







Green Award Foundation Annual REPORT 2006

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Chairman's preface

As Chairman of the Green Award Foundation I am regularly asked, "Do ships certified by the Green Award Foundation really perform better?".

Until recently I always explained that ships that merit a Green Award Flag must meet a challenging set of requirements related to quality, safety and the environment, and that a certificate is rewarded with financial and non-financial incentives. Consequently a Green Award ship is expected to be 'better'.

But currently, there is an extra dimension to my response. I'm referring to a report by Dr. Sabine Knapp, who studied port state control on a global scale by measuring the effect of inspections on the probability of casualties, and identified areas for improvement. Based on 183,000 port state control inspections and 11.000 casualties (globally) from 1999 to 2004, one of her conclusions was: 'On average, ships that are certified by Green Award show a lower amount of deficiencies in almost all categories versus ships that are not certified'. As Chairman, I am very proud of this scientific, objective evidence. This and other examples have been focused on by our management in their 'Foreword'.

It is almost a cliché now to refer to the running of a certification scheme as a team effort, but it really is. High quality certification requires a huge commitment from everyone – not only those involved in direct contact with the sea staff and office staff but also the people 'behind the scenes', whom the outside world rarely sees, and without whose efforts none of what others do would be possible. I would like to offer my congratulations to the management and staff for their hard work.

The Green Award is growing steadily, as evidenced by the fact that it reached another milestone in June 2006. With the certification of M/T SEAOATH the list of certified ships has reached 200 for the first time since 1994, when the Green Award came into existence.

For the future, we continue to make progress towards diversification of the Foundation. We have commenced activities related to the development of a certification scheme for ship types other than oil tankers and bulk carriers, and are exploring the possibility of devising a scheme for

Chairman's preface

inland shipping, LNG and container ships. The Committee realises that this is not an easy task and will require considerable effort and difficult decisions on the part of the Bureau, Board of Experts and the Committee.

With these activities we are further enhancing our mission: to promote the safe and environmentally friendly behaviour of ship and crew/management (..), which is the justification for the remarkable support we receive from parties all over the world.

I would like to express my gratitude on behalf of the Green Award Foundation.

Aart Korteland



Board of experts' review

Safety and environmental protection are the opposite side to the same coin as commercial purpose and profitable trading; we argue in Green Award that companies that can maintain a balance between these attributes are most likely to enjoy sustainable trouble free operations.

The above analogy encourages us to consider ships as stand alone units navigating at sea. This is not the whole picture because ships interact with the environment in other ways. For example ante-fouling paint was identified as harmful to micro-organisms in the food chain, ballast water carries pathogens from one continent to another and engine emissions include flue gases which can be polluting in areas of high population density. Ships also contribute about 2% of the world's carbon emissions.

A considerable amount of our time on the Board of Experts has been spent addressing these issues and trying to devise incentives to reduce levels of harmful emissions. We recognise that solutions generally incur costs. For example, higher quality fuels, flue gas treatment, multiple grade fuel management, the use of shore power and so on, all involve an outgoing expenditure which has to be justified in the context of the competitive freight rates which are available.

If ports want emissions to be reduced we hope more ports will offer incentives by reducing port fees for Green Award ships. The more ports that get involved the smaller the incentive can be made and the more attractive the Green Award becomes. As the incentives become available so the Board of Experts can improve the performance standards to reduce flue gas emissions.

As I indicated earlier the environment is not a company responsibility it is an industry wide responsibility but we do not really have any mechanisms for sharing responsibilities across commercial contractual boundaries. The situation is not helped by competition law and antetrust legislation which puts Chinese walls between competing entities. For these reasons we believe that voluntary support for the above principles will be much the fastest and most effective way to achieve meaningful improved air quality in port areas.

I should add that in general Green Award ships are already well ahead of the world fleet average, but we would like to reflect the sense of urgency that environmental study groups identify by accelerating the pace of change in partnership with the ports, whose adjacent population drives political opinion. Yes the public has a right to be protected, but local and national governments have a responsibility to stimulate solutions.

I would now like to consider ship safety and pollution prevention. What we have appreciated in the board of Experts is the dedication and commitment of member companies to the quality standards demanded by the exacting inspection programme. We see virtually no serious non-conformities and when surveyors do find non-conformities companies are diligent and immediate in rectifying the fault. This is an ideal partnership.

To understand why this partnership works so well it is necessary to understand the nature of a safe working culture. Those working in the Du Pont explosives factories were the first to realise that behind every serious accident there were many minor mishaps and unchecked actions. In themselves they were easy to rectify, but what was not generally appreciated was the amplifying effect of a number of lapses.

For example an operator may see the pointer on a temperature dial 5 degrees above normal and assume that the automatic control system will bring the temperature to normal again. Sure enough ten minutes later the system works and the temperature is within the normal range. The dial then creeps 10 degrees above normal. No action is taken and a few minutes later the safety valve blows. The fault was a burnt out solenoid. Du Pont had a solution. They made their managers sleep in the factory compound!

Sea staff of course live on the job and are exposed to similar hazardous situations which have to be monitored controlled and rectified as part of good operating practice. Two critical factors follow from this:

- People operating ships plant and equipment must be knowledgeable and competent
- Everybody on board must be encouraged to note, report and take action when an error, fault or omission takes place.

It might be questioned that if these simple remedies are safe, why do accidents occur? It is my personal view that there are two main obstacles to be overcome. First, individuals always feel that they can take care of themselves, but in any operation working twenty four hours a day, watch keepers and day workers come and go. Can it be assumed that everybody's expectations are the same? Of course not, we are individuals. To be consistent organisational norms have to override personal preference. It is 'giving in' to these company and organisational norms that high spirited people often find difficult.

Secondly, our friends in the commercial departments skew the line in favour of risk taking. They do this in subtle and not so subtle ways. A shocking example was a superintendent who was paid a bonus for saving on maintenance and spares' costs. Similarly Masters fear consequences if a berthing tide is missed what ever the circumstances. Such direction translates into working practices on board and short cuts are taken because they are seen to be both expeditious and acceptable.

Other examples from The Nautical Institute Confidential Marine Accident Reporting Scheme MARS include schedules which cause excessive fatigue, and operational demands which do not provide enough down time for essential maintenance.

This discussion may seem a little odd in a chairman's annual report but I have introduced these observations to demonstrate the value of the Green Award. When commercial considerations in a company become too dominant the risk of accidents increases. The tragedy, when an accident occurs, is that the commercial managers become judge and jury. The master is not replaced. the third engineer is sacked. Management by fear asserts itself and communications are inhibited.

What commercial departments tend to forget is the high cost of an accident. The ship goes out of service, cargo has to be transferred, claims have to be handled and if there is pollution, serious extra consequences follow which cannot be covered conveniently by insurance. In a sentence 'Operators need the confidence to get the balance right' I believe the Green Award provides just such a balancing influence. Let me explain:

So far no Green Award ships over our twelve year operating period have been involved in a major accident. I am often cautioned not to be so 'cocky'. One day our luck will run out. Well, I

Board of experts' review

hope to have shown in this address that there is no reason to expect our luck to run out. We are all simply trying to get the balance right and the effort is paying off.

To all my colleagues on the Board of Experts whose presence ensures the Green Award standards are relevant, inspire continuous improvement and that they are rigorously enforced, thank you.

To all seafarers and companies in the scheme my congratulation on achieving such consistent and excellent performance.

Julian Parker CHAIRMAN



Report from the management

Among the many high points of the year, various topics deserve special mention: from the achievement of 200 certified ships to the conclusions of the dissertation of Dr. Knapp, and from the number of certified ships to the status regarding the incentive providers.

It is our pleasure to offer you our Annual Report 2006.

Ships

New ships and withdrawals

In 2006 we received 23 applications and conducted 31 initial surveys. 32 ships were certified one extra because a ship that initially failed to gain certification in 2005 succeeded in meeting the Green Award requirements in 2006.

In 2006, 23 ships were withdrawn from the scheme due to change of trade, scrapping, change of owner/manager or non-compliance with the Green Award regulations. At the close of the year, the number of certified ships was 198, a net increase of nine compared to 2005.

Number of certified ships	2006	2005	2004	
Certified as per 1st January	189	167	150	
Issued	32	39	43	
	221	206	193	
Withdrawn	23	17	26	
Certified as per 31th December	198	189	167	

At the end of 2006, the average Green Award certified ship was 148,085 DWT and 7.3 years old.

4 25

The average Green Award ship in 2006 was slightly smaller and significantly younger owing to the withdrawal of relatively large and old ships (average 158.000 DWT, 11.8 years of age) and the certification of new, young and lesser sized ships (average 147.400 DWT, 3.9 years of age).

Milestone: ship nr. 200

For the first time in its twelve-year existence, the Green Award has 200 ships on its list of certified ships. In recognition of this milestone, Thenamaris (manager of ship No. 200) was presented with a special Green Award certificate in a ceremony held during the Posidonia Exhibition on June 7th.

Ship No. 200 is M/T SEAOATH (105.000 DWT), managed by the Athens-based company Thenamaris Ships Management. In common with many other Thenamaris vessels, M/T SEAOATH has met the stringent Green Award requirements related to quality, safety, environment, management and technical aspects.

Thenamaris has been a firm supporter of the Green Award since its inception in 1994 and has currently 14 ships certified by the Green Award Foundation. It places high environmental, safety and management standards among its top priorities and believes that the benefits accruing from Green Award certification go well beyond reductions in port dues and other service charges.

Jan Fransen (left) hands over certificate no. 200 to Capt. John Mavrides, Manager Safety and Quality Department, Thenamaris.



Offices

In total, nine offices were audited in 2006. They were all successful in receiving the Green Award Office Certificate, which is valid for three years.

At the end of 2006, we had 35 active certificate holders with certified ships. The average number of ships per certificate holder is 5.7 (2005: 5.6)

Surveys and audits

We carried out 173 ship surveys and nine office audits.

Surveys and office audits	2006		
Per area		Per type	
Port of Rotterdam	39	Initial surveys	32
Other European Ports	81	Annual surveys	94
Persian Gulf	21	Renewal surveys	47
USA	29		
Other locations	3		
Total surveys	173	Total surveys	173
		Office audits	99_
		Grand total	182

On behalf of the Green Award surveyors and auditors, we would like to thank the ships' crews and offices for their professional cooperation. We are also grateful to them for allowing us to take photos on board their ships, enabling us to give the readers of this report an insight into daily life on board.

Committee, Board of Experts, Bureau

There were no changes in 2006 in the composition of the Committee and Board of Experts, but one change in the Bureau. After nearly four years as Office Manager/Quality Manager, Karin Struijk was appointed Deputy Managing Director of the Green Award Foundation. She is the Deputy to Jan Fransen, who holds the position of Managing Director.

Finance

One of our tasks is to balance the books financially - a necessary requirement, for without financial stability we cannot concentrate on our main task. This year has seen an improvement in this respect with the Foundation having made a surplus. This will be re-invested in research and development of the existing scheme and new schemes, and in the creation of a reserve fund.

Incentive providers

New port

CentrePort Wellington has decided to award a reduction in port dues to sea-going vessels certified by the Green Award Foundation. With this decision CentrePort Wellington, which is a focal point in central New Zealand's logistics network, is actively voicing its policy to promote quality in the port. The incentive offered by CentrePort for Green Award accredited bulk carriers and oil tankers is 3% of the port's Marine Services Charge (MSC) applicable to each specific vessel, to commence on 27th February 2007.

Port of Ghent

The port of Ghent has decided to increase its discount on port dues for bulk carriers to 10%. It is our hope that this generous gesture will motivate bulk carrier owners to apply for a Green Award certificate. We would like to thank the Port Authorities for giving their constant support as an incentive provider to Green Award certified vessels calling at the Port of Ghent.

Port of Sullom Voe

The Port of Sullom Voe was one of the first ports to join the Green Award scheme in the nineties. As the oil tanker traffic in this port has dramatically decreased over the last year, but also because of an improvement in the quality of oil tankers calling at the port, the Shetland Island Council has decided to cease participation in the Green Award incentive scheme. On behalf of the Green Award certified oil tankers, we would like to thank the Port of Sullom Voe for its participation and Captain George Sutherland for his professional input into the work of the Green Award Board of Experts. We wish a bright future for the Shetland Islands and Sullom Voe.

Dissertation of Dr. Sabine Knapp

'On average, ships that are certified by Green Award show a lower amount of deficiencies in almost all categories versus ships that are not certified.'

'The average probability of a casualty for a Green Award ship is significantly lower than ships that were not certified by the Green Award Foundation.'

These are two of the conclusions of the dissertation Ms Sabine Knapp successfully defended at the Erasmus University in Rotterdam. The thesis was called: 'The Econometrics of Maritime Safety -Recommendations to Enhance Safety at Sea'. Please refer to the relevant chapter in this report to read more about this topic.

Future

The Green Award Foundation will continue its efforts to welcome more incentive providers. Promising contacts have been made and are being maintained in Canada, Japan and China.

In addition, the Green Award Foundation will focus on investigating the feasibility of quality schemes for other ship types such as inland barges, LNG carriers and container carriers. Expansion of the scheme would fit into Green Award's strategy to spread the risk and - of paramount importance - it would contribute to quality shipping thereby benefiting people, planet and profit.

We would like to take this opportunity to thank the ships' crews, the certificate holders, the participating ports and the incentive providers for their enthusiasm and support for the Green Award. We would also like to thank the Committee and the Board of Experts for their on-going efforts to make the Green Award a globally accepted system.

Jan Fransen
MANAGING DIRECTOR

Karin Struijk
DEPUTY MANAGING DIRECTOR

External contacts and activities in 2006

Conferences, symposia	and	Marine Environmental Awareness Course (Pro Sea)	Fredericia
AMRIE Conference	Gijón	STC	Rotterdam
Aracon	Antwerp	TU Delft	Delft
Ecoports Conference Emission trading management	Genoa	Maritime Authorities EMSA	Lisbon
game ESPO Conference GreenPort Conference 2006	Stockholm Antwerp	European Commission – Green book	Scheveningen
Green Shipping World Conference	Copenhagen	Ministry of Transport, Public Works and Water Management	Den Haag
Port State Control Conference Poseidonia	London Athens	Ministry of Transport, Public Works and Water Management	Rotterdam
Quality label for inland	Rotterdam	Paris MOU Port State Control	Den Haag Capelle a/d
shipping Sea Staff Seminar American	Calante	Tort State Control	IJssel
Eagle Tankers	Calcutta	Port State Control	Antwerp
Sea Tech Week – Port of	Brest	Transport Canada	Vancouver
Brest / IMAPS		Membership meetings	
Seminar Maritime Network	Rotterdam	INTERCARGO	London
(Norwegian Consulate)		INTERTANKO	Singapore
Symposium 'The Ideal Port' World Maritime Summit	Rotterdam Shenzhen	Ports	
		Bilbao Port Authority	Bilbao
Universities and trainin		Groningen Seaports	Groningen
Erasmus University	Rotterdam	Port of Amsterdam	Amsterdam
Marine Environmental	Texel	Port of Moerdijk	Moerdijk
Awareness Course (Pro Sea)		Port of Rotterdam	Rotterdam
Marine Environmental	Terschelling	Puertos del Estados	Madrid
Awareness Course (Pro Sea)		Vancouver Port Authority	Vancouver

Miscellaneous

Association of Rotterdam Shipbrokers and Agents BHP Billiton Container line DNV Dredging Company

Dredging Company

Dutch Pilots Organisation
Ernst & Young HavenAvond
Greek Consulate
IVR
LNG company
Major banks
Maritime Awards Gala
NIOZ
Quality label for inland
shipping
Rotterdam Promotion Price
Ceremony
Royal Association of
Netherlands Shipowners

Royal Dirkzwager

Seatrade Awards

Rotterdam Rotterdam Europe Rotterdam The Netherlands Rotterdam Rotterdam Rotterdam Rotterdam Middle-East Europe Groenekan Texel Rotterdam Rotterdam Rotterdam Maassluis

London





Why Green Award?

AET, a subsidiary of the MISC Group, owns and operates of a global fleet of around 70 VLCCs, aframax and product tankers. A strong order book approaching 30 additional vessels and an appetite for continued growth will soon position the company as the world's leading petroleum tanker operator.

Our dedication to fleet growth is matched by our commitment to quality and to preserving and protecting the environment. Our comprehensive environmental policy has been adopted throughout the company and is encapsulated in our pledge of "zero spills". In addition, we are on track to gain the ISO 14001 environmental certification shortly.

AET's voluntary involvement with the Green Award programme demonstrates our ambition to achieve even greater environmental targets. We are proud to operate vessels that are Green Award certified and we view the award as an integral part of our environmental commitment. It encourages us to focus on the activities of our ship and shore based operations and to marry these to achieve the required environmental targets.

Green Award standards are rightly set at a high level and this is recognised by the many ports our ships visit; and also by our customers. Green Award auditors are thorough, highly professional and willing to work with our teams to help us improve year-on-year. Our commitment to protecting the environment and the importance of the Green Award are well known throughout AET. The message was reinforced last autumn when the Green Award programme's managing director, Jan Fransen, addressed our sea staff at a seminar in Kolkatta, India.



AET: Why Green Award?

At AET we are proud of our association with the Green Award Foundation. As we continue to grow our fleet, we look forward to working with the Green Award to achieve certification for all our vessels.

Capt Raja Subramaniam
GROUP VICE PRESIDENT, AET SHIPMANAGEMENT



Ministry of Transport, Public Works and Water Management

The year 2006 was a special year for Green Award. This year 200 tankers had been issued with the Green Award certificates. The Ministry of Transport, in 1994 one of the founders of Green Award, wants to congratulate Green Award on this success. It is a new step on the road to a safe, efficient and clean shipping-sector that contributes to economic development in a responsible way.

The year 2006 was also a special year for our Ministry. We worked hard on new legislation and regulation on the prevention of pollution by ships. The implementation of the Marpol Annexes in our legislation has become in force the first of January 2007. Now the Dutch legislation fully expresses the Marpol-regulation.

One aspect calls for a lot of attention of all parties involved in the shipping sector and that is air pollution. Without measures in 2020 seagoing ships will pollute more than all land based sources (industry, road traffic, etc.) together. In 2005 the contribution of ships to local air quality problems (concentration of nitrogen oxides and particulate matter) was 8 percent, without new policy this will double in 2020. So a review of the international regulation 'Marpol Annex VI' is necessary. In London, in the International Maritime Organization (IMO), The Netherlands is one of the leading countries in this review.



Ministry of Transport, Public Works and Water Management

Better international regulation is not the only instrument that can give an impulse to an environmental sound shipping sector. Countries as a harbour state can also make an important move. The Netherlands supports the idea of the 'greening of harbour dues': clean ships will pay less and highly polluting ships will pay more dues. This is a market-based instrument to stimulate clean shipping. If this differentiation of harbour dues cannot be adopted on EU-level, The Netherlands supports adoption on regional level. There is one important condition: the 'level playing field' between competing harbours must remain unchanged.

This 'greened harbour dues' will have a broad basis. It will be based not only on air polluting substances like nitrogen oxides and particulate matter, but also on greenhouse gas-emissions of ships and in the future possibly on other environmental aspects. Less polluting means less paying; that is the leading thought.

Green Award practices this thought already for a long time. The Ministry of Transport likes to show off with Green Award in international and national consultations. Green Award is an example of a successful environmental initiative. Stakeholders take voluntary their responsibility, a cross-border approach; the non-polluter takes advantage: These are all elements of modern policy. Like a tugboat tows a big oil tanker into a harbour, Green Award is a pioneer on the greening of harbour dues.

Jaap Kolpa
MINISTRY OF TRANSPORT, PUBLIC WORKS AND WATER MANAGEMENT

Royal Dirkzwager

Our relation with Green Award dates back as far as 1st October 1995, when Dirkzwager's Coastal & Deep Sea Pilotage BV started her participation as a sponsor to the "Green Award Foundation" as initiated by the Rotterdam Port Authorities and the Dutch Ministry of Transport.

Since safety is the key issue in our mission statement, we have always felt that our organisations are a supplement to each other in reaching their mutual goals. Therefore, for vessels carrying the Green Award Certificate, we offer a premium of five percent of our published tariff.

Since 1872, Royal Dirkzwager has provided connections in and around the Port of Rotterdam rapidly, reliably, and unconditionally, 24 hours a day, seven days a week. As the "Maritime Information & Service Provider" we gather, process and deliver valuable data and information by means of modern communication techniques and personal attention.

Today our clients are being served around the clock by our Reporting Department with real time vessel's movements and can obtain information through our www.Ship2Report.com Internet platform as well. In addition we deliver online ship characteristics of the entire merchant marine world fleet for management information and marketing purposes. Advanced telecommunication networks and Maritime Resource Planning applications enhance our services to the maritime community.





As Nautical Service Provider, Royal Dirkzwager provides a pilotage service on the North Sea and English Channel offering personal and professional knowledge and experience to the vessel's Bridge ManagementTeam. Our pilots are on call 24 hours a day, 7 days a week, guaranteeing the safety of the ship and the environment and provide as a supplement to the navigational staff communication assistance to the port authorities. In addition our pilots also render "Vessel Traffic Services" on board of platforms, pipe-laying and trenching barges, survey-vessels and ships of the Dutch Coast Guard, both on the Dutch Continental Shelf, as well as in the English Channel.

Royal Dirkzwager links together all the shackles of the Maritime chain and provides clients the possibility to profit from the strength of others; we call this "Setting synergy in motion".

Gerbrandt van Santen ROYAL DIRKZWAGER

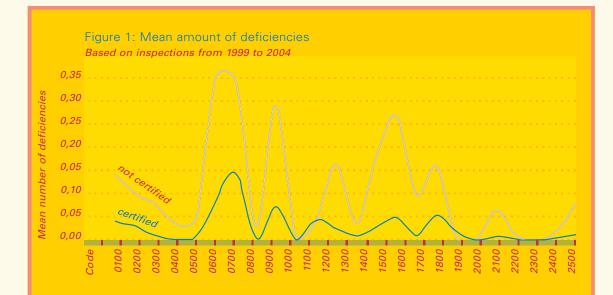


Figure 2: Probability of very serious casualty

Based on average estimated probabilities of approximately 50.000 vessels



The Econometrics of Maritime Safety

In 'On average, ships that are certified by Green Award show a lower amount of deficiencies in almost categories versus ships that are not certified'.

This is one of the conclusions of the dissertation Ms Sabine Knapp successfully defended at the Erasmus University in Rotterdam. The thesis was called: 'The Econometrics of Maritime Safety - Recommendations to Enhance Safety at Sea'.

Dr. Knapp's thesis should be seen and understood as a first attempt to study Port State Control on a global scale by measuring the effect of inspections on the probability of casualties and by identifying areas for improvement.

The thesis is based on 183.000 Port State Control inspections and 11.000 casualties (globally) from 1999 to 2004. Dr. Knapp researched criteria on which ships are selected for inspection and indicated that further improvements on targeting sub-standard ships can be made. The classic variables such as e.g. age, ship type, size, flag or owner are valid variables, but new variables like the total inspection history of a ship should be added to improve the effectiveness of inspections.

One out of several possibilities for further improvement would be to include if a vessel had been inspected by one of the vetting inspection regimes or certified by the Green Award Foundation. In the research, data from Green Award was merged with the total dataset. The result can be seen in figure 1. On average, ships that are certified by Green Award show a lower amount of deficiencies in almost all inspection categories.

In the area dealing with safety and fire appliances (code 600 and 700) the difference is significant. The same applies for code 900 (structural safety), code 1200 (load lines), code 1500 (safety of navigation) and code 1700 (Marpol Annex 1: Oil pollution). Also remarkable is the Green Award score for code 2500 (ISM code).

Figure 2 gives the average probability of all ships that were certified by the Greenaward Foundation versus ships that were not certified by the Greenaward Foundation.

Overall one can conclude that Green Award certified vessels (0.7 deficiencies) show a better performance in Port State Control than non-certified vessels (2.6 deficiencies) and that the incentive to perform better does pay off for the ship owner.



List of certified ships as per 31-12-2006

Certificate holder	Ship name	IMO	Cert. nr.	Issued
A.P. Møller-Maersk A/S	Maersk Rosyth	9236987	200305A	02-12-2006
A/S DampskibsselskabetTorm	Torm Anne	9180982	200401	10-01-2005
	Torm Freya	9250490	200402A	20-01-2007
	Torm Gerd	9240897	200403	20-02-2004
	Torm Gertrud	9240885	200404	28-04-2004
	Torm Gotland	9108647	99049B	22-08-2007
	Torm Gunhild	9172193	200405	29-04-2004
	Torm Mary	9246798	200406A	11-02-2007
	Torm Thyra	9250488	200407	12-10-2005
	Torm Vita	9246803	200408	11-04-2005
AET Shipmanagement (Singapore)	Bunga Kasturi Dua	9292632	200512	13-10-2005
Pte. Ltd.	Bunga Kelana Satu	9131113	200513	05-02-2006
	C.V. Stealth	9292993	200523	24-10-2005
	Eagle Albany	9182928	99054B	21-01-2006
	Eagle Anaheim	9182942	200225A	03-09-2005
	Eagle Atlanta	9182930	200119A	13-09-2004
	Eagle Auriga	9008744	200438	30-08-2004
	Eagle Austin	9176022	99017B	17-03-2005
	Eagle Carina	9042441	200025B	28-03-2007
	Eagle Centaurus	9042439	200015B	26-07-2006
	Eagle Columbus	9136046	200011B	02-07-2006
	Eagle Corona	9042453	200017A	08-07-2004
	Eagle Otome	9051351	99052B	13-06-2006
	Eagle Phoenix	9161259	200203A	06-08-2006
	Eagle Tampa	9253076	200440	27-04-2005
	Eagle Toledo	9250892	200441	07-09-2004
	Eagle Trenton	9250907	200309A	16-07-2006
	Eagle Tucson	9253064	200310A	18-08-2006

- * * * 3 Finland • • • 3 Malaysia
- ��� 3 Panama
- ♦ ♦ 2 New Zealand
- 1 Bahrain
- ↑1 Qatar
- 1 Sweden
- **♦ 1 United Arab Emirates**

Total 198 ships

List of certified ships

Certificate holder	Ship name	IMO	Cert. nr.	Issued
	Eagle Valencia	9292486	200511	11-05-2006
	Eagle Venice	9292498	200520	09-05-2006
	Eagle Vermont	9234654	200303A	20-03-2006
	Eagle Vienna	9290775	200510	26-06-2005
	Eagle Virginia	9230878	200301A	21-01-2006
Arab Maritime Petroleum Transport	Album	9240407	200312A	02-09-2006
Company	Aldawha	9127148	98013C	05-10-2006
	Zallaq	9205067	200107A	18-04-2004
	Zirku	9237802	200506	12-03-2005
Arcadia Shipmanagement Co. Ltd.	Aegean Angel	9290323	200447	11-06-2006
	Aegean Dignity	9290335	200527	15-10-2005
	Aegean Freedom	9232876	200614	07-06-2006
	Aegean Glory	9015345	200613	28-04-2006
	Aegean Legend	9200964	200517	27-05-2005
	Aegean Pride	9200952	200521	01-07-2005
Bergshav AS	Bertora	9209130	200208A	21-04-2005
BP Shipping Limited	British Endeavour	9242479	200304A	06-04-2006
	British Endurance	9242481	200321	16-06-2004
	British Engineer	9260017	200412	22-05-2004
	British Environment	9260043	200423	06-10-2004
	British Esteem	9251573	200322A	09-01-2007
	British Excellence	9260031	200410	06-06-2004
	British Experience	9260029	200411A	11-06-2007
	British Merlin	9258870	200323	09-12-2003
Cavodoro Shipping Corporation	Kestrel	9212876	200118A	07-08-2004
	Narova	9006667	99035B	13-09-2005
		005000	00000	20-12-2005
	Nikator	9056806	99036B	20-12-2005

Certificate holder	Ship name	IMO	Cert. nr.	Issued
Chandris (Hellas) Inc.	Aktea Amalthea Astrea Australis	9291236 9298650 9173721 9284946	200522 200624 200530 200602	22-07-2005 29-12-2006 21-10-2005 10-02-2006
EMS Ship Management (Singapore) Pte Ltd.	Samco Asia	9237632	200514	23-08-2005
Executive Ship Management Pte Ltd	British Willow	9251822	200320A	14-01-2007
Expedo Ship Management (Canada) Ltd	New Century New Champion	9298272 9298296	200525 200608	14-09-2005 29-03-2006
lino Marine Service Co., Ltd	Stena Conductor	9281891	200442	17-09-2004
International Marine Transportation Ltd.	Ras Laffan Valiant	9183295 9183300	200444 200501	28-10-2004 26-01-2005
International Tanker Management Limited	Glenross Lochness	8719229 8719231	96015C 96007C	10-09-2005 10-09-2005
Knutsen OAS Shipping AS	Anna Knutsen Betty Knutsen Catherine Knutsen Elisabeth Knutsen Gerd Knutsen Gijon Knutsen Hanne Knutsen Karen Knutsen Nancy Knutsen Ragnhild Knutsen Sallie Knutsen Siri Knutsen Tordis Knutsen	8504090 9172870 8714994 9131357 9041057 9313527 9190638 9169615 9020699 8500616 9169627 9247168 9032496	97012B 200114A 200445 200116B 200121A 200620 200115A 200214A 96001C 97013B 200216A 200443 96033C	03-02-2006 23-11-2004 22-03-2005 05-07-2007 18-01-2005 05-11-2006 25-10-2004 03-06-2005 01-03-2005 03-02-2006 21-07-2005 14-11-2004 29-08-2006

Certificate holder	Ship name	IMO	Cert. nr.	Issued
	Tove Knutsen	8715546	99037B	27-03-2006
	Vigdis Knutsen	9052989	96034C	20-11-2006
Kristen Navigation Inc.	Astro Altair	9147435	97019B	11-12-2003
	Astro Antares	9120944	97022B	11-12-2003
	Astro Arcturus	9122916	97023C	11-12-2006
	Astro Capella	9174660	99001B	01-06-2005
	Astro Carina	9240512	200446	13-11-2004
	Astro Cassiopeia	9257137	200413	20-09-2004
	Astro Centaurus	9073050	200417A	27-02-2007
	Astro Challenge	9237072	200623	06-11-2006
	Astro Chorus	9235244	200319A	07-11-2006
	Astro Corona	9252333	200428A	07-06-2007
	Astro Phoenix	9280885	200430A	20-06-2007
	Astro Saturn	9235725	200507	30-03-2005
	Astro Sirius	9120932	97002C	27-03-2006
	Elizabeth I.	9257149	200504	24-02-2005
	Angelicoussi			
Kuwait Oil Tanker Co. S.A.K.	Al Awdah	9004803	99013A	16-11-2003
	Al Salheia	9162875	99010A	06-11-2005
	Al Samidoon	9005261	99016B	03-09-2005
	Al Shegaya	9162887	99009B	29-10-2005
	Al Shuhadaa	9013311	99015B	24-08-2005
	Al Tahreer	9016868	99014B	03-09-2005
	Kazimah III	9329693	200612	30-04-2006
National Iranian Tanker Company	Iran Abadan	9187629	200615	02-07-2006
	Iran Abadeh	9187655	200318A	22-10-2007
	Iran Amol	9187667	200230A	20-10-2006
	Iran Astara	9187631	200616	30-06-2006
	Iran Damavand	9218478	200419	02-03-2004

Certificate holder	Ship name	IMO	Cert. nr.	Issued
	Iran Darab Iran Daylam Iran Delvar Iran Dena Iran Hamoon Iran Harsin Iran Hengam Iran Hormoz Iran Huwayzeh Iran Nabi Iran Nesa Iran Noor Iran Sanandaj Iran Sarvestan Iran Saveh Iran Semnan Iran Susangird	9218492 9218466 9218454 9218480 9212929 9212917 9212905 9212888 9079080 9079107 9079078 9079066 9172040 9172052 9171462 9171450 9172038	200316A 200327A	09-02-2006 18-10-2005
Neste Shipping Oy	Mastera Tempera	9235892 9235880		08-09-2006 23-05-2006
Northern Marine Management Ltd	Aberdeen Gemini Glory Stena Arctica Stena Confidence Younara Glory	9125736 9233650 9305556 9270555 9289477	200519 200539 200606 200308A 200619	28-06-2005 01-12-2005 14-02-2006 30-08-2006 27-08-2006
Novoship (UK) Ltd	Elbrus Kaluga Kazan Krasnodar	9276030 9257993 9258002 9270517	200536 200535 200531 200524	05-01-2006 27-02-2006 03-03-2006 05-10-2005

Certificate holder	Ship name	IMO	Cert. nr.	Issued
	Krymsk Moscow Moscow University NS Silver NS Stella Pamir Tikhoretsk Tikhvin Timashevsk	9270529 9165530 9166417 9309576 9309588 9276028 9105073 9112117 9105102	200533 200538 200604 200537 200607 200544 200541 200540 200542	13-11-2005 03-12-2005 21-02-2006 03-12-2005 03-03-2006 02-02-2006 26-04-2006 18-12-2005 08-02-2006
OSM Ship Management AS	Scotia Spirit	9012903	200001B	02-10-2006
Shell International Trading and Shipping Co. Ltd.	Dromus Ocana Otina	9180920 9158264 9196644	200424 200449 200448	02-02-2006 07-01-2005 07-02-2005
Silver Fern Shipping Limited	Kakariki Taiko	9158305 8221703		28-02-2005 28-02-2005
Sun Enterprises Ltd	Chios Christina	9043029 9175080	96025C 99020B	11-12-2006 17-09-2005
Tanker Pacific Management	Aral Sea Baltic Sea Bering Sea Black Sea Centennial Jewel Corinth Maritime Jewel Tantramar	9161314 9006887 9085429 9180217 9113977 8706167 9184392 9133850	200131A 200325A 200436	01-06-2005 16-11-2004 05-07-2005 17-06-2005 19-01-2007 13-05-2005 28-01-2007 05-02-2004
Teekay Marine Services AS	Navion Akarita Navion Anglia Navion Britannia	9000948 9204752 9145188	200502 200002A 99026B	18-06-2005 31-05-2004 25-11-2005

16-05-2006

30-06-2006

21-12-2006

11-02-2006

15-07-2004

29-07-2005

19-05-2005

05-07-2005

17-04-2006

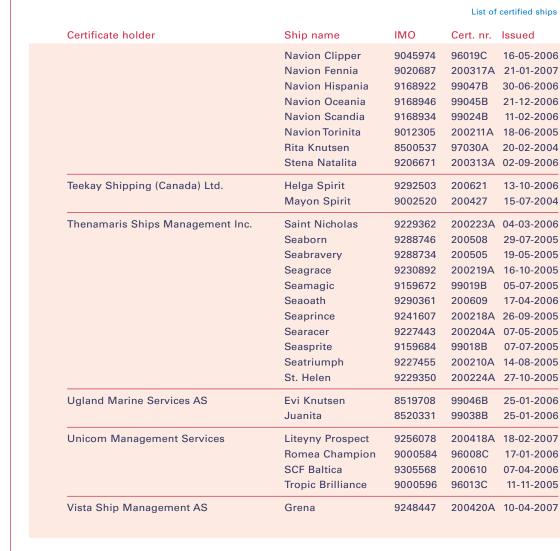
07-07-2005

25-01-2006

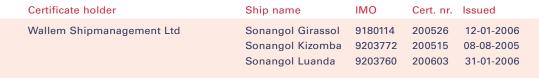
17-01-2006

07-04-2006

11-11-2005







M/T Seaoath





Number of certificate holders per country 2006

- * * * * * * 6 Greece
- 5 United Kingdom
- 4 Singapore
- 2 Canada
- 2 Denmark
- 2 United Arab Emirates
- 1 Cvprus
- 1 Egypt
- * 1 Finland
- 1 Hong Kong
- 1 Iran

- New Zealand

Total 35 certificate holders

Certificate holders 2006

CANADA

Expedo Ship Management

One City Centre Drive

Suite 1510

L5B 1M2 Mississauga

Ontario

www.expedo.com

Teekay Shipping (Canada) Ltd. Torm

Suite 2000 Bentall 5

550 Burrard Street

V6C 2K2 Vancouver, BC

www.teekay.com

CYPRUS

Unicom Management Services

Unicom Tower - Maximos Plaza 2 Paparigopoulou Street 3106 Neapolis, Lemesos

www.unicom-cy.com

DENMARK

A.P. Møller-Maersk A/S A.P. Møller Singapore Pte. Ltd Co. Ltd.

Esplanaden 50

1098 Copenhagen K

www.maersktankers.com

A/S Dampskibsselskabet

Tuborg Havnevej 18 2900 Hellerup

www.torm.dk

EGYPT

Arab Maritime Petroleum Transport Company

P.O. Box 143

Nile Tower Building, 9th Floor 21st Giza Street

12211 Cairo

www.amptc.net

FINLAND

Neste Oil Oyi

Shipping Keilaranta 8 02150 Espoo www.nesteoil.com

GREECE

Arcadia Shipmanagement

8 Dragatsaniou Street

10559 Athens

www.arcadiasm.gr

Cavodoro Shipping

Corporation

6 Iasonos Street 18537 Piraeus

Chandris (Hellas) Inc.

95 Akti Miaouli

18538 Piraeus

www.chandris-group.gr

Kristen Navigation Inc.

354 Sygrou Avenue P.O. Box 77060

17510 Athens

Sun Enterprises Ltd

47-49 Akti Miaouli P.O. Box 80062 18510 Piraeus

Thenamaris Ships Management Inc.

16 Athinas & Vorreou Street Vouliagmeni 16671 Athens www.thenamaris.gr

HONG KONG

Wallem Shipmanagement Ltd

12/F Warwick House East Taikoo Place 979 King's Road Quarry Bay Hong kong www.wallem.com

IRAN

National Iranian Tanker Company

67 & 88 Shafid Atefi Street Africa Avenue P.O. Box 19395-4833 19177 Tehran www.nitc.co.ir

JAPAN

lino Marine Service Co., Ltd

1-3, Nishi-Shinbashi 1 Chome Tokyo Sakurada Building 2F Minato-Ku Tokyo 105-0003 www.ex.iino.co.jp

KUWAIT

Kuwait Oil Tanker Co. S.A.K.

2nd Floor, Salhiya Commercial Complex Kuwait www.kotc.com.kw

NEW ZEALAND

Silver Fern Shipping Limited

Level 10, Prime Finance Tower 142 Lambton Quay P.O. Box 10090 Wellington www.sfsl.co.nz

NORWAY

Bergshav AS

Hasseldalen 4891 Grimstad www.bergshav.com

Knutsen OAS Shipping AS

Smedasundet 40 5529 Haugesund www.knutsenoas.com

OSM Ship Management AS

Rashusgaten 3 6th Floor, Handelens Hus 4611 Kristiansand www.osm.no

Teekay Marine Services AS

Bark Silas vei 5 P.O. Box 520 4898 Grimstad www.ium.no

Ugland Marine Services AS

J. M. Uglands vei 20 P.O. Box 128 4891 Grimstad www.jjuc.no

Vista Ship Management AS

P.O. Box 4130 Dreggen Bradbenken 1 5835 Bergen www.vistaship.com

SINGAPORE

AET Shipmanagement (Singapore) Pte Ltd

1 HarbourFront Avenue #11-02 Keppel Bay Tower 098632 Singapore www.aet-tankers.com

EMS Ship Management (Singapore) Pte Ltd

30 Old Toh Tuck Road #05-04 Sembawang Kimtrans Logistics Centre Singapore www.ems-

shipmanagement.com

Executive Ship Management Pte Ltd

#07-00
76 Shenton Way
079119 Singapore
www.executiveship.com

Tanker Pacific Management

#38-01 Millenia Tower 1 Temasek Avenue 039192 Singapore www.tanker.com.sg

UNITED ARAB

International Tanker Management Limited

P.O. Box 24415
401 Rais Hassan Saadi Building
Al Mankhool Road
Dubai
www.tankermanager.com

National Iranian Tanker Company

2001- Crystal Towers Corniche Road Sharjah www.nitc.co.ir

UNITED KINGDOM

BP Shipping Limited Building G Chertsey Road Sunbury on Thames Middlesex TW16 7LN www.bp.com

International Marine Transportation Ltd.

MP 100, ExxonMobil House Ermin Way Leatherhead Surrey KT228UX www.exxonmobil.com

Northern Marine Management Ltd

Alba House 2 Central Avenue Clydebank G81 2QR www.nmm-stena.com

Novoship (UK) Ltd

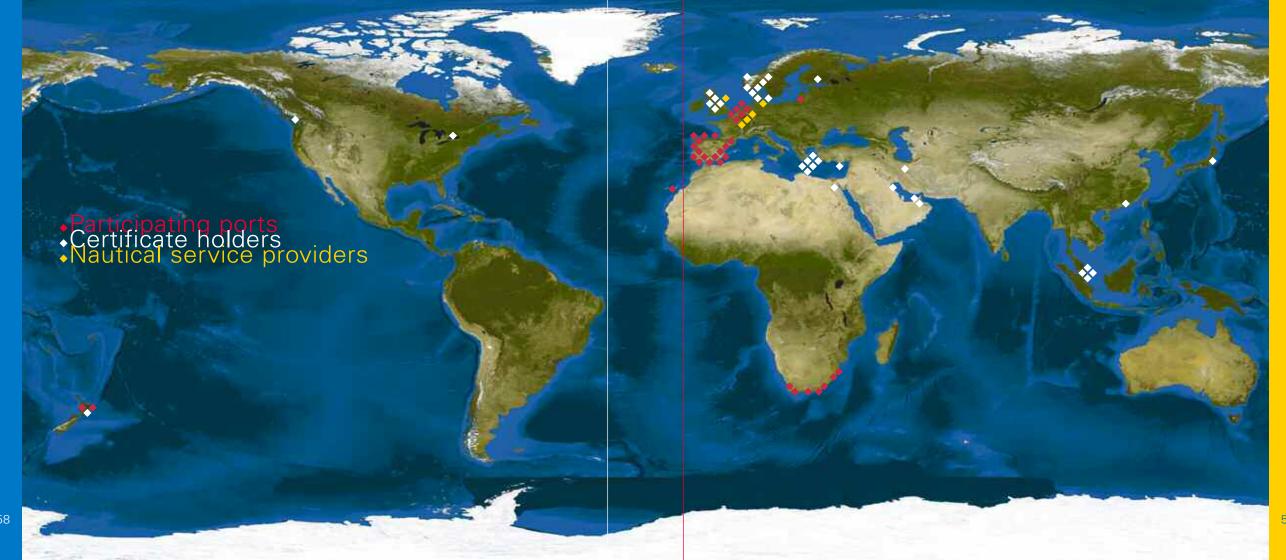
Watergate House 13-15 York Buildings London WC2N 6JU www.novoship.co.uk

Shell International Trading and Shipping Co. Ltd.

Shell Centre
2 York Road
(6th floor Chicheley Wing)
London SE1 7NA
www.shell.com/shipping

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Ports

BELGIUM

Port of Ghent

J. Kennedylaan 32 9042 Gent T +32 9 251 05 50 F +32 9 251 54 06

6% premium on the port fees for Crude oil/Product Tankers and 10% for Cargo Bulk Carriers

5% premium on vessel

LITHUANIA

J. Janonio 24

www.havengent.be

Klaipeda State Seaport Authority

Klaipeda 92251 dues for Crude T +370 46 49 97 99 oil/Product Tankers F +370 46 49 97 77 www.portofklaipeda.lt

NEW ZEALAND

Westgate Port Taranaki

Breakwater road P.O. Box 348 New Plymouth 4340 T +64 6 751 02 00 F +64 6 751 08 86 www.westgate.co.nz 5% premium on the port fees for any Green Avenida da Liberdade 3% premium on Tariff Award ship

CentrePort Wellington

3% of the port's Marine CentrePort Ltd Services Charge (MSC) CentrePort House Hinemoa Street for bulk carriers and oil P.O. Box 794 tankers WELLINGTON T +64 4 495 3898 F +64 4 495 3820 M +64 29 200 4848 www.centreport.co.nz

PORTUGAL

Administração do Porto de Sines SA

Apartado 16 7520-953 Sines T +351 269 86 06 00

5% premium on Tariff of port use (TUP) for Crude oil/Product **Tankers**

F +351 269 86 06 90

www.portodesines.pt

Administração dos Portos do Douro e Leixões

4451 - 851 Leca da Palmeira T +351 22 999 07 00

of port use (TUP) for Crude oil/Product **Tankers**

F +351 22 995 50 62

www.apdl.pt

Administração do Porto de Lisboa

Rua da Junqueira, 94 5% premium on Tariff 1349-026 Lisboa of port use (TUP) for T +35 1 21 361 10 00 Crude oil/Product F +35 1 21 361 10 05 Tankers www.portodelisboa.com

Administração do Porto de Setúbal

Praça da República 3% premium on Tariff 2904-508 Setúbal of port use (TUP) for T +35 1 265 54 20 00 Crude oil/Product F +35 1 265 23 09 92 Tankers www.portodesetubal.pt

SOUTH AFRICA

National Ports Authority of South Africa

(Richards Bay, Durban, 5% port dues rebate East London, Port for Crude oil/Product Elisabeth, Mossel Bay, Tankers in all South Cape Town, Saldanha) African national ports P.O. Box 32696 if not enjoying a 5% Braamfontein 2017 rebate in terms of T +27 11 351 90 01 double-hulled/SBT F +27 11 351 90 23 scheme.

www.npa.co.za

SPAIN

Puertos del Estado

(Bilbao, Santander, A Coruña, Huelva, Bahia de Cádiz, Bahía de Algeciras, Málaga, Cartagena, Valencia, Castellón, Tarragona, Barcelona, S.C. de Tenerife and other ports) Avenida del Partenón, 10 28042 Madrid T +34 91 524 55 00 F +34 91 524 55 01 www.puertos.es

As from 1st January 2004 a new law has become effective in Spain. The reimbursement for Green Award certified vessels has been postponed until after implementation of modifications to the new law.

THE NETHERLANDS

Port of Amsterdam

De Ruijterkade 7 P.O. Box 19406 1000 GK Amsterdam T +31 20 523 45 00 F +31 20 620 98 21

6% premium on the port fees for Crude oil/Product Tankers and for Cargo Bulk Carriers

www.amsterdamports.nl

60 61

Port of Rotterdam

6% premium on the P.O. Box 6622 3002 AP Rotterdam port fees for Crude T +31 10 252 10 10 oil/Product Tankers

F +31 10 252 10 20

www.portofrotterdam.com

Port of Dordrecht

Merwekade 56 6% premium on the 3311 TH Dordrecht port fees for Crude T +31 78 639 78 78 oil/Product Tankers

F +31 78 639 78 79

Moerdijk Port Authority

Plaza 3 6% premium on the port fees for Crude P.O. Box 17 oil/Product Tankers 4780 AA Moerdijk T +31 168 38 88 88 F +31 168 38 88 99 www.portofmoerdijk.nl

Zeeland Seaports

(Vlissingen, Terneuzen) 6% premium on the P.O. Box 132 port fees for Crude 4530 AC Terneuzen oil/Product Tankers T +31 115 64 74 00 F +31 115 64 75 00

www.zeeland-seaports.com

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Information correct at date of publication. Please check conditions with the incentive provider.

Nautical service providers

All members of

Euroshore, the

association of port

reception facilities,

Dirkzwager's Coastal & Deepsea Pilotage George Hammond Plc

Dirkzwager's Coastal 5% premium on & Deepsea Pilotage published tariff. P.O. Box 14 3140 AA Maassluis The Netherlands T +31 10 593 16 00 F +31 10 592 57 67

www.northseapilotage.com

Euroshore International

Kerkplein 3 4209 AC Schelluinen The Netherlands T +31 183 62 64 19 F +31 183 62 37 41

provide a 5% discount www.euroshore.com in 9 countries.

7% discount on all fees

and ships.

Limekiln Street 5% rebate of the Dover, Kent CT 17 9EE pilotage element of the tariff of Hammond United Kingdom Deepsea Pilots. T +44 130 420 12 01 F +44 130 424 03 74

www.georgehammond.plc.uk

Royal Boatmen Association Eendracht

Heijplaatweg 7 3089 JC Rotterdam The Netherlands T +31 10 429 66 77 F +31 10 429 64 07 www.krve.nl

For vessels of LoA of 200 mtrs and above: free assistance in (un)mooring by two qualified boat men. one at bow, one at stern; no charge for transport, waiting time, and travelling time for boatmen required on deck for assistance in (un)mooring.

GAUSS mbH

Protection and Safety

T +49 421 590 548 50 F +49 421 590 548 51

Institute for

in Shipping

Germany

Environmental

Werderstraße 73

28199 Bremen

www.gauss.org

for advanced training courses, seminars and events to employees of shipping companies

Smit International

Waalhaven Oostzijde 85 Free places on the
P.O. Box 59052 Managing Marine
3008 PB Rotterdam Emergencies course

The Netherlands T +31 10 454 99 11 F +31 10 454 97 77

www.smit-international.com

Van Esch International b.v.

Bunschotenweg 115 5
Harbour no. 2678 ii
3089 KB Rotterdam v
The Netherlands

5% rebate on the invoiced port services with crane-barges.

T +31 10 429 83 22 F +31 10 429 83 11 www.vanesch.com







Balance sheet as per December 31, 2006

/in	Euro's)
(///	EUIO SI

(In Euro's)		2006		2005
Fixed assets				
Tangible fixed assets		23,238		39,096
Current assets				
Debtors	119,895		148,904	
Value added tax	5,481		10,137	
Accounts receivable and prepaid expens	ses 46,429		63,702	
Cash at bank and in hand	415,915		271,674	
Total current assets		587,720		494,417
Less: Current liabilities				
Creditors	25,932		34,147	
WageTax	18,030		-	
Social securities	-		11,174	
Prepayments and accrued expenses	112,675		100,769	
		156,637		146,090
Net current assets		431,083		348,327
Total net assets		454,321		387,423
Financed by:				
Accumulated fund		387,423		232,720
Surplus for the year		66,898		154,703
				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Total funds		454,321		387,423

Statement of income and expenses for the year ended 31 December 2006

TOT CITE YOUR OTTORS	0. 0 . 2 0	0 0 1 1 1 1	0. = 0 0 0	
(in Euro's)				
		2006		2005
Income				
Certification fees		904,896		1,004,278
Expenses				
Personnel expenses	571,302		610,663	
Training expenses	12,766		10,568	
Accommodation expenses	51,817		44,488	
General expenses	92,101		76,980	
Travel and representation expenses	88,137		77,084	
Research	11,971		12,721	
Depreciation	17,631		20,429	
		845,725		852,933
Surplus on activities		59,171		151,345
Interest		7,727		3,358
Surplus		66,898		154,703

Notes to the financial statements

Amendment of accounting principles

Starting from 2006 the fees will be included in the profit and loss account in the year in which the services are rendered.

The influence of this change is a lower income in 2006 of € 85,406.

Summary of significant accounting policies

Tangible fixed assets

Tangible fixed assets are stated at cost, less accumulated depreciation. Depreciation is provided using the straight-line method over the estimated useful lives of the assets, as follows: other equipment 3 to 5 years.

Other assets and liabilities

All other assets and liabilities are stated at the amounts at which they were acquired or incurred.

Income and expense

Turnover is accounted for in the year in which the services are invoiced. Other income, costs and expenses are allocated to the year to which they relate. Losses are accounted for in the year in which they are identified.

Auditor's report

Report on the financial statements

We have audited the financial statements (Appendices 1 to 3) of Stichting Green Award (Green Award Foundation), Rotterdam, which comprise the balance sheet as at December 31, 2006, the statement of income and expenses for the year then ended and the notes.

Management's responsibility

Management is responsible for the preparation and fair presentation of the financial statements. This responsibility includes: designing, implementing and maintaining internal control relevant to the preparation and fair presentation of the financial statements that are free form material misstatement, whether due to fraud or error; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's responsibility

Our responsibility is to express an opinion on the financial statements based on our audit. We conducted our audit in accordance with Dutch law. This law requires that we comply with ethical requirements and plan and perform the audit to obtain reasonable assurance whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Opinion

In our opinion, the financial statements give a true and fair view of the financial position of the Stichting Green Award (Green Award Foundation) as at December 31, 2006, and of its result for the year then ended.

Rotterdam, June 2007

Ernst & Young Accountants

The organisation

Committee

- A. Korteland MSc CA, Royal Association of Netherlands Shipowners (Chairman)
- M. Lie (Ms.), Norwegian Shipowners' Association
- · Capt. P.M. Davies, OCIMF
- C.P. Melchiors, BIMCO
- Capt. C. Oudendijk, Port of Amsterdam
- Dr. P.M. Swift, INTERTANKO

Board of Experts

- C.J. Parker, The Nautical Institute (Chairman)
- Prof. S. Hengst MSc, Delft University (ret.)
- R. Holt, INTERCARGO
- H.G.H. ten Hoopen MSc, Shipping Inspectorate Ministry of Transport (ret.)
- S. Koshchy, Russian Maritime Register of Shipping
- Capt. J.W. Koster, United States Coast Guard
- Capt. D.C. Mitsatsos, HELMEPA (ret.)
- P.W. Mollema MSc, Port of Rotterdam
- J. Post LLC, Post & Co. (P&I)
- Capt. H. Snaith, INTERTANKO
- Cdr. A.J.W. Wolters, Dutch VTS Training Foundation (ret.)

Board of Appeal

- P. Blussé van Oud-Alblas LL.M.
- D. Roemers LL.M.
- Capt. H.J.G. Walenkamp

Bureau Green Award

- ◆ J.A.A.J. Fransen, Managing Director
- M.K. Struijk (Ms.), Deputy Managing Director
- B. Metselaar, Surveyor
- P.C. van Hattum, Surveyor
- H. Hoogerbeets, Surveyor trainee
- ◆ A.R. den Heijer, Surveyor
- A. Trevisan, Surveyor/researcher
- A.M. Weteling-Wally (Mrs.), Bookkeeper
- K. Shinohara, Assistant
- L.M. Driver (Ms.), Research and Certification officer
- C.R. Loar (Mrs.) Management and Project Assistant

Green Award representative

Shipping & Signalling Services NV Bredastraat 136-138 B-2060 Antwerp

T +32 3 206 7350 F +32 3 206 7360

www.sss.be



Green Award in a nutshell

By rewarding high safety and environmental standards in shipping, Green Award makes above standard ship operation economically more attractive. The Green Award certification scheme is open to crude oil and product tankers and dry bulk carriers from 20.000 DWT and upwards.

The Green Award procedure is carried out by the Bureau Green Award, the executive body of the independent non-profit Green Award Foundation. The certification procedure consists of an office audit and an audit of each individual ship applying for certification. Amongst many others, the assessment focuses on crew, operational, environmental and managerial elements.

At ports in Belgium, Lithuania, the Netherlands, New Zealand, Spain, Portugal, and South Africa the Green Award vessels receive a considerable reduction on port dues. Private companies also appreciate the extra quality which Green Award guarantees. Several incentive providers, government institutions as well as private companies, grant savings to a vessel with a Green Award certificate, which subject to annual verification, is valid for three years.















