.
<i>Proof</i>	Invoice or certificate.
<i>Verification</i>	Options: enquiry by Green Award with the supplier, official reports from e.g. Marin/Wageningen, DST Duisburg, subsidies granted or lists Ministry of Infrastructure and Waterways or CCNR.
C30e	Hydraulic shaft generator or alternative
<i>Notes</i>	A shaft generator is a generator driven by the propeller shaft of a vessel. The propeller shaft runs from the main engine to the propeller intended for propulsion. The shaft generator is used to provide electrical power to the ship while underway. This is energy-saving because the larger main engines have lower relative consumption than auxiliary engines and because maintenance costs of auxiliary engines can be saved.
<i>Proof</i>	Ash generator is visible on board. The inspector may ask to demonstrate the operation on the spot.
C30f	Contrarotating rudder propeller
<i>Notes</i>	The counter-rotating rudder propeller is a system in which two counter-rotating propellers driven by a vertical shaft are mounted on a single tailpiece, usually each on one side. It replaces the conventional marine propeller, consisting of a single propeller driven by a horizontal axis. It also replaces the conventional rudder system, in that the propeller itself functions as a rudder. The counter-rotating rudder propeller can rotate 360 degrees. The application of the counter-rotating rudder propeller can lead to fuel savings.
<i>Proof</i>	Copy of invoice, to be submitted with Green Award application form .
<i>Verification</i>	Visual inspection by Green Award inspector and by Green Award office.
C30g	Nozzle
<i>Notes</i>	The nozzle increases the propulsive power of the propeller, allowing a ship to travel a greater distance per propeller revolution (at the same fuel consumption) than without the nozzle. This leads to fuel savings and hence emission reductions.
<i>Proof</i>	Copy of invoice, to be submitted with Green Award application form.
<i>Verification</i>	By office Green Award.

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C30h	Hull modifications (e.g. air-launch system, collapsible tunnel system, flow plate, bulb stem, waterline extension)
<i>Notes</i>	<p>For example:</p> <ul style="list-style-type: none"> - <i>Air lubrication system under the hull</i>: the application of air bubbles under the hull in order to reduce the friction between the water and the hull. Depending on sailing speed, load factor and weather conditions, this results in fuel savings and hence emission reduction. - <i>Collapsible tunnel system integrated in the hull</i> Fold-out: when a vessel is high in the water unloaded, the propellers rise above the water, reducing efficiency. If a fold-out tunnel system is applied, the air supply is cut off and the water is literally sucked towards the propellers. This allows a vessel to sail longer at low tide or unload deeper. Collapsed: if a tunnel system can be retracted when not operationally needed (loaded deep in the water), the vessel moves through the water with less resistance. This can save fuel and thus reduce emissions. - <i>Drainage plate, spoiler, bulb stem and waterline extension</i>. <p>Up to 20 points can be obtained on this element, depending on the saving(s). This is at the discretion of the inspector.</p>
<i>Proof</i>	Invoice, reports from Marin, DST, grant approval.
<i>Verification</i>	By inspector on board, cross check by Green Award office.
C30i+j	Non-toxic hard hull coating (100% free of tin, copper and biocide)
<i>Notes</i>	Hard marine coatings are resistance-reducing, do not react with water and do not contain biocides. They do not gradually dissolve, have anti-corrosive properties and do not contain silicones or other contaminating elements. Alternative: biocide-free antifouling.
<i>Proof</i>	Invoice.
<i>Verification</i>	By office Green Award.



C40 Emission reduction	
C40a	Shore power installation (see reading guide for technical specifications)
<i>Notes</i>	If a ship can use shore power, generators need to be used less. This means less noise pollution and better air quality for the port.
<i>Proof</i>	Presence of connection according to NEN-EN 15869-1,2,3:2019 < 125 A or NEN-EN 16840:2017 if > 250 A (ESTRIN)
C40b	Shore power installation suitable to continue all hotel and nautical functions while in port
<i>Notes</i>	If one or two powerlock connections can keep all hotel and nautical system functions available, there is no need to start a generator. Power management then controls that less important devices are switched off as long as shore power is active. During the use of shore power, no generator should be used on board, even to cover peak moments.
<i>Proof</i>	On-board installation.
C40c	Batteries capable of powering most functions when shore power is not available
<i>Notes</i>	If shore power is not available while idling, the on-board grid can be powered by batteries to power most functions. This reduces the use of generators, saving fuel and reducing emissions.
<i>Proof</i>	Batteries with sufficient capacity on board.
C40d	Solar panels supplying electricity to batteries
<i>Notes</i>	Generating solar energy on board saves on fuel and shore power.
<i>Proof</i>	Solar panels on board.
<i>Points</i>	Depending on capacity and need, at the inspector's discretion.
C40e	Wind turbines supplying electricity to batteries
<i>Notes</i>	Wind power generation saves on fuel and shore power.
<i>Proof</i>	Wind turbines on board.
C40f	Energy-efficient indoor and outdoor lighting
<i>Notes</i>	LED lighting uses less energy, requires less maintenance, is more reliable and less prone to failure.
<i>Proof</i>	Working lights on board.



C50 Fuel saving	
C50a	Certificate on board fuel economy course? (Alternative: e-learning course, 5 points)
<i>Notes</i>	This refresher course is aimed at experienced skippers and inland waterway operators. Participants save up to 7% fuel on average after attending this course. Green Award recognises the courses of the VoortVarend Besparen programme and DST's Topo-Fahrt training course in Duisburg. The course from VoortVarend Besparen is honoured with 5 points, the course from DST with 10 points. This is because the latter course is more in-depth.
<i>Proof</i>	Certificate on board.
<i>Verification</i>	By inspector on board, cross check by Green Award office.
C50b	Fuel consumption meter(s) on main engine(s)
<i>Notes</i>	Greater insight into consumption will allow more efficient use of fuel.
<i>Proof</i>	Presence of meter(s).
C50c	Intelligent consumption meter (cruise control, A-tempomat combined with fuel consumption meter)
<i>Notes</i>	With <i>cruise control</i> , the skipper has the option to choose either a fixed set cruising speed or a fixed fuel consumption per kilometre travelled. Fuel savings are made possible by hardware measuring the load of the main engine(s) via existing (or supplied) electronic sensors and controlling it as efficiently as possible. In addition, automatic control ensures that changing speed will be much more efficient than using the governor. Also, the user has the option of completing the route to be sailed over an exact time schedule. This avoids arriving at the destination uneconomically early. Finally, awareness of fuel consumption will contribute to sailing more economically. The <i>A-tempomaat</i> is a device intended to influence a vessel's fuel consumption by setting the right position of the regulator based on a number of preconditions. Although the idea behind the Tempomaat is sound, at many times it turns out that it is not desirable for the device itself to set the position of the regulator and thus the engine speed. Reasons for this include local traffic situations and possible urgency of transport, so that, for example, only the highest position of the regulator suffices, regardless of the fuel cost. To overcome these problems, the Advising Tempomaat was developed, a device that does not determine the regulator setting itself, but indicates the desired position of the regulator to the helmsman, as a kind of fully automatic advice.
<i>Proof</i>	Meter on board.



C50d	Track pilot or similar system with deadman alarm with sensors monitoring human movements
<i>Notes</i>	A track pilot is a fully automated heading system that allows a vessel to sail on a predetermined line (a 'track'). Here, the steering of the autopilot is controlled by the course system's software. It makes sailing less intensive and requires fewer steering movements. The ship sails the most optimal route through the fairway, so to speak, which saves fuel.
<i>Proof</i>	Presence of trackpilot.
C50e	Heat exchanger (e.g. to use heat from the engine to heat water)
<i>Notes</i>	A heat exchanger is a device that separately transfers heat from a fluid or gas to another medium. Through the application of the heat exchanger, heat is recovered so that savings can be made on cooling or heating air or liquids. Example: using heat from the engine to heat water.
<i>Proof</i>	Device on board.

C60 CO₂ performance	
C60a+b	Are CO₂ emissions per journey/passenger/passenger kilometre recorded according to the Green Award CO₂ calculation form? Or alternatively?
<i>Notes</i>	CO ₂ emissions in the Netherlands and the rest of the world are responsible for global warming. Global agreements have been made to reduce these emissions substantially. That way, we can pass on the planet to future generations in a good way. But how much CO ₂ does a ship emit? To find out, we have created a calculation model. CO ₂ is easy to calculate, because it has been established how much CO ₂ is released per litre of fuel, the so-called emission factor. We use the List of emission factors CO₂ emission factors . In our spreadsheet, you can choose between an empty journey or a journey with passengers. A journey with passengers also results in emissions per passenger kilometre. Registration is a first step and is meant to create awareness, not (yet) to formulate and realise savings targets. An alternative registration method may also qualify for point scoring. This is at the discretion of office Green Award.
<i>Proof</i>	Registration to be viewed on board.
<i>Verification</i>	Inspector/office Green Award.
<i>Extra</i>	Upon registration, 15 points are awarded. If registration is submitted to Green Award every 12 months during the 3-year certification period, an additional 10 points will be awarded once. If submission is neglected, 10 points will be deducted. This may have an effect on the certification level.



D10 General certification	
D10 a-e	General certification
<i>Notes</i>	<p>A quality system according to ISO complies with the standards set by the International Organisation for Standardisation (ISO). These standards, such as ISO 9001, provide guidelines for establishing, implementing, maintaining and improving an effective quality management system in an organisation. Companies and organisations can obtain ISO certification by meeting the requirements of the ISO standards and having their quality management system certified by an accredited certification body.</p> <p>Below is an explanation of the standards included in our programme of requirements:</p> <ul style="list-style-type: none"> - ISO 9001: This standard provides guidelines for establishing, implementing, maintaining and continuously improving a quality management system. Its purpose is to help organisations ensure that their products and services consistently meet the requirements of customers and regulatory standards. - ISO 14001: This standard provides guidelines for establishing, implementing, maintaining and continuously improving an environmental management system. It aims to help organisations reduce their environmental impact and comply with legal requirements and other environmental requirements. - ISO 27001: This standard provides guidelines for establishing, implementing, maintaining and continuously improving an information security management system. It aims to help organisations protect their information from unauthorised access, use, disclosure, disruption, destruction or modification. - ISO 45001: This standard provides guidelines for establishing, implementing, maintaining and continuously improving a workplace health and safety management system. It aims to help organisations make their work environment safer and healthier for their employees and other stakeholders. - ISO 45003: This standard provides guidance on the management of psychosocial risks in the workplace. It aims to help organisations create a working environment that minimises psychosocial risks and promotes employee mental health. <p>Points are awarded if there is a valid certificate on board in the ship's name.</p>
<i>Proof</i>	Valid certificate(s) on board, in the name of the vessel.



E10 Safety and quality management documents	
E10a	Is a Safety Quality Management System (SQMS/SQEMS) documented?
<i>Notes</i>	<p>A Safety Quality Management System (SQMS) is an integrated system that encompasses an organisation's safety and quality processes and procedures. It aims to ensure the safety of employees and passengers, as well as improve and maintain the quality of products and services. An SQMS covers all aspects of safety and quality, from identifying risks and developing preventive measures to monitoring and improving processes. An SQEMS has an additional focus on the environment.</p> <p>The SQMS/SQEMS may include the following components:</p> <ul style="list-style-type: none"> - A <i>safety management plan</i> (Safety) : aimed at identifying and controlling safety risks in the organisation. It includes a description of the safety procedures and protocols to be followed, as well as the safety responsibilities of employees. - A <i>quality management system</i> (Quality): focuses on monitoring and improving processes to ensure the quality of products and services. It includes procedures for measuring quality, managing complaints and identifying areas for improvement. - An <i>environmental management system</i> (Environment): designed to manage and minimise the environmental impact of a company or organisation by implementing processes and practices that reduce harmful emissions, minimise waste, conserve natural resources and promote the use of renewable energy sources. - An integrated <i>management system</i> (Management): a system that combines and integrates the safety and quality aspects of the organisation into a single entity. It includes procedures and protocols aimed at ensuring the safety and quality of products and services. - An SQ(E)MS can help improve and maintain the safety and quality of products and services, as well as contribute to improved organisational performance and efficiency.
<i>Proof</i>	There is a physical or digital SQ(E)MS on board.



E10b	Are all S&Q documents part of a controlled system?
<i>Notes</i>	<p>Documents should be part of a controlled system because they are an important part of business processes and contain information essential to an organisation's day-to-day operations.</p> <p>There are several reasons why documents should be included in a controlled system, including:</p> <ul style="list-style-type: none"> - Minimising errors: by ensuring that documents are controlled, errors and inconsistencies can be minimised, increasing the accuracy and reliability of information. - Ensuring compliance with laws and regulations: by including documents in a controlled system, the organisation can ensure that these documents comply with relevant laws and regulations and that there is no breach of the law. - Reducing risks: a controlled document management system can help reduce risks associated with outdated or inaccurate information. - Promoting efficiency: by including documents in a controlled system, they can be easily found and shared, contributing to organisational efficiency. <p>In general, a controlled document management system provides accurate, reliable and consistent information needed for an organisation's day-to-day operations.</p>
<i>Proof</i>	Inspection of controlled system, digital or physical. Check for e.g. person responsible for document, version, revision date, availability in right place.
E10c	Are all S&Q-related documents, records and instructions available in a working language(s) defined by the SQ(E)MS?
<i>Notes</i>	Agreeing on a working language(s) contributes to more effective communication, better collaboration, greater accuracy and faster decision-making. It also contributes to streamlined communication as less time is needed to explain words or phrases. This can come in handy during emergencies.
<i>Proof</i>	Working language(s) defined in SQ(E)MS, documents, records and operating instructions available for inspection
E10d	Is the master's overriding authority defined in the SQ(E)MS and clearly stated in his/her job description?
<i>Notes</i>	Overriding authority is the right and responsibility of the master of a ship to make decisions necessary for the safety and well-being of the ship, crew and passengers, even if these decisions are contrary to the normal procedures or instructions of the ship owner or operator. This is an important responsibility of the master and, is an important aspect of maritime law and is widely recognised as an essential part of the safe operation of ships. In the case of multiple captains on board, one captain is appointed who has overall authority.
<i>Proof</i>	Mention in SQ(E)MS and job description captain.



E20 Familiarization shipboard staff and passengers	
E20a	Do all crew members receive Safety and Environmental training on signing on and is this recorded?
<i>Notes</i>	A safety and environment training course is an educational course that trains employees in safety and environmental guidelines relevant to their work. The training focuses on various aspects of safety and environment, such as personal protective equipment, safety and emergency procedures, laws and regulations, hazardous materials, fire safety and environmental awareness. The aim of the training is to reduce accidents on board, improve safety culture and reduce an organisation's environmental impact. It is therefore important to invest in high-quality safety and environmental training for crews.
<i>Proof</i>	Description in SQ(E)MS manual, registration of participation including signatures of participants.
E20b	Do all crew members receive instructions on the drugs and alcohol policy?
<i>Notes</i>	A drug and alcohol policy is a set of rules and procedures established by an organisation to regulate and manage the use of drugs and alcohol in the workplace. The policy defines the acceptable level of use or prohibition of the use of drugs and alcohol at work, as well as the procedures for testing for drug and alcohol use and sanctions for violating the policy. The purpose of a drug and alcohol policy is to create a safe and healthy work environment, reduce risks of accidents and harm, and promote employee productivity and efficiency. Organisations that implement a drug and alcohol policy can increase their employees' awareness and understanding of the risks of drugs and alcohol in the workplace and promote a culture of responsibility and safety.
<i>Proof</i>	Description in SQ(E)MS and signatures of crew including hotel staff indicating that they have received, read and understood the policy.
E20c	Do all passengers receive safety instructions from designated shipboard staff before the voyage starts?
<i>Notes</i>	Safety instructions on a passenger ship are rules and tips given to passengers by staff to help them in case of emergencies. This includes wearing life jackets, avoiding risk areas, following escape routes and gathering at safety assembly points. Passengers are taught how to act in case of an emergency. The aim is to keep passengers safe and minimise potential risks in case of emergencies on the ship.
<i>Proof</i>	Description in SQ(E)MS, recording of instruction with date, time, attendance list, any cross check with passengers.

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E20d	Is the task related to safety instructions mentioned in the individual job descriptions of the designated persons?
<i>Notes</i>	This ensures that employees know what is expected of them.
<i>Proof</i>	Job description in SQ(E)MS manual and with individual employee(s).
E20e	Is a Safety/Emergency drill schedule implemented and documented?
<i>Notes</i>	A safety and disaster exercise schedule includes the frequency of exercises, the parties involved and their responsibilities, the scenarios being practised, and the procedures to be followed in the event of an emergency. Holding regular drills allows people to get used to the procedures, and any errors or problems can be identified and resolved before an actual emergency occurs
<i>Proof</i>	Schedule and documentation defined in the schedule available on board.
E20f	Is a Safety/Emergency drill schedule available for crew that are to participate in Safety and Emergency drills?
<i>Notes</i>	This ensures that employees know when to participate in a safety/disaster drill.
<i>Proof</i>	Schedule, description of exercises, date, and list of participants to be present at this exercise.
E20g	Are fire drills held every six months?
<i>Notes</i>	A fire-fighting drill is designed to ensure rapid and targeted action during a fire. Practice teaches automatism so that no time is lost in an emergency. The exercise may include the following items: limiting and fighting incipient fires, extinguishing, extinguishing agents and extinguishers, hazardous substances, electrical cabinets.
<i>Proof</i>	Description of most recent exercise, attendance list with date of exercise and signatures participants.
E20h	Are drills simulating a man-overboard situation held every six months?
<i>Notes</i>	A man-overboard manoeuvre is used to rescue a person who has fallen into the water quickly, efficiently and safely. It is important to establish automatism so that everything is done with a minimum of orders. This involves discussing and simulating different scenarios (think of types of waterways in relation to vessel characteristics). It is therefore advisable to practice simulation of man-overboard manoeuvres regularly. It is important that the vessel can quickly and safely return to the drowning person and assume a good position in relation to the drowning person such that he or she can be easily rescued.
<i>Proof</i>	Description of most recent exercise, attendance list with date of exercise and signatures participants.



E20i	Is there demonstrable use of personal protective equipment (such as helmet, life jacket, hearing protection)?
<i>Notes</i>	To manage risks on board and reduce the risk of injury or health damage, the use of personal protective equipment is necessary.
<i>Proof</i>	Presence of helmet, life jacket, hearing protection for each crew member.
E20j	Are all contact details for emergency notifications and communications readily available in the wheelhouse?
<i>Notes</i>	By keeping up-to-date contact details and making them available, alarms can be raised quickly. This allows emergency responders and others to react quickly and effectively to the emergency and get the information needed to provide appropriate help.
<i>Proof</i>	List visible in wheelhouse.
E20k	Are all emergency contact details as per SQMS format and controlled?
<i>Notes</i>	It is important to have unambiguous information.
<i>Proof</i>	Described in SQ(E)MS, including procedure ensuring timeliness of data, versions wheelhouse/ QM(E)MS match.
E20l	Does the SQ(E)MS include specific action plans supported by checklists for particular emergencies (min. coverage: grounding, collision, fire on board and man overboard)?
<i>Notes</i>	Specific action plans supported by checklists are very important in grounding, collision, fire on board and man-overboard situations because these emergencies can be very serious and need to be dealt with quickly to ensure the safety of crew and passengers. A standardised action plan and checklists allow crew and passengers to act quickly and effectively, minimising the risk of injury or damage.
<i>Proof</i>	Action plans and checklists described in SQ(E)MS.
E20m	Is the second in command (substitute to the captain) clearly defined in the SQ(E)MS?
<i>Notes</i>	Appointing a replacement captain is important for the safety and well-being of crew and passengers on board a ship. A captain is responsible for navigation, safety and operational procedures. If he/she is unable to carry out these responsibilities, there can be serious consequences. It is especially important during long voyages where fatigue or illness may be a factor, or during emergency situations. It ensures continuity of operational procedures quickly and effectively respond to emergencies. It also complies with international regulations and requirements of shipping authorities.
<i>Proof</i>	Described in SQ(E)MS, check for current situation on board.



E30 Media response	
E30a+d	Media response plan
<i>Notes</i>	<p>A media response plan is a plan prepared by an organisation to prepare for possible media coverage in the event of a crisis or unexpected event. The plan describes how the organisation will respond to media enquiries and how they will communicate the situation to the public. A media response plan usually contains a number of key elements, such as:</p> <ul style="list-style-type: none"> - A list of key people responsible for communicating with the media and the public, including their contact details. - A description of the procedures for gathering information about the event, such as identifying the cause and determining the extent of the damage. - An overview of the communication channels that will be used to get the message across, such as press releases, social media, press conferences and media interviews. - A description of the message that will be communicated and how it will be presented, including how the organisation will deal with misinformation or rumours. - A timeline for implementing the plan, including deadlines for sending out press releases, organising press conferences and answering media enquiries. <p>The purpose of a media response plan is to ensure that the organisation can respond quickly and effectively to potential media requests and manage the situation to protect the organisation's reputation.</p>
<i>Proof</i>	Media response plan in SQ(E)MS as well as known to crew.

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E30b+c	Media spokesperson & does the crew know who the media spokesperson is?
<i>Notes</i>	<p>Appointing a press spokesperson is important for several reasons:</p> <ol style="list-style-type: none"> <i>1. Communication with the media:</i> a press spokesperson is responsible for managing communication between an organisation and the media. It is important that the organisation has a clear message that can be communicated to the media and that this message is conveyed consistently and accurately. <i>2. Protecting reputation:</i> a press spokesperson can also help protect an organisation's reputation. For example, if a crisis or negative news about the organisation arises, a press spokesperson can help manage the organisation's message and ensure it is communicated appropriately. <i>3. Building trust:</i> a press spokesperson can also help build trust with the public and the media. By being open and honest about the organisation's activities and performance, the press spokesperson can help improve the organisation's reputation and gain the trust of the public and the media. <i>4. Effective communication:</i> a press spokesperson can help improve an organisation's communication and ensure that the organisation's message is conveyed in the right way. This may include, for example, the press spokesperson ensuring that the message is formulated in understandable language and that it is appropriately tailored to the audience. <p>In short, a press spokesperson is important because this person can help manage an organisation's communication with the media and the public. This allows the organisation to protect its reputation, build trust and communicate effectively with its target audiences.</p>
<i>Proof</i>	Instructions on press spokesperson included in SQ(E)MS, instructions and spokesperson known to crew.
E30e	Is there training on responding appropriately to the media at least once a year?
<i>Notes</i>	<p>Regular training is good for maintaining and improving the skills needed to communicate effectively with the media and the public. Reasons why regular training is important: new developments, improving skills, better preparation for crisis communication.</p>
<i>Proof</i>	Registration of training, attendance and signatures.



E40 Reporting procedures on non-conformities, accidents and hazardous situations (incidents)	
E40a	Does the SQ(E)MS define "near miss", "incident" and "accident"?
<i>Notes</i>	<p>A "near accident" is an event that could have resulted in an accident or injury but ultimately did not. It is an opportunity for organisations to identify and correct potential safety risks before an actual accident occurs.</p> <p>An 'incident' is an event that causes damage or injury but does not result in a serious injury or accident. For example, a minor slip or fall that does not require medical attention is considered an incident.</p> <p>An 'accident', on the other hand, is an event that results in injury, damage or loss. It is a serious event that requires investigation and corrective action to prevent future incidents.</p> <p>In short, "near accident" and "incident" are events that can lead to an accident, while an "accident" is an event that actually results in damage or injury.</p>
<i>Proof</i>	Described in SQ(E)MS AND known to crew.
E40b+c	Is a formal reporting system for E40a between ship and office documented and applied? And are reports analysed and evaluated by both shipboard and office staff?
<i>Notes</i>	<p>A reporting system for near misses, incidents and accidents is important to improve workplace safety and health. Below are some reasons why such a system can be useful:</p> <p><i>Prevention:</i> A reporting system for near misses, incidents and accidents can help identify the causes and circumstances that led to an incident. Based on this, preventive measures can be taken to avoid similar incidents in the future.</p> <p><i>Risk management:</i> By systematically collecting and analysing information on near misses, incidents and accidents, workplace risks and hazards can be better understood and managed. This can help improve worker safety and reduce the likelihood of incidents and accidents.</p> <p><i>Compliance:</i> A reporting system for near misses, incidents and accidents can help comply with legal obligations on occupational health and safety. It can also help comply with internal organisational standards and guidelines.</p> <p><i>Improving corporate culture:</i> A reporting system for near misses, incidents and accidents can contribute to an open and transparent corporate culture. It can encourage employees to report incidents and near misses without fear of punitive action. This allows employees to work together to improve workplace safety and prevent accidents.</p> <p><i>Training and awareness:</i> By reporting and analysing near misses, incidents and accidents, training needs and training programmes can be better understood. It can help make workers aware of workplace risks and hazards and train them on how to perform their jobs safely.</p> <p>In short, a reporting system for near misses, incidents and accidents is an important tool for improving workplace safety and health, managing risks and preventing accidents.</p>
<i>Proof</i>	Described in SQ(E)MS and report viewable by inspector.



E40d	Are preventive measures identified, documented and implemented?
<i>Notes</i>	Preventive measures are important to identify and manage risks before they cause problems. They help ensure safety and quality and can prevent costs and reputational damage that may result from incidents or problems.
<i>Proof</i>	Described in SQ(E)MS and report viewable by inspector.
E40e+f+g	Are the preventive measures spread across all ships of the shipping company (and not just one specific ship)? Is an overall annual review prepared by the office and shared with the fleet? Are specific reported events included in annual training programmes?
<i>Notes</i>	If others know what preventive measures have been taken, they can learn from them and implement them as well. This can increase their own safety, prevent the recurrence of unwanted events and save costs.
<i>Proof</i>	Described in SQ(E)MS, reporting, training documentation.

E50 Preventing equipment failures	
E50a+b	Is a ship-specific electronic planned maintenance system (PMS) in place? Is specific equipment subject to preventive maintenance and is this documented, performed and recorded as part of E50a?
<i>Notes</i>	Periodic maintenance and planned maintenance are types of maintenance that are planned and performed in advance to prevent failures, while preventive maintenance focuses on predicting and preventing failures before they occur. A Planned Maintenance System (PMS) is a system used to manage and schedule periodic/planned and preventive maintenance and inspection of equipment and systems on board. It includes scheduling maintenance at regular intervals, performing inspections, troubleshooting and replacing parts when necessary. The purpose of a PMS is to keep equipment and systems in good condition, prevent breakdowns and failures and improve the efficiency of operations.
<i>Proof</i>	Visibly implemented on board. Demonstrable part of PMS, registration, documents and certificates of maintenance work performed.
E50c	Are (routine) maintenance activities performed by maintenance engineers checked and verified by on-board personnel and recorded as part of E50a?
<i>Notes</i>	Before the maintenance engineer(s) leave, the work is checked, tested and discussed, in order to avoid surprises after the engineer(s) leave.
<i>Proof</i>	On-board registration.



E50d+e	Does the PMS include routine checks of specific equipment at defined intervals and recording by on-board personnel (at least: engine room systems, rescue, firefighting, fire detection and navigation equipment)? Are results of checks on E50d communicated to the office (or recorded online in the PMS)?
<i>Notes</i>	It is important to plan and record routine checks for several reasons: regulatory compliance, quality assurance, traceability, accountability and continuous improvement.
<i>Proof</i>	On-board registration.
E50f	Are annual reports on the technical condition of the ship, prepared by the office staff, available on board? (Summary of trends highlighted?)
<i>Notes</i>	Annual reports are important to understand technical condition and plan maintenance or replacement well in advance.
<i>Proof</i>	Annual reports from the Technical Department. Possibly supplemented by a recent report from class office.

E60 Internal and external audits

E60a-g	Audits, reports, action points, follow-up and reporting
<i>Notes</i>	<p>Internal and external audits are both forms of independent assessments of an organisation's processes, procedures and systems to ensure quality and compliance with relevant standards and laws.</p> <p><i>Internal audits</i> are conducted by employees of the organisation itself to check whether internal processes and procedures are being followed correctly. This can help identify problems or deviations before they lead to bigger problems and can help improve the efficiency and effectiveness of the organisation. Internal audits are usually conducted by trained internal auditors who are independent of the departments or processes being audited.</p> <p><i>External audits</i> are conducted by independent and objective auditors who are not directly associated with the organisation. These audits are often used to assess the organisation's performance in accordance with external standards, regulations or legal requirements. For example, external audits can be used to assess an organisation's compliance with the requirements for a particular certification or accreditation, or to check the organisation's compliance with legal requirements on safety, health and the environment.</p> <p>It is important that internal audits are conducted annually and external audits 3-yearly, that all reports are reviewed by the onboard management team, that action points are recorded and that there is follow-up. Results should also be reported to the shore organisation.</p>
<i>Proof</i>	Described in SQ(E)MS, audit schedule, report, action points and follow-up steps including schedule available and understandable to Green Award inspector and demonstrably shared with shore-based organisation(s).



E70 Prevention of collisions	
E70a	A bridge height measurement sensor that triggers an alarm in case of insufficient headroom
<i>Notes</i>	The bridge height measurement sensor measures the clearance height and sounds an alarm if the clearance height is too low. This increases alertness and safety on board and reduces the risk of bridge collisions.
<i>Proof</i>	Working installation on board.
E70b	A deadman alarm system in the wheelhouse with sensors monitoring human movements
<i>Notes</i>	Research commissioned by the European Inland Waterway Transport Platform found that in 70 to 80 per cent of incidents in inland navigation, the human factor was a major element. A deadman alarm system can reduce the risk of incidents due to fatigue or the person at the helm becoming unwell.
<i>Proof</i>	Working installation on board.
E70c	A second radar on the stern
<i>Notes</i>	Assuming first radar is on the bow: a second radar on the stern can improve the safety and navigation of the vessel and provide a back-up in case of failure of the radar ahead.
<i>Proof</i>	Working installation on board.

F10 Safeguarding labour conditions

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F10a-c	External confidant
<i>Notes</i>	<p>From Green Award stakeholders, there has been a request to focus on working conditions on board passenger ships. We could include a whole list of these but decided to focus on the fiduciary.</p> <ul style="list-style-type: none"> - A trustee within a company has several important functions and benefits. Below are some key reasons why a company should have a trustee: - It provides a safe environment: a confidant is there to help employees address problems and concerns they have. These can range from bullying, harassment, discrimination, industrial disputes, stress and so on. The presence of a confidant makes employees feel safer and more supported to address these issues. - It improves communication: a confidant can serve as an important intermediary between employees and management. This can help address communication issues within the company, improving the overall working atmosphere and increasing productivity. - It helps with prevention: the presence of a confidant can make employees more aware of the procedures and policies the company has in place for dealing with problems. This can help prevent problems before they occur, and improve the work culture. - It improves employee satisfaction: employees want to feel valued and know they are heard. A confidant can help support employees in solving problems and can also act as an important source of feedback for management to improve the working environment. This can increase employee satisfaction and help retain valuable employees. <p>In short, having a confidant within a company can help create a safer and healthier working environment, improve communication, prevent problems and increase employee satisfaction.</p>
<i>Proof</i>	<p>The availability and purpose of a 'External confidant' is described in SQ(E)MS and is known to all crew members, any cross check with crew. Contact details of the confidential advisor are available in the mess room(s).</p>

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F10d-g	Annual report of the external confidant
<i>Notes</i>	<p>Green Award considers it important for the trustee to produce an annual report. This serves several purposes:</p> <ul style="list-style-type: none"> - Accountability for the work done by the trustee. It can be important to show what issues were discussed, what actions were taken and what the results were. This can help build trust in the trustee and promote transparency. Cases are described anonymously, unless the employee concerned requests otherwise. - Identify trends and patterns in the complaints and concerns presented to the trustee. This can help identify and name problems so that targeted action can be taken to address them. - Make recommendations for improvements based on the trustee's experiences. These recommendations can help improve policies and procedures within an organisation to promote employee safety and well-being. - In short, a trustee's annual report can help promote transparency, accountability and improvement within an organisation. It is also important that the annual report is made available simultaneously to the shore-based organisation(s) and crew members.
<i>Proof</i>	Description in SQ(E)MS, most recent report on board, any cross-check with crew .



4. Point award and certification level

4.1. Bronze-silver-gold

- ✓ There are three levels of certification: 'bronze', 'silver' and 'gold'. The level depends on the percentage of points achieved.
- ✓ The percentage of points obtained is composed of the score in 'A. Engine Performance' and 'B-F Additional Requirements'. This is not the sum or the average of the percentage, see the table opposite.
- ✓ Ships do not have to meet all additional requirements. The degree of scoring on the additional requirements affects the level of the certificate.
- ✓ To qualify for a Green Award certificate at the 'bronze' or 'silver' level, main engines must at least meet the emission requirements belonging to CCNR 2. This has been negotiated by ports that give discounts on port fees.
- ✓ To qualify for Green Award certification at the 'gold' level, main engines must at least meet the emission requirements belonging to EU Stage V. This is also a condition of ports that give discounts on port fees.

4.2. Platinum label

Ships with a Green Award certificate at the bronze, silver or gold level may qualify for an additional platinum label.

Target group: ships sailing emission-free, i.e. without emissions of CO₂, SO_x, NO_x and PM.

Example: ships with battery packs, battery containers, H₂ as energy carrier.

Performance: at least 3 hours emission-free, or 50% of the time if less than 6 sailing hours.

Engines	Percentage		
	A. Engine performance	B-F Additional requirements	
CCR2	29%-32%	≥ 20%	a
	33%-49%	20%-39%	b
		≥ 40%	c
	50%-57%	20%-39%	d
≥ 40%		e	
EU Stage V	≥ 58%	18%-25%	f
		26%-39%	g
		≥ 40%	h
Elektrisch	≥ 75%	18%-25%	i
		26%-39%	j
		≥ 40%	k

Bronze

Silver

Gold

Table 4



5. Procedures

5.1. Certification procedure

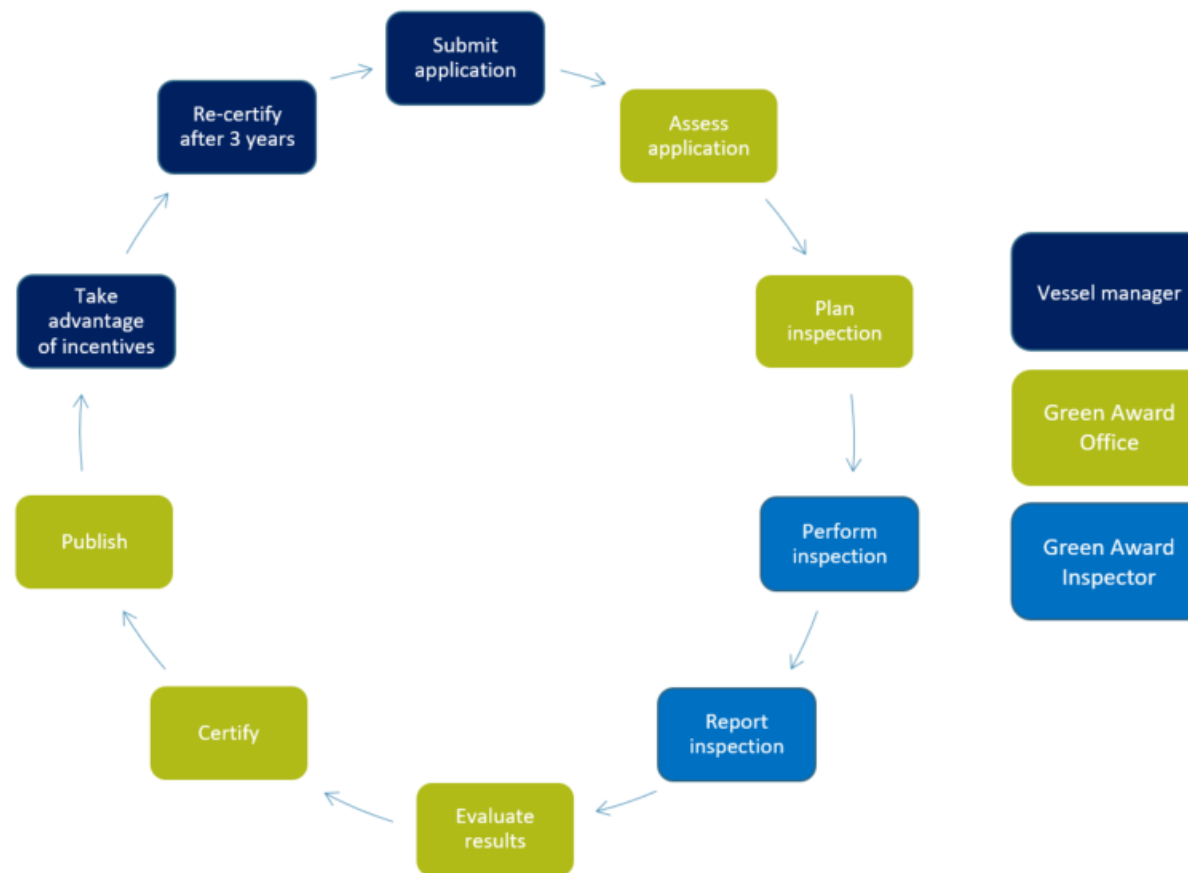


Figure 1



5.2. Procedure for developing Programme of Requirements

Times change, techniques change and requirements change. We therefore regularly update the Programme of Requirements (PoR), as a rule every three years. We evaluate the functioning of the existing programme and modify and supplement it where necessary and relevant. We closely monitor developments and work in close consultation with and input from barge operators, cruise lines, industry associations, ports and many others. To ensure the quality and relevance of our programme of requirements, we work as follows:

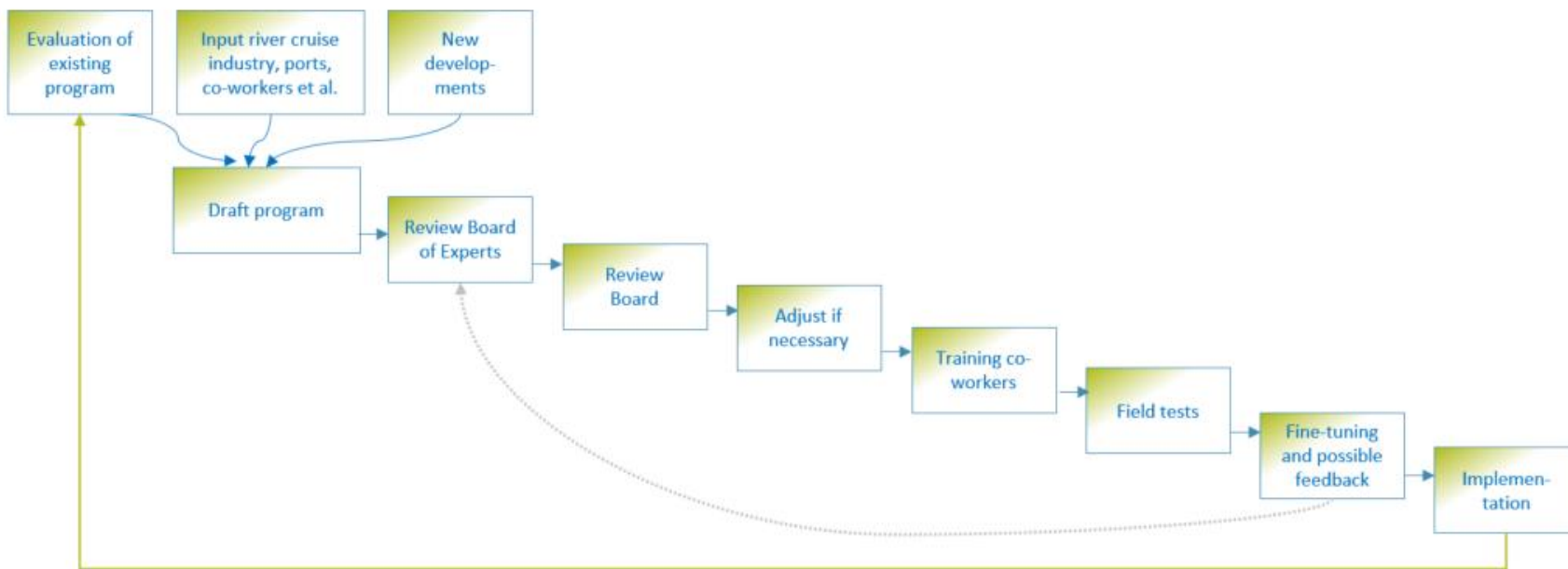


Figure 2

Green Award for River Cruise Vessels Reader's Guide Programme of Requirements 2023



6. Finally

Green Award aims to provide a challenging but achievable programme of requirements that will help move the sustainability of shipping forward. Questions, comments and suggestions for improvement are always welcome at inlandshipping@greenaward.org. An expert team of people with experience in inland navigation will be happy to help.

Green Award Foundation
Westerkade
3016 CL ROTTERDAM
+31 10 2170200
www.greenaward.org



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