Green Award Foundation

www.greenaward.org

Annex 3c: Green Award Requirements (<u>LNG carrier</u>) Version 2025

Checklists for Office Audits and Ship Surveys

Effective as of 1 October 2025



Annex 3c: Green Award Requirements (LNG carrier)

LNG carriers



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Legend for Checklists

| 0 | Indicates which crew/employee may be interviewed/questioned. |
|---|--|
| | Shows that a certain item is complied. |
| | Shows that a certain item is not complied. |
| 0 | Indicates that an alternative is used, hence the score for that item is a "0". |
| | The checklist was filled in incorrectly, thus shows "error". |
| 0 | Indicates that the whole element did not reach the minimum score, hence a finding is issued. The number shows the scores obtained. |
| | Shows which elements are minimum = maximum. Hence scores on all items is required to fully comply. |
| | Indicates that the minimum score for the relevant element is "0", hence a finding will not be issued. |

^{*} for detailed interpretations of the colours and the usage of the checklist, please refer to the pdf-file named "Instruction Notes" located on www.greenaward.org under "Certification/Download".

Revision codes

RN Item/question is renumbered

RR Rating score of item/question is changed

N New item or question

D Item/question is deleted

M Text of item/question is modified

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APPENDIX 1

CHECKLIST - BASIC CRITERIA - OFFICE AUDIT - LNG CARRIER

(LMC-06)

| | | CHECKLIST - BASIC CRITERIA - OFFICE AUD | IT - | LNC | G C | ARF | RIEF | R - V | ERS | 101 | N 202 | 25 | | | | | | | | | | |
|---------------|-----------|---|--------------|--------------|---------------|--------------|-----------------|--------------|----------------|--------------|-----------------|--------------|-------------------|--------------|--------------|-----------------|--------------|----------|--------------|--------------------|--------------|----------------|
| Revision Code | Norm item | BASIC Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Coc. & mipr. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | ІТ DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE |
| | 100 | MANAGEMENT ELEMENTS | | | | | | | | | | | | | | | | | | | | |
| | 101 | GENERAL | | | 0 | | 0 | | 0 | | 0 | | 0 | • | D | | | 0 | | 0 | | |
| | 101.1 | Are the Management System (MS) Manuals maintained and updated? | | | | | | | | | | | | | | | | | | | | |
| | 102 | SAFETY AND ENVIRONMENTAL PROTECTION POLICY | | | 0 | | 0 | | 0 | | 0 | | 0 | • | 0 | | | | | | | |
| | 102.1 | Is a company policy concerning safety and the environment and which is signed by the Man. Dir., available? | | | | | | | | | | | | | | | | | | | | |
| | 102.2 | Are objectives concerning safety and the environment described? | | | | | | | | | | | | | | | | | | | | |
| | 102.3 | Is this policy maintained and implemented at all shore-based levels as well as all ship-based levels ? | | | | | | | | | | | | | | | | | | | | |
| | 103 | COMPANY RESPONSIBILITIES AND AUTHORITY | | | 0 | | 0 | | 0 | | 0 | | 0 | • | D | | | 0 | | 0 | | |
| | 103.1 | Is the entity who is responsible for the operations of the ship clearly defined ? (Owner or entity) | | | | | | | | | | | | | | | | | | | | |
| | 103.2 | Are shore-ship communications, defined levels of authority and lines of communication documented and working effectively? | | | | | | | | | | | | | | | | | | | | |
| | 103.3 | Are responsibilities and authorities of all office personnel clearly defined? | | | | | | | | | | | | | | | | | | | | |
| | 103.4 | Is the designated person provided with shore-based support and adequate resources? | | | | | | | | | | | | | | | | | | | | |
| | 104 | DESIGNATED PERSONS | 0 | | 0 | | | | | | | | | | | | | | | | | |
| | 104.1 | Is/are (a) designated person(s) assigned in the office? | | | | | | | | | | | | | | | | | | | | |
| | | Is objective evidence available that the safety and environmental aspects of the operation of each ship is monitored and that the required adequate resources and shore-based support is applied? | | | | | | | | | | | | | | | | | | | | |
| | 105 | MASTER'S RESPONSIBILITY AND AUTHORITY | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | 0 | | |
| | 105.1 | Is the responsibility of the master clearly defined and documented? | | | | | | | | | | | | | | | | | | | | |
| | 105.6 | Does the company have the overriding authority of the master clearly defined? (ISM Code 2002 5.2) | | | | | | | | | | | | | | | | | | | | |
| | 105.7 | Are master's reviews reported and evaluated? | | | | | | | | | | | - | | | | | | | | | |

| | | CHECKLIST - BASIC CRITERIA - OFFICE AUD | IT - | LN | G C | ARI | RIE | ₹ - V | /ER | SIO | N 20 | 25 | | | | | | | | | | |
|---------------|-----------|---|--------------|--------------|---------------|--------------|-----------------|--------------|----------------|--------------|-----------------|--------------|-------------------|--------------|------------------|--------------|-----------------|--------------|---------|--------------|----------------------------------|----------------|
| Revision Code | Norm item | BASIC Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | п DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. Doc. & Impl. | NOT APPLICABLE |
| | 106 | RESOURCES AND PERSONNEL AND STCW | | | 0 | | | | | | 0 | | | | | | | | | | | |
| | 106.1 | Does the company have a procedure to verify the integrity of the sea staff certification and medical fitness before being assigned to the ship? | | | | | | | | | | | | | | | | | | | | |
| | 106.2 | Have the owners/managers established/documented policies concerning shore/ship personnel? | | | | | | | | | | | | | | | | | | | | |
| | 106.3 | Has the level of competency been defined and documented for office personnel performing functions pertinent to safety and the environment? | | | | | | | | | | | | | | | | | | | | |
| | 106.4 | Do arrangements include a provision for masters and officers to receive an adequate introduction and continuous update of the company's safety and environmental system? | | | | | | | | | | | | | | | | | | | | |
| | 106.5 | Do arrangements include training and an introduction to the quality system for the executive management ? | | | | | | | | | | | | | | | | | | | | |
| | 106.6 | Do office personnel receive training/courses with regard to the ISM Code and are they consistent with the MS manuals? | | | | | | | | | | | | | | | | | | | | |
| | 106.7 | Are records of this training/courses available? | | | | | | | | | | | | | | | | | | | | |
| | 106.8 | Are internal audits held on board the ships? | | | | | | | | | | | | | | | | | | | | |
| | 106.9 | Is standard composition of crew documented in company policy? | | | | | | | | | | | | | | | | | | | | |
| | 106.10 | Is personnel promotion policy (ship & office) documented in company procedures? | | | | | | | | | | | | | | | | | | | | |
| | 106.11 | Is the working language between the office and the vessels defined? | | | | | | | | | | | | | | | | | | | | |
| | 106.12 | Are all senior and deck officers conversant with the English language for maritime communication? | | | | | | | | | | | | | | | | | | | | |
| | 106.13 | Are operational instructions on board written in a language understood by officers and shipboard personnel? | | | | | | | | | | | | | | | | | | | | |
| | 106.14 | Is the working language monitored and checked by the ship's staff and verified during internal audits? | | | | | | | | | | | | | | | | | | | | |
| | 106.17 | Is the Master of a vessel fully conversant with the Company's Management Systems? | | | | | | | | | | | | | | | | | | | | |
| | 107 | DEVELOPMENT OF PLANS FOR SHIPBOARD OPERATIONS | | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | | | | 0 | |
| | 107.1 | Does the company have procedures for the preparation of plans and instructions for key shipboard operations concerning safety of the ship and prevention of pollution? | | | | | | | | | | | | | | | | | | | | |
| | 107.3 | Are tasks, qualifications and responsibilities defined in the manuals and in the job descriptions? | | | | | | | | | | | | | | | | | | | | |
| | 108 | EMERGENCY PREPAREDNESS | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | | | 0 | | 0 | |
| | 108.1 | Does the system cover the arrangements needed to ensure that the company, day and night, is prepared to respond effectively to hazards, accidents or emergencies involving their ships? | | | | | | | | | | | • | | | | • | | , | | | |
| | 108.2 | Are tasks, qualifications and responsibilities described in the manuals and in the job descriptions? | | | | | | | | | | | | | | | | | | Ī | | |
| | 108.3 | Is communication with media included in the emergency procedures? | | | | | | | | | | | | | | | | | | | | \square |
| | 108.4 | Are procedures for an "Emergency room" in the office defined? | | | | | | | | | | | | | | | | | | Ţ | | \Box |

| | | CHECKLIST - BASIC CRITERIA - OFFICE AUD | IT - | LN | G C | ARI | RIEF | ₹ - \ | /ERS | IOI | N 202 | 5 | | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|---------------|--------------|-----------------|--------------|----------------|--------------|-----------------|------------------|--------------|------------------|--------------|-----------------|--------------|---------|--------------|--------------------|--------------|----------------|
| Revision Code | Norm item | BASIC Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | ODER (CHART DEPT | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | П DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE |
| | 109 | REPORTS AND ANALYSES OF NON-CONFORMATIES, ACCIDENTS AND HAZARDOUS OCCURENCES | | | 0 | | 0 | | 0 | | 0 | |) | 0 | | | | | | 0 | | |
| | 109.1 | Are safety and environmental inspections carried out, documented and reported? | | | | | | | | | | | | | | | | | | | | |
| | 109.2 | Does the company have instructions/procedures for the reporting of non-conformities/ near misses? | | | | | | | | | | | | | | | | | | | | |
| | 109.3 | Are non-conformities, accidents and hazardous occurrences reported to the office? | | | | | | | | | | | | | | | | | | | | |
| | 109.4 | Are corrective and/or preventive actions taken ? | | | | | | | | | | | | | | | | | | | | |
| | 109.5 | Does the company have objective evidence to show their support of the shipboard personnel in reporting of non-conformities / near misses? | | | | | | | | | | | | | | | | | | | | |
| | 110 | MAINTENANCE OF THE SHIP AND EQUIPMENT | | | 0 | | 0 | | 0 | | | | | | | | | | | | | |
| | 110.1 | Are ship inspections held at defined intervals? (minimum of twice a year or equivalent) | | | | | | | | | | | | | | | | | | | | |
| | 110.2 | Are non-conformities reported including their possible cause? | | | | | | | | | | | | | | | | | | | | |
| | 110.3 | Is appropriate corrective action taken? | | | | | | | | | | | | | | | | | | | | |
| | 110.4 | Are records of these activities maintained? | | | | | | | | | | | | | | | | | | | | |
| | 110.5 | Does the MS require ship-critical equipment and systems to be identified? | | | | | | | | | | | | | | | | | | | | |
| | 110.6 | Does the MS provide for specific measures aimed at promoting the reliability of ship-critical equipment and systems? | | | | | | | | | | | | | | | | | | | | |
| | 111 | DOCUMENTATION | | | 0 | | | | | | | | | | | | | | | | | |
| | 111.1 | Does the company have procedures to control documents and data relevant to the Man.System? | | | | | | | | | | | | | | | | | | | | |
| | 111.2 | Are valid documents available at all relevant locations? | | | | | | | | | | | | | | | | | | | | |
| | 111.3 | Are changes to documents reviewed and approved by authorised personnel? | | | | | | | | | | | | | | | | | | | | |
| | 111.4 | Are obsolete documents removed promptly? | | | | | | | | | - | | | | | | | | | | | |
| | 112 | COMPANY VERIFICATION, REVIEW AND EVALUATION | 0 | | 0 | | 0 | | 0 | | 0 | (|) | 0 | | 0 | | 0 | | 0 | | |
| | 112.1 | Are internal audits carried out to verify whether safety and pollution-prevention activities, and other procedures, comply with the Management System (MS)? | | | | | | | | | | | | | | | | | | | | |
| | 112.2 | Does the company periodically evaluate the efficiency of the MS and review the MS, in accordance with procedures established by the company, when necessary? | | | | | | | | | | | | | | | | | | | | |
| | 112.3 | Is a management review done? | | | | | | | | | | | | | | | | | | | | |
| | 112.4 | Are the results of audits and reviews brought to the attention of all personnel having responsibility in the area involved? | | | | | | | | | | | | | | | | | | | | |
| | 112.5 | Have the management personnel, responsible for the area involved, taken timely corrective actions on deficiencies found? | | | | | | | | | | | | | | | | | | | | |

| | | CHECKLIST - BASIC CRITERIA - OFFICE AUD | IT - | LN | G C | ARI | RIEF | R - V | /ERS | ION | 1 202 | 5 | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|---------------|--------------|-----------------|--------------|----------------|--------------|-----------------|-------------------|--------------|------------------|--------------|-----------------|--------------|----------|--------------|--------------|----------------|
| Revision Code | Norm item | BASIC Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | IT DEPT. | Doc. & Impl. | Doc. & Impl. | NOT APPLICABLE |
| | | IMO ELEMENTS | | | | | | | | | | | | | | | | | | | |
| | 200 | SOLAS 1974 | | | | | | | | | | | | | | | | | | | |
| | 201 | SOLAS, General Provisions | | | | | 0 | | 0 | | | | | | | | | | | | |
| | 201.1 | Compliance with General Provisions | | | | | | | | | | | | | | | | | | | |
| | 201.2 | Compliance with IGC Code | | | | | | | | | | | | | | | | | | | |
| | 212 | SOLAS Certificates | | | | | 0 | | 0 | | | | | | | | | | | | |
| | 212.1 | Is an overview of the valid certificates per ship available and is the overview updated? | | | | | | | | | | | | | | | | | | | |
| | 217 | Safety of Navigation / SOLAS chart carriage requirements | | | | | | | 0 | | | 0 | | | | | | | | | |
| | | ECDIS (Compulsory carriage of ECDIS) | | | | | | | | | | | | | | | | | | | |
| | 217.1 | If carriage of ECDIS is compulsory, is it a company policy for the ECDIS to be type-approved according to Res A 817(19) as amended by MSC 64 (67) and MSC 86 (70) or MSC.232(82)? | | | | | | | | | | | | | | | | | | | |
| | 217.3 | Is it a company policy that an acceptable back-up arrangement is in place? (an independent type-approved ECDIS with an independent position fixing system using official Electronic Navigational Charts (or a combination of official ENCs and Raster Navigational Charts) or a full / reduced folio of up-to-date paper charts, as relevant to the ship's voyage) | | | | | | | | | | | | | | | | | | | |
| | | Training & Onboard Use of ECDIS (Compulsory carriage of ECDIS) | | | • | | | | | • | | | | • | | | | | • | | |
| | 217.5 | Is it a company policy that all officers and masters that use ECDIS for primary navigation are to complete generic training based on IMO model course 1.27? | | | | | | | | | | | | | | | | | | | |
| | 217.7 | Is it a company policy that a risk assessment is carried out for the operation of ECDIS which identifies and controls the hazards when using ENCs and (if used) when ECDIS is in RCDS mode? | | | | | | | | | | | | | | | | | | | |
| | 217.9 | Is the risk assessment and relevant onboard procedures + instructions reviewed on a regular basis (at least once a year or if circumstances require a review)? | | | | | | | | | | | | | | | | | | | |
| | 218 | Noise Levels On Board Ships | | | | | | | | | | | | | | | | | | | |
| | | (Only applicable to new ships (ships contracted to build on or after 1st July 2014) of a gross tonnage of 1,600 and above.) | | | | | | | | | | | | | | | | | | | |
| | 218.1 | Is it company policy that the ships are surveyed for the measurement of noise level and the results recorded in the noise survey report in accordance with the Res MSC.337(91)? | | | | | | | | | | | | | | | | | | | |
| | 218.2 | Is it company policy to identify areas of the vessels based on the noise levels and to place relevant visible warning notices at the entrance to these areas? (IMO noise symbols) | | | | | | | | | | | | | | | | | | | |

| | | CHECKLIST - BASIC CRITERIA - OFFICE AUD | IT - | LNO | G C | ARF | RIEF | R - V | ERS | 101 | N 202 | 5 | | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|---------------|--------------|-----------------|--------------|----------------|--------------|-----------------|--------------|--------------------------------|------------------|--------------|-----------------|--------------|----------|--------------|-------------------|--------------|---------------|
| Revision Code | Norm item | BASIC Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | ІТ DEPT. | Doc. & Impl. | INS-/ CLAIM DEPT. | Doc. & Impl. | NOTAPPLICABLE |
| | 300 | MARPOL 73/78 | | | | | | | | | | | | | | | | | | | | |
| | 301 | Provisions concerning Reports on Incidents Involving Harmful Substances (Protocol 1) | | | 0 | | | | 0 | | | | 0 | | | | | | | | | |
| | 301.1 | Does the company have a procedure in order to report an incident to the nearest coastal state in the event of the ship being abandoned or if a report from the ship is incomplete or unobtainable? | | | | | | | | | | | | | | | | | | | | |
| | 310 | Prevention of pollution by oil | | | 0 | | | | 0 | | | | 0 | | | | | | | | | |
| | 310.1 | Is a shipboard oil pollution emergency plan developed? | | | | | | | | | | | | | | | | | | | | |
| | 310.3 | Is training and testing of the oil pollution emergency plan done? | | | | | | | | | | | | | | | | | | | | |
| | 310.4 | Is the plan reviewed? (periodic and event review) | | | | | | | | | | | | | | | | | | | | |
| | 310.5 | Is an updated list of persons to be contacted available? (coastal States, port contacts, company interest contacts) | | | | | | | | | | | | | | | | | | | | |
| | 310.6 | Is office personnel familiar with the shipboard oil pollution emergency plan? | | | | | | | | | | | | | | | | | | | | |
| | 310.7 | Does the company have a policy concerning the retention and disposal of oil residues (sludge)? | | | | | | | | | | | | | | | | | | | | |
| | 350 | Prevention of pollution by garbage | | | 0 | | 0 | | 0 | | | | | | | | | | | | | |
| | 350.2 | Has the company developed a ship specific garbage management plan detailing the specific ship's equipment, arrangements and procedures for the handling of garbage? | | | | | | | | | | | | | | | | | | | | |
| | 350.4 | Is it a company policy to designate a person responsible for execution of the garbage management onboard? | | | | | | | | | | | | | | | | | | | | |

APPENDIX 2

CHECKLIST - RANKING CRITERIA - OFFICE AUDIT - LNG CARRIER

(LMC-07)

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDIT | ' - L | NG C | AR | RIEF | R - VI | ERS | ION : | 2025 | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|---------------|-----------------|--------------|----------------|--------------|-------------------------------|-------------------|------------------|--------------|-----------------|--------------|--------------|--------------------|-----------------------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. Doc. & Impl. | OPER./CHART DEPT. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 1000 | GENERAL | | | | | | | | | | | | | | | | | 1 | |
| | 1200 | Enclosed Space Entry & Hot Work | | | | 0 | | 0 | | | | | | | | | | | | |
| | 1200.1 | Is there an Enclosed Space Entry and Hot Work permit to work system, taking account of IMO and industry guidelines and where relevant local port / terminal requirements? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1200.6 | Is company approval of the Hot Work permit required before work can begin? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1200.7 | Is an evaluation of the Hot Work permit made (permit shows the appropriate safety precautions relevant to the location of work)? | | | | | | | | | | | | | | | | | 0 | 20 |
| | 1200.12 | Is the HSQ Manager designated to authorise hot work? | | | | | | | | | | | | | | | | | 0 | 20 |
| | 1200.2 | Is crew on board provided with suitable personal protective equipment and suitable equipment for testing the atmosphere of an enclosed space? (e.g. breathing apparatus, protective clothing and approved + calibrated atmosphere testing equipment) | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1200.8 | Are all personnel entering an enclosed space provided with a personal gas detector which can measure HC, oxygen and relevant toxic vapours? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1200.9 | Is it company policy that a safety meeting, attended by all personnel involved, is held prior to entering the space or commencement of hot work in order to review procedures and PPE (including those specific for the intended work)? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1200.10 | Does the company require a responsible officer to be designated for all aspects of the operation? | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1200.3 | Is ship's crew trained and drilled periodically according to enclosed space entry procedures? | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1200.4 | Does training also include rescue and first aid? | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1200.5 | Is there a procedure to identify the operational spaces (e.g. side-passages or compressor rooms) which need to be subjected to enclosed space entry procedures? | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | Minimu | ım ro | nkine | ccore | rogui | | tal scor | | - 110 | | | | | | 0 | 110 |
| | 1300 | Compressor for the refilling of air cylinders for breathing apparatus or Alternative, Additional Green Award requirement | | | WIIIIINU | o o | | o | requii | red for | elemen | 1200 = | - 110 | | | | | | | |
| | 1300.1 | Is it company policy that the vessels have a compressor for the refilling of air cylinders for breathing apparatus? | | | | | | | | | | | | | | | | | 0 | 20 |
| | 1300.2 | Alternative to 1300.1: sufficient number of air cylinders for the sole purpose of safety drills. | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | Minin | | - Indian | | | | tal scor | | - 40 | | | | | | 0 | 20 |
| | ļ | 1 | 1 | | Minimu | ım ra | nking : | score | requii | rea tor | eiemen | 1300 = | - 10 | | | | | | | |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AI | JDIT | ۱ - ۱ | LNG | CA | RRI | IER | - VE | RS | ION | 202 | 5 | | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|--------------|--------------|-----------------|--------------|----------------|--------------|------------------------------|-------------------|--------------|------------------|--------------|-----------------|--------------|----------|--------------|--------------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | алашту рерт. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | IT DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 1400 | Control of drugs & alcohol onboard | | | | | | | | | 0 | | | | | | | | | | | | |
| | 1400.2 | Are all seafarers subject to an unannounced alcohol testing on board as initiated by the office? (Approved test equipment to be available on board) | | | | | | | | | • | | | | | • | | • | | | | 0 | 10 |
| | 1400.1 | Are all seafarers subject to shore-based drug and alcohol testing at least once in last 12 months? | | | | | | | | | | | | | | | | | | | | 0 | 15 |
| | 1400.5 | Are all fleet vessels subject to unannounced drug and alcohol testing at least once every year (not exceeding 18 months between two consecutive tests) by an external organisation? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1400.6 | Alternative to 1400.1 & 1400.5: In case crew members are not subject to shore-based drug and alcohol testing at least once in last 12 months, are all fleet vessels subject to unannounced drug and alcohol testing at least twice in 12 months by an external organisation? | | | | | | | | | | | | | | | | | | | | 0 | 25 |
| | 1400.7 | Does the company contract an external drug and alcohol test organization to monitor fleet vessels for next due vessel tests such that the organization can appropriately decide themselves location and date of attendance? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | Minin | | ronk | inaa | | | T red fo | otal s | | 400 - | 20 | | | | | | | 0 | 45 |
| | 1500 | Emergency Response System | | | IVIIIII | IIuiii | Taliki | ing s | O | equi | reu io | O | lent i | 400 - | 20 | | | | | | | | |
| | 1500.4 | Are company vessels in receipt of an evaluation report of an annual drill between company, ERS service provider (class) and a company vessel? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1500.5 | Is an annual ERT drill performed at the office which includes participation by the ERS service provider (class) and one company vessel? | | | | | | | | | | | | | | | | | | | | 0 | 15 |
| | 1500.9 | Is an updated list of national & local authorities, as required in the SOPEP & the emergency response plan, available in the office ? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1500.10 | Do relevant ERT member(s) participate in an ERS training course as provided by the ERS service provider (class) ? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | - | | Minir | num | ranki | ing s | core r | equi | red fo | otal so | | 500 = | 25 | | | | | | | 0 | 45 |
| | 1510 | Emergency Oil Recovery | | | | | | | | Ť | | | | | | | | | | | | | |
| | 1510.1 | Does the company equip its vessels (GA-certified) with a system providing emergency access to cargo tanks and bunker tanks (for example, from the vessel deck), should the vessel be submerged? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| - | 1510.2 | Does the company ensure that its ships (GA-certified) carry an oil skimmer or a similar device that can be used in an emergency situation of oil spill overboard? | | | | | | | | | | | | | | | | | | - | | 0 | 5 |
| | | | | | I NA : m : | | ron!- | ine - | core r | | | otal s | | E40 = | ^ | | | | | | | 0 | 10 |

| | | CHECKLIST - RANKING CRITERIA - OFFICE A | ווסע | F | .NG | CA | ARR | IER | - VI | ERS | SION | 20 | 25 | | | | | | | | | | | |
|---------------|-----------|---|--------------|--------------|---------------|--------------|-----------------|--------------|----------------|--------------|-----------------|-------------|--------------------------------|------------------|--------------|-----------------|--------------|---------|--------------|--------------------|--------------|------------------------------|---|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | coc: « mpi: | OPER./CHART DEPT. Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | П DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE RANKING SCORE | | RANKING MAX. SCORE |
| | 1600 | Computer Systems, Networks, Data Security and Training. GA requirement | | | 0 | | | | | | | | | | | | | 0 | | | | | | |
| | 1600.1 | Are arrangements for shore and vessel systems documented ? (configuration scheme) | | | | | | | | | | | | | | | | | | | | 0 | 1 | 10 |
| | 1600.2 | Are adequate system back-up's for office administrative PC systems made (where applicable) and are procedures for this documented ? | | | | | | | | | | | | | | | | | | | | 0 | | 5 |
| | 1600.7 | Is there a policy that system back-ups for vessel computer-based systems are made (where applicable)? | | | | | | | | | | | | | | | | | | <u></u> | | 0 | | 5 |
| | 1600.8 | Is there a policy that system back-ups for vessel administrative PC systems are made? | | | | | | | | | | | | | | | | | | L | | 0 | ı | 5 |
| | 1600.3 | Is training provided at a level required to effectively operate and maintain the system and cover normal, abnormal and emergency conditions? | | | | | | | | | | | | | | | | | | <u></u> | | 0 | | 10 |
| | 1600.4 | Is the internal audit scheme applicable to the IT department? | | | | | | | | | | | | | | | | | | L | | 0 | ı | 10 |
| | 1600.5 | Are computer systems, in relation to IMO MSC/Circ.891, certified by a recognised organisation? | | | | | | | | | | | | | | | | | | | | 0 | | 10 |
| | 1600.6 | Is a system administrator designated for administrative PC systems in the office? | | | | | | | | | | | | | | | | | | | \perp | 0 | | 10 |
| | | | | | Minin | num | rank | cina s | score | reau | | | score ement | 1600 | = 40 | | | | | — | — | 0 | | 65 |
| | 1610 | Cyber Risk Management | | | | | | | | | | | | | | | | | | | | | | |
| | 1610.1 | Does the company have plans and procedures of cyber risk management (cyber risk policy) incorporated within its Safety Management System (SMS)? | | | | | | | | | | | | | | | | | | | | 0 | | 20 |
| | 1610.3 | Does the cyber risk policy differentiate between IT (information technology) and OT (operational technology) systems? | | | | | | | | | | | | | | | | | | | | 0 | | 10 |
| | 1610.4 | Does the cyber risk policy focus on elements such as third-party access and bring your own device (BYOD) in the office? | | | | | | | | | | | | | | | | | | | | 0 | | 5 |
| | 1610.5 | Does the company designate and train personnel as appropriate to identify and respond to cyber threats to the company's information technology systems? | | | | | | | | | | | | | | | | | | | | 0 | | 5 |
| | 1610.6 | Does the company have a policy in place to build new ships equipped with cyber secure systems and components? | | | | | | | | | | | | | | | | | | | | 0 | | 5 |
| | 1610.7 | Does the company have a set of clear and unambiguous cyber risk requirements that reflect the company's expectations to vendors and agents? | | | | | | | | | | | | | | | | | | | | 0 | ı | 5 |
| | 1610.8 | Does the company have a policy to carry out cyber risk assessments on its ships (at an interval deemed suitable by the company) using either of the following: - self-assessments followed by third party risk assessments - penetration tests of critical IT and OT infrastructure performed by external experts simulating cyber attacks? | | | | | | | | | | | | | | | | | | | | 0 | | 5 |
| | 1610.9 | Does the company provide its ships with contingency plans and related information in a non- electronic form that need to be followed in the event of a cyber attack? | | | | | | | | | | | | | | | | | | | | 0 | | 5 |
| | 1610.10 | Is it a company policy to involve IT department while preparing to purchase OT systems for ships? | | | | | | | | | | | | | | | | | | | | 0 | | 5 |
| | 1610.11 | Does the company use the information from investigations of previous identified cyber incidents to improve the technical and procedural protection measures and response plans on board and ashore? | | | | | | | | | | | | | | | | | | | | 0 | | 5 |
| | 1610.12 | Does the company forbid remote access by technicians and manufacturers to on-board systems without authorization by the vessel's senior leadership team (For example, by following a two-step digital authorization process)? | | | | | | | | | | | | | | | | | | _ | | 0 | | 5 |
| | | | | _ | Minis | 01100 | ront | ding : | corc | | | | score ement | 1610 | - 25 | | | | | | | 0 | | 75 |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | דוחו | r . I | NG C | ۸PI | DIED | _1/ | EDGI | ON 4 | 2025 | | | | | | | | | | |
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| | | CHECKLIST - KANKING CRITERIA - OFFICE AC | ווטי | - L | ING C | AKI | NIER | · - V | LKOI | OIV A | 2025 | | | | | | | | | | |
| Perision code | Norm item | RANKING Office - LNG | GENERAL MAN. | Joc. & Impl. | QUALITY DEPT. | FECHNICAL DEPT. | Joc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | Joc. & Impl. | OPER./CHART DEPT. | Joc. & Impl. | OURCHASING DEPT. | Sin ANCIAL DEBT | Doc. & Impl. | T DEPT. | Joc. & Impl. | NS- / CLAIM DEPT. | VOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 1700 | Noise and Vibration Management | | J | | | | | | | | | | | | | | | | | |
| | | Noise/Vibration Monitoring and Measures | | | | | | | | | | | | | | | | | | | |
| | 1700.1 | Is it company policy to verify the noise survey report every 5 years? | | | | | | | | | | | | | | | | | | 0 | 15 |
| | 1700.2 | Is it company policy that the crew entering spaces where noise levels exceed 85db(a) should wear hearing protectors which meet the requirements of the HML(High-Medium-Low) method (ISO 4869-2:1994)? | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1700.3 | Is it company policy to periodically inspect the noise and vibration of all machinery equipment and rectify any abnormalities? | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1700.4 | Is it company policy to take appropriate measures in order to protect the crew from cargo handling equipment noise if it exceeds 85db(a) (by taking into account technical solutions and/or exposure limits)? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | Noise Mitigation and Health Hazards | | | | | | | | | | | | | | | | | | | |
| | 1700.5 | Does the SMS include the following? 1.Hearing protection; 2.Exposure limits; 3.Training regarding noise and health hazards. | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1700.6 | Does the company provide the crew with a hearing conservation programme which includes the following: 1.Hazards of high and long duration of noise exposure; 2.Maintenance of audiometric test records; 3.Periodic analysis of records and hearing acuity of individuals with high hearing loss. | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1700.7 | Does the company assess the risks associated with distractions to onboard operations, communication and rest hours caused by exposure to high levels of noise? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1700.8 | Is it company policy to determine the noise exposure level of each rating/officer by taking into account the job profile, time spent by each crew member in different work spaces? (ISO 9612:2009 procedure) | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | | | | | | | tal sco | | | | | | | | | 0 | 65 |
| | 4740 | Underweter Naire and Vibration Management | | | Minimu | m rar | nking s | score | require | d for | eleme | nt 17 | 00 = 25 | 5 | | | | | | | |
| VI | 1710 | Underwater Noise and Vibration Management Is it company practice to design a newbuild ship in such a manner to attenuate/reduce underwater | | | | | | | | | | | | | | | | | | | |
| | 1710.1 | noise? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1710.2 | Does the company take any of the following measures to reduce underwater noise and vibration: 1.Installation of state of art propellers (With reduced cavitation); 2.Wake conditioning devices; 3.Installation of air injection propeller; 4. Vibration isolators mounted on the diesel generators; 5. Installation of propeller boss cap with fins; 6. Others = *fill during audit*? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | If others = | *fill c | durin | g audit* | ? | | | | | | | | - 1 | | | | | 1 | | |
| | | Does the company take any additional maintenance routines (e.g. polishing/coating) to reduce | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1710.3 | cavitation from the propeller? | | | | | | | | | | | | | | | | | | | |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDIT | ' - L | NG | CA | RR | IER | - VE | ERSI | ON 2 | 2025 | | | | | | | | | | | |
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| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | диашту DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & IIIpi. | FINANCIAL DEPT. Doc. & Impl. | T DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE | | RANKING MAX. SCORE |
| | 1800 | Social Dimension / Sustainability | | _ | | | | | | | | | _ | | | | | | | | | | |
| | | A. Good Health & Well-Being | | | | | | | | | | | | | | | | | | | | | |
| | 1800.1 | Does the company ensure that all vessels under its control have an ITF or similar agreement in place? | | | | | | | | | | | | | | | | | | | | | 10 |
| | 1800.2 | Does the company have procedure regarding relieving shipboard personnel on compassionate grounds? (For example, in case of a family emergency) | | | | | | | | | | | | | | | | | | | |) | 5 |
| _ | 1800.3 | Is the company subscribed to any digital platform (web or app) that can be referred to by shipboard staff for seeking medical advice? | | | | | | | | | | | | | | | | | | | |) | 5 |
| | 1800.4 | Does the company ensure that the shipboard staff is aware of platforms (online/offline) providing access to emotional support networks to tackle mental health issues? | | | | | | | | | | | | | | | | | | | |) | 5 |
| | 1800.5 | Does the company provide access to the internet at all times for shipboard personnel on board all ships under its control? | | | | | | | | | | | | | | | | | | | |) | 5 |
| | | B. Reduced Inequalities / Equal Opportunities / Diversity | | | | | | | | | | | | | | | | | | | | | |
| | | B.1 General | | | | | | | | | | | | | | | | | | | | | |
| | 1800.6 | Does the company have a policy focusing on subjects such as equal opportunities, equality and diversity, inclusion, anti-discrimination, anti-harassment, etc. to prevent and eliminate discrimination at workplace (office and ship)? | | | | | | | | | | | | | | | | | | | | , | 10 |
| | 1800.7 | Does the company have confidential reporting procedures enabling all employees to report harassment & discrimination? | | | | | | | | | | | | | | | | | | | |) | 5 |
| | 1800.8 | Does the company take steps to create awareness among its staff (on shore & off shore) and to ensure effective implementation of its policies focusing on subjects such as equal opportunities, equality and diversity, inclusion, anti-discrimination, anti-harassment, etc.? | | | | | | | | | | | | | | | | | | | | | 5 |
| | | B.2 Gender-specific | | | | | | | | | | | | | | | | | | | | | |
| | 1800.10 | Does the company take steps to promote and achieve gender diversity/equality at office and on board vessels (at all levels)? | | | | | | | | | | | | | | - | | | | | | , | 10 |
| | 1800.11 | Does the company provide the following specific facilities for its women seafarers: - feminine hygiene items (in bonded stores) & separate disposal facilities on board - separate washrooms with sanitary facilities on board - suitable sized (gender specific) safety and protective clothing on board - access to medical supplies without having to consult male colleagues on board | | | | | | | | | | | | | | | | | | | 1 | | 5 |
| | | C. Sustainability Reporting | | | | | | | | • | | | | | | | | | | | | | |
| | 1800.12 | Does the company prepare and publish its performance on environmental, social and governance criteria annually (in line with internationally recognised frameworks, such as GRI, IIRC and SASB standards)? | | | | | | | | | | | | | | | | | | | |) ; | 20 |
| | | | | | | | | | | | | tal sco | | 300 = 1 | | | | | | | |) [| 85 |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | IDIT | F | NG | CAI | RRIE | R - \ | VER | SIOI | N 20 | 25 | | | | | | | | | | |
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| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | алапту рерт. | Doc. & Impl. | TECHNICAL DEPT. Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 2000 | NAVIGATION / BRIDGE OPERATIONS | | | | | | | | | | | | | | | | | | | | |
| М | 2100 | Navigation | | | | | | 0 | | | | 0 | | | | | | | | | | |
| | 2100.6 | Does the company have a contract for automatic supply of new hydrographic publications? | 1 | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.7 | Does the company have a contract for electronic update of hydrographic publications? (eg. Temporary and Preliminary NtM) | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.8 | Is it a company policy to include navigational equipment in electronic Planned Maintenance System? | <u> </u> | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.9 | Are masters entitled to use non-compulsory pilot services? (must be stated in a company procedure) | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.12 | Is the company aware of the vessel's critical areas transiting? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.13 | Does the company use weather routing services for ships on long haul voyages? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.18 | Is it a company policy to enroll the vessels in a meteorological & oceanographic service in a form of a software application? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.19 | Alternative to 2100.18: Do the vessels have a capability to receive comprehensive weather information from the office or from coastal stations / platforms? | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 2100.15 | Is it a company policy to equip vessels with the multi constellation GNSS receivers? | l | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.16 | Is it a company policy to equip vessels with the eLoran receivers? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.17 | Is it a company policy that the position for all stages of voyage is compared with a different method of positioning than GPS? | | | | | | | | | | | | | | | | | | | 0 | 20 |
| RR | | | <u> </u> | | | | | | | | | score | | | | | | | | | 0 | 110 |
| RR | | | | | Minim | num r | ranking | g scoi | e requ | uired f | or el | ement 2 | 2100 = | 40 | | | | | | | | |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | וסנ | Γ - Ι | LNG | CA | IRR | IER | - VI | ERS | ION | 202 | 25 | | | | | | | | | | |
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| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | аиашту рерт. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | ІТ DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 2111 | Electronic chart display & information systems / ECDIS | | | | | | | | | | | | | | | | | | | | | |
| | | Applicable to the companies with ships for which carriage of ECDIS is compulsory | | | | | | | | | | | | | | | | | | | | | |
| | 2111.3 | Does the company provide navigational procedures concerning the use of ECDIS? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 2111.4 | Is it a company policy to list ECDIS as critical equipment and integrate into PMS? (hardware and software) | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 2111.5 | Is it a company policy that ECDIS is tested according to IHO ECDIS data presentation and performance check with a use of test data set after every update of the software (including back up)? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 2111.6 | Is it a company policy that regardless of the generic training the crew is familiarised with the ECDIS unit(s) installed onboard according to the Industry Recommendations for ECDIS Familiarisation? | | | | | | | | | | | | | | | | | | | | 0 | 15 |
| | 2111.7 | Is it a company policy to provide structured ECDIS training(s) for all officers on top of the generic training (besides the familiarization onboard in R2111.6)? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 2111.8 | Does the company have a contract / agreement with ECDIS manufacturer in relation to the maintenance of the software? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 2111.11 | Does the company have a standard for display settings (layers) of ECDIS for various navigation conditions (arrival / departure - coastal - deep sea)? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 2111.12 | Is it a company policy that the vessels have a basic folio of paper charts (in case second ECDIS is a back up system)? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | Mini | mum | rank | rina s | core | requi | red fo | otal s | | 111 = | 35 | | | | | | | 0 | 60 |
| M | 2120 | Environmental Requirements during the Voyage | | | 0 | III | - I | ung (| 0 | requi | 100.10 | 0 | | | | | | | | | | | |
| N | 2120.4 | Voyage-plan (checklist) includes verification of compliance with NECA (Tier III) requirements before entry of area/location (either by use of exhaust gas treatment or engine technology, e.g. dual fuel) | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| М | 2120.1 | Voyage-plan (checklist) includes verification of compliance with SECA requirements before entry of area/location (either by means of change of fuel-grade or use of SOx-scrubber) | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| M | 2120.2 | Voyage-plan (checklist) includes verification of compliance with Ballast Water Management requirements (either by means of D-2 treatment system or D-1 exchange of ballast during voyage) | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| N | 2120.7 | <u>Alternative to 2120.2</u> : Vessel has been designed not to carry any Ballast Water (no Ballast Tanks available onboard) | | | | | | | | | | | | | | | | | | | | 0 | 15 |
| M/RN | 2120.5 | Voyage-plan (checklists) includes verification for transit of globally known whale-areas (habitats) and migration patterns and provides disturbance mitigation. Source : WWF whale.org | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 2120.6 | Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| RR RR | | | | | Mini | mura | rank | ina : | corc | roau: | red fo | otal s | | 120 - | 40 | | | | | | | 0 | 55 |
| KK | 2300 | Mooring Operations | | | WIIII | iiiuiff | rank | ang s | o | requi | reu 10 | eien | nent 2 | 120 = | 40 | | | | | | | | |
| | 2300.1 | Does the company have procedures/instructions for mooring/unmooring operations? | | | | | | | _ | | | | | | | | | | | | | 0 | 10 |
| | 2300.1 | Does the company have procedures/instructions for mooning/unimooning operations? | | | <u> </u> | | | | | | т | otal s | core | | | | | | | | | 0 | 10 |
| | | | | | Mini | mum | rank | cing s | score | requi | red fo | | | 300 = | 10 | | | | | | | | <u> </u> |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AU | JDIT | ' - LI | NG C | CAR | RIEF | ₹ - ٧ | /ERS | AOIS | 202 | 5 | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|---------------|--------|--------------|----------------|--------|-----------------|-------------------|--------------|------------------|--------------|------------|----------|--------------|--------------------|--------------------------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | | Doc. & Impl. | NAUTICAL DEPT. | | PERSONNEL DEPT. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | a I | IT DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 3000 | MACHINERY / ENGINE OPERATIONS | | | | | | | | | | | | | | | | | | | |
| | 3100 | Bunker Operations | | | | 0 |) | | | | 0 | | | | | | | | | | |
| М | 3100.1 | Does the company MS specify a safe-maximum percentage fill for bunker tanks? (max. limit 90%) | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 3100.2 | Is a checklist used for bunker operations (company format)? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 3100.3 | Does the bunker procedure include a bunker plan (company format) ? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 3100.4 | Are there procedures/instructions for the internal transfer of fuel oil between main storage tanks? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 3100.5 | Is there an instruction that all persons involved are to be familiar with the intended bunker operation and/or internal transfer operation and their duties? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | | | | | | | otal s | | | | | | | | , | 0 | 50 |
| | | | | N | linimu | ım raı | nking | score | e requ | ired fo | or elen | ent 3 | 100 = | 50 | | | | | | | |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDIT | - L | NG C | AR | RIEF | ۲ - ۷ | ERSI | ON 2 | 202 | 5 | | | | | | | | | | |
|-----------|---|--|--------------|--------------|---------------|-----------------|--------------|----------------|------------------------------|--------------|-------------------|--------------|------------------|--------------|-----------------|--------------|------------|--------------------|--------------|----------------|---------------|--------------------|
| morn item | GREEN AWARD | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | DOC. & Impl. | Oct & lmul | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| 3200 | Fuel oil management | | | _ | | | | | | | | | Ī | _ | | | | | | | | |
| | A. Contracting / Procurement | | | • | | | | | | | | | | | | | | | | | ' | |
| 3200.1 | 4 Is it company procedure that bunk | sible for supplying bunkers (for all GA ships) ter purchasing contracts state that the fuel oil be supplied with ons (latest edition is recommended)? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| 3200.1 | bunkers (for all GA ships) | third party ship manager is responsible for purchasing echnical requirements of the ship and optimal fuel oil specifications or for their consideration? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| 3200.1 | Is an evaluation of all fuel oil supp before signing the bunker purchas brought to the attention of the cha | liers carried out to identify "quality-oriented fuel oil suppliers" sing contract with a chosen supplier and are the negative results rterer (where applicable)? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | B. Sampling & Testing | | | | | | | - | • | | | | | | | | | | | | | • |
| | B.1 MARPOL delivered fuel oil | sampling | | | | | | | | | | | | | | | | | | | | |
| 3200.1 | | ampling (during bunkering) is carried out using an automatic) in accordance with Marpol Annex VI? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | B.2 In-use fuel oil sampling | | | | | | | | | | | | | | | | | | | | | |
| 3200.1 | least once every four months for t | amples are drawn from the following designated sampling points at esting of catalytic fines & separator efficiency at a recognized fuel | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | B.3 Testing | | | | | | | 1 | | | 1 | | | | | | | | | | | |
| 3200. | | tered fuel oil is <u>always</u> tested (before use onboard) by a tion ashore in accordance with the requirements of ISO 8217 the fuel was ordered)? | | | | | | | | | | | | | | | | | | | 0 | 40 |
| | C. Operational procedures | | | | | | | | | | | | | | | | | | | | | |
| 3200.1 | 7 Does the company prohibits its sh fuel)? | ips to commingle two different bunkers (even of the same grade of | | | | | | | | | | | | | | | | | | | 0 | 10 |
| 3200. | | lling of two different fuels is unavoidable, does the company have githe steps to be followed to determine the compatibility of two est methods)? | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | D. Additional questions | | | | | - | | | | | - | | | | | | | - | | | | |
| 3200. | | ceived from company fleet experience and fuel analysis ships by issuing technical bulletins or circulars? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| 3200.1 | | ter suppliers are asked to provide the copies of the product's valid associated laboratory analysis reports verifying the details on the | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | | | | | | | | | | | tal sc | | | | | | | | | | _ | 120 |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDIT | ' - L | NG (| CAR | RIE | R - \ | VER | SIOI | N 20 | 25 | | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|--------------|--------------|--------------|----------------|--------------|-----------------|--------------|--------------|------------------|--------------|-------------------------------|----------|--------------|--------------------|--------------|------------------------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | алапту рерт. | Doc. & Impl. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. Doc. & Impl. | IT DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE RANKING SCORE | KANKING SCOKE | RANKING MAX. SCORE |
| | 4000 | CARGOES / CARGO OPERATIONS | | | | | | | | | | | | | | | | | | | | |
| | 4100 | LNG Carrier Cargo Operations & Additional Green Award requirements | | | | | | 0 | | | • | • | | | | | | | | | | |
| | 4100.1 | Is it company procedure that the ship shore safety checklist has to be used before loading/unloading operations? | | | | | | | | | | | | | | | | | | (| 0 | 10 |
| | 4100.3 | Does the company have instructions for smoking areas on board? | | | | | | | | | | | | | | | | | | - (| 0 | 10 |
| | 4100.4 | Does the company have procedures/instructions in relation to the entire cargo tank operations? | | | | | | | | | | | | | | | | | | (| 0 | 10 |
| | 4100.7 | Are there procedures to ensure that a sufficient number of personnel is available in case of emergency during port stay? | | | | | | | | | | | | | | | | | | (| 0 | 10 |
| | 4100.17 | Is it company policy that CTS documents are taken before commencing and after completion of cargo operations? | | | | | | | | | | | | | | | | | | (| 0 | 10 |
| | | | | | | | | | | | Total | | | | | | | | | | ١ | 50 |
| | 4000 | Party to Party Town for Occupance | | | Mınim | | | scor | e req | uired 1 | | | 4100 = | 50 | | | | | | | | |
| | 4200 | Ship to Ship Transfer Operations | | | | • |) | | | | |) | | | | | | | | 4 | 4 | |
| | 4200.5 | Is it company policy to verify with the STS-operator that approved equipment is used for the intended STS operation? | | | | | | | | | | | | | | | | | | (| נ | 40 |
| | | | | | Minim | | | | | | Total | | | 40 | | | | | | |) | 40 |
| | | <u> </u> | | | winim | um ra | inking | scor | e req | uirea 1 | ror ele | ment | 4200 = | 40 | | | | | | | | |

| RANKING Office - LNG PREVENTION OF POLLUTION Sino Biofouling Management Sino. Does the company have ship-specific procedures/instructions (according to IMO guidelines) for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species? Does the company have ship-specific procedures/instructions (according to IMO guidelines) for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species? Does the company here ship-specific procedures/instructions (according to IMO guidelines) for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species? Sino. Since the company define frequency and timing of in-water inspection and proactive hull cleaning in consultation with coatings manufacturer and/or coatings consultant for each ship under its management? Sino. Since the company policy to define potential trigger points for reactive hull cleaning in consultation with coatings manufacturer and/or coatings consultant for each ship under its management? Sino. Since the company policy to define potential trigger points for reactive hull cleaning in company policy to define potential trigger points for reactive hull cleaning in company policy to use in-water cleaning only in combination with capture and filtration of the cleaned material and subsequent waste treatment and disposal, when made available in ports? Minimum ranking score required for element \$100 = 5 | | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDIT | - LN | IG C | ARF | RIER | - VI | ERSI | ON 2 | 025 | | | | | | | | | | | |
|--|-----------|--|--------------|--------------|--------------|-----------------|--------------|----------------|---------|--------------|-----|---|--------------|-----------------|--------------|----------|-----|----------|---------------|---------------|---------|--|
| Side Biofouling Management Side | Norm item | | GENERAL MAN. | Doc. & Impl. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | | Doc. & Impl. | 7 | 9 | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | IT DEPT. | 1 6 | <u> </u> | NOTAPPLICABLE | RANKING SCORE | MAX. SC | |
| Does the company have ship-specific procedures/instructions (according to IMO guidelines) for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species? Does the company define frequency and timing of in-water inspection and proactive hull cleaning in consultation with coatings manufacturer and/or coatings consultant for each ship under its management? Is it a company policy to define potential trigger points for reactive hull cleaning – based on performance monitoring or other relevant datasets (such as increased drag or increased friction)? Is it a company policy to use in-water cleaning only in combination with capture and filtration of the cleaned material and subsequent waste treatment and disposal, when made available in ports? Total score | 5000 | PREVENTION OF POLLUTION | | | | | | | | | | | | | | | | | | | | |
| control and management of ships' biofouling to minimize the transfer of invasive aquatic species? Does the company define frequency and timing of in-water inspection and proactive hull cleaning in consultation with coatings manufacturer and/or coatings consultant for each ship under its management? S100.7 Is it a company policy to define potential trigger points for reactive hull cleaning – based on performance monitoring or other relevant datasets (such as increased drag or increased friction)? S100.8 Is it a company policy to use in-water cleaning only in combination with capture and filtration of the cleaned material and subsequent waste treatment and disposal, when made available in ports? Total score | 5100 | Biofouling Management | | | | | | | | | | | | | | | | | | | | |
| 5100.6 consultation with coatings manufacturer and/or coatings consultant for each ship under its management? 5100.7 Is it a company policy to define potential trigger points for reactive hull cleaning – based on performance monitoring or other relevant datasets (such as increased drag or increased friction)? 5100.8 Is it a company policy to use in-water cleaning only in combination with capture and filtration of the cleaned material and subsequent waste treatment and disposal, when made available in ports? Total score | | | | | | | | | | | | | | | | | | | | 0 | 10 | |
| performance monitoring or other relevant datasets (such as increased drag or increased friction)? 5100.8 Is it a company policy to use in-water cleaning only in combination with capture and filtration of the cleaned material and subsequent waste treatment and disposal, when made available in ports? Total score To | | consultation with coatings manufacturer and/or coatings consultant for each ship under its | | | | | | | | | | | | | | | | | | 0 | 5 | |
| cleaned material and subsequent waste treatment and disposal, when made available in ports? Total score 0 30 | | | | | | | | | | | | | | | | | | | | 0 | 5 | |
| | | | | | | | | | | | | | | | | | | | | 0 | 10 | |
| | | | | I M | inimu | m ran | leina e | coro | roquire | | | | - 5 | | | | | | | 0 | 30 | |

| | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDIT | ۲ - L | NG (| CA | RRIE | R - | · VE | RSI | ON 2 | 2025 | , | | | | | | | | | | |
|------------------|--|--------------|--------------|-------------|--------------|-----------------|----------------|----------------|-----------------|--------------|-------------------|--------------|------------------|--------------|-----------------|--------------|----------|------------------|--------------|----------------|---------------|--------------------|
| Kevision Code | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | аилту DEPT. | Doc. & Impl. | TECHNICAL DEPT. | NALITICAL DEPT | NAUTICAL DEPT. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | IT DEPT. | NS- / CLAIM DEPT | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| 5200 | Waste Management / Garbage Handling Onboard | | | 0 | | 0 | (| 0 | | | | | | | | | | | | | | |
| | A. General procedures | | | | | | | | | | | | | | | | | | | | | |
| 5200.17 | Does the company have a policy to reduce garbage at source? For example, bulk packaging of consumable items. | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| 5200.22 | Is it a company policy that recyclable material such as paper, plastic, metal (for example, tin cans), glass, bottles, crockery & similar refuse, and dunnage are always delivered to the port reception facilities? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | B. Garbage types | | | | | | | | | | | | | | | | | | | | | |
| | B.3 Ashes and clinkers | | | | | | | | | | | | | | | | | | | | | |
| 5200.25 | Is it a company policy that all incinerated ashes and clinkers are always delivered to the port reception facilities? | | | | | | | | | | | | | | | | _ | | _ | | 0 | 10 |
| | B.4 Cleaning agents & additives | | | | | | | | | | | | | | | | | | | | | |
| 5200.28 | Is it a company policy to use <u>non harmful</u> (MARPOL Annex V compliant) cleaning agents and additives for cleaning the deck / external surfaces? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | B.5 Plastics | | | _ | | | | | | | | | | | | | | | | | | |
| 5200.20 | Is it a company policy that plastic is never incinerated? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| 5200.38 | Does the company have a policy to reduce the use of disposable and single-use plastics on board (at least focusing on plastic cutlery, dishes & straws and beverages & mineral water bottles in bonded stores)? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| 5200.41 | Does the company have a policy to avoid procuring food items in single servings of plastics pots (for example, replacing small yoghurt pots with decanted supplies in large containers)? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| 5200.42 | Does the company combat micro-plastics in the laundry system by adding a fine filtering mesh to ship's washing machine's outlets to prevent fibers reaching the ocean? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| 5200.43 | Does the company have a procedure that clearly stipulates there should be no dumping of old plastic ropes and mooring lines at sea and encourage to retain them on board until landed ashore for correct disposal? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| N 5200.44 | Does the company install an extra filtration equipment on the main supply line onboard – such as a reverse osmosis (RO) installation – available on different decks in public areas, such as the galley or pantries? (In order to eliminate/reduce bottled water and supply safe drinking water onboard.) (The system is to be in addition to the standard arrangement of the vessel's Drinking Water (DW) filtration system, such as a rehardening filter and UV sterilizer.) | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | C. Additional questions | | | | | | | | | | | | | | | | | | | | | |
| 5200.16 | Does the company provide training / education programme for the crew in order to create awareness in relation to garbage management? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| 5200.18 | Does the company participate in national / international Marine Litter Monitoring Programs? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| 5200.19 | Does the company have a reporting system on lack of availability of reception facilities for certain types of garbage? (such as GISIS by IMO or equivalent) | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | | | | Batter Co. | | | | | | | tal sc | | 100 | 20 | | | | | | | 0 | 85 |
| 5300 | Cargo Vapour Emission Control Systems | | | Minim | um | rankin | _ | ore re | quire | a tor | eieme | nt 52 | : = 00: | 30 | | | | | | | | |
| 5300.13 | Does the company have additional procedures in place to avoid the venting of Boil-Off Gas to atmosphere? | | | | | | | | | | | | | | | | | | | | 0 | 20 |
| 5300.14 | Are annual quantities of incidental Boil-Off Gas to atmosphere as well as Boil-Off Gas to Gas Combustion Unit monitored for the fleet for continual improvement? | | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | osmodes. One monetoe for the need of continue improvement: | | | l | | | 1 | | - | To | tal sc | ore | | | | | | | | 1 | 0 | 40 |
| | | | | Minim | um | rankin | g sc | ore re | quire | d for | eleme | nt 52 | 200 = 2 | 20 | | | | | | | | |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AU | JDIT | <u> - ا</u> | NG | CA | RRI | IER | - VI | ERSI | ON | 202 | 5 | | | | | | | | | | |
|--------|-----------|---|--------------|--------------|--------------|--------------|-----------------|--------------|----------------|--------------|--------------|-------------------|--------------|------------------|--------------|-----------------|--------------|----------|--------------|--------------------|----------------|---------------|--------------------|
| | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | аиашту DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | ІТ DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| 5 | 5410 | NOx Emissions | | _ | 0 | _ | 0 | | | | | | | | | | | _ | | | | | |
| | | A. Emission Monitoring | | | | | | | | | | | | | | | | | | | | | |
| 5 | 5410.10 | Does the company use a continuous emission monitoring system (in-situ or extractive) for monitoring and recording NOx emissions? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | B. Emission Reduction | | | | | | | | | | | | | | | | | | | | | |
| 5 | 6410.20 | Does the company use any one of the following measures on board one or more of its vessels to reduce NOx emissions from main and/or auxiliary engines? | | | | | | | | | | | | | | | | | | | | 0 | 30 |
| | | Measures taken to reduce NOx emissions | If Y | ES, d | choos | se fr | om k | elov | v opt | ions | | _ | | | | | | | | | | | |
| | | Direct Water Injection | | | | | | | | | | | | | | | | | | | | | / |
| _ | | Fuel Water Emulsification | | | | | | | | | | | | | | | | | | | | / | |
| | | Intake Air Humidification | | | | | | | | | | | | | | | | | | | | | |
| | | Slow Steaming | | | | | | | | | | , | | | | | | | | | | | |
| 5 | 6410.21 | Is it company policy to implement regulated slow steaming on some or all of the vessels within their fleet in an effort to reduce NOx emissions? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | C. Additional Questions | | | | | | | | | | | | | | | | | | | | | |
| | | Exhaust Gas Recirculation (EGR) | | | | | | | | | | | | | | | | | | | | | |
| 5 | 5410.22 | Are negative results from the continuous monitoring of exhaust gas recirculation bleed-off discharge water collected from the ship and addressed by the company? *The guidelines set out in MEPC.259 (68) are applicable to EGR bleed-off discharge water as well. | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| 5 | 6410.24 | Does the company's PPE matrix include handling of caustic soda for exhaust gas recirculation? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| 5 | 5410.25 | Does the company provide the relevant crew with manufacturer training for the EGR unit? *The manufacturer training should cover the normal operation of the EGR system including bunkering of any chemicals (consumables), calibration of sensors, routine maintenance as well as the procedures to be followed in case of system failure and deviation from normal operation. | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | | Selective Catalytic Reduction (SCR) | | | | | | | | | | | | | | | | | | | | | |
| 5 | 5410.26 | Does the company install a monitoring unit which monitors and measures any formation of ammonia slip? *The monitoring unit should be capable of issuing a warning in the event of ammonia formation. | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| 5 | 5410.27 | Does the company take adequate measures to avoid the breakdown of the SCR unit? Measures should include (all of) the following: 1. Requisition's of materials 2. Redundancy 3. Effects of back pressure 4. Maintenance regimes of the SCR 5. Monitoring the condition of the catalyst. | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| 5 | 5410.28 | Does the company provide the relevant crew with manufacturer training for the SCR unit? *The manufacturer training should cover the normal operation of the SCR unit including bunkering of any chemicals (consumables), calibration of sensors, routine maintenance as well as the procedures to be followed in case of system failure and deviation from normal operation. | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| \neg | | | | | | | | | | | To | tal s | core | | | | | | | | | 0 | 95 |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | TIDIT | ۲ - L | NG (| CA | RRI | ER | - VE | ERSI | ON : | 2025 | | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|---------------|--------------|-----------------|--------------|----------------|------------------------------|--------------|-------------------|--------------|------------------|----------------|--------------|----------|--------------|--------------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | EINANCIAL DEDT | Doc. & Impl. | IT DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 5420 | SOx Emissions | | _ | 0 | | 0 | | | | | | | 0 | | | | | | | | |
| | | A. Emission Monitoring | | | | | | | | | | | | | | | | | | | | |
| | 5420.11 | Does the company use a continuous emission monitoring system (in-situ or extractive) for monitoring and recording SOx emissions? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | B. Emission Reduction | | | | | | | | | | | | | | | | | | | | |
| | 5420.12 | Main and auxiliary engines: Does the company <u>voluntarily</u> burn low Sulphur fuel (max. 0.10% Sulphur) or use equivalent methodology during the ship's stay at every port? (If exhaust gas cleaning system is used, Sulphur content is measured with SO2:CO2 ratio. Ratio of max 4.3 is equal to 0.10% Sulphur content) | | | | | | | | | | | | | | | | | | | 0 | 50 |
| | | C. Additional Questions | | | | | | | | | | | | | | | | | | | | |
| | | Exhaust Gas Cleaning System (EGCS) | | | - | | | | | | | | | | | | | | | | | |
| | 5420.13 | Does the company use the requirements of Scheme B* (continuous emission monitoring with parameter checks) for testing, survey, certification and verification of EGC systems on board all its ships having such systems (EGC)? * Under scheme B, the SOx emissions compliance plan (SECP) should present how the continuous monitoring of ship exhaust gas emissions will demonstrate that the total SO2(ppm)/CO2(%) ratio is comparable to the requirements of 14.1 and/or 14.4 of MARPOL Annex 6. * Ships should be in possession of EGC technical manual, scheme B (ETM-B). | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | 5420.14 | Are negative test results from the continuous monitoring of wash water discharge collected from the ship and addressed by the company? *The wash water discharge criteria have been set out in MEPC.259 (68). | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 5420.16 | Does the company take adequate measures to avoid breakdown of the EGCS unit? Measures should include (all of) the following: 1. Material requisitions 2. Redundancy 3. Risk of condensation 4. Safety process regarding handling and storage of caustic soda. 5. Noise prevention 6. Contingency plan for failure 7. Remote monitoring 8. Technical support from the manufacturer (Telephone helpline) | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | 5420.20 | Does the company's PPE matrix include handling of caustic soda for closed-loop scrubbers? | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 5420.21 | Does the company provide relevant crew with manufacturer training course for the EGC unit? | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | | | | | Minim | | ronl-! | | | | | tal sco | | 20 = 20 | | | | | | | 0 | 120 |

| | | CUECULIST DANIELDS OFFICE AL | 1017 | _ | | 2 0 | • | | \ \/E | 2016 | 211.0 | 005 | | | | | | | | | | | 1 |
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| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | ווטנ | - 1 | LNC | 3 C/ | AKK | KIEK | - VEI | RSIC | JN 2 | 025 | | | | | | | _ | | | 1 | <u>l</u> |
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | диашту рерт. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | ІТ DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE | |
| | 5430 | Particulate Matter (PM) Emissions | | | | | 0 | | | | | | | | | | | | | | | | |
| | 5430.10 | Does the company use any one of the following measures on board one or more of its vessels to reduce PM emissions from main and/or auxiliary engines? | | | | | | | • | | | · | | | | | | | | | 0 | 30 | |
| | | Measures taken to reduce PM emissions | If Y | ES, | cho | ose f | rom | belo | w optic | ns | | | | | | • | | | | | | | |
| | | Diesel Particulate Filter | | | | | | | | | | | | | | | | | | | | | |
| | | Diesel Oxidation Catalyst | | | | | | | | | | | | | | | | | | | / | | |
| | | Electrostatic Precipitator | | | | | | | | | | | | | | | | | - | \exists | | | |
| | | | | | 21 | | • | | | | | al scor | | | | | | | | | 0 | 30 | |
| | | | | | Min | nimun | n ranl | king s | score re | quire | d for e | elemen | t 5430 | = 0 | | | | | | | | | |
| | 5440 | Greenhouse Gas (GHG) Emissions - CO ₂ Emissions | | | | | | | | | | | | | | | | | | | | | 4 |
| | | A. Emission Monitoring | | | | | | | | | | | | | | | ı | | | | | | |
| | 5440.10 | Does the company use flow meters for monitoring and recording of fuel consumption? (Flow meter is to be calibrated and certified by for example a classification society) | | | | | | | | | | | | | | | | | | | 0 | 10 | |
| | 5440.6 | Is an energy efficiency baseline measured for each ship? *Using a calculation of fuel consumption (Unit = Fuel consumption per transport work expressed in grams per tonne-nautical mile or other relevant unit as applicable to relevant ship category) (or) *Using measurement of CO2 emissions from emission monitoring equipment (grams CO2 per tonne nautical mile or other relevant units as applicable to relevant ship category) (Baseline is a measurement of the ships average (operational) energy efficiency under normal operating conditions before energy efficient measures or policies are implemented). | | | | | | | | | | | | | | | | | | | 0 | 5 | |
| | 5440.14 | Does the company use a ship performance monitoring software to monitor and reduce energy consumption by operational measures for their entire fleet? | | | | | | | | | | | | | | | | | | | 0 | 20 | |
| | | B. Emission Reduction | | | | | | | | | | | | | | | | | | | | | |
| | | Short term goals (CO ₂ reduction through energy efficiency measures) | | | | | | | | | | | | | | | | | | | | | |
| | 5440.15 | (Design and operational based measures) Energy efficiency measures implemented on-board company vessels? | | | | | | | | | | | | | | | | | | | 0 | 20 | |
| | | For ease of use, measures are grouped according to the GLOMEEP Energy efficiency technologies information portal. | If YE | ES, | cho | ose f | rom | belo | w optic | ns a | nd fil | l-in su | pple | ment | CO ₂ | - Glo | MEE | ∃P ta | b | | | | |
| | | Measures related to Machinery | | | | | | | | | | | | | | | | | | | | | |
| | | Measures related to Propulsion and Hull Improvements | | | L | | L | | | | | | | | | | | | | | | | |
| | | Measures related to Energy Consumers | | | L | | L | | | | | | | | | | | | | | / | ′ | |
| - | | Measures related to Energy Recovery | | | | | | | - | | | - | | | | | | | | | | | |
| | | Measures related to Technical Solutions for optimizing the operations | | | | | | | | | | | | | | | | | | | | | |
| | 5440.16 | Has the company achieved an annual average reduction of at least 2.0% in CO2 emissions per transport work (gCO2/tnm) since 1st Jan 2013? | | | | | | | | | | | | | | | | | | | 0 | 30 | |
| | 5440.17 | Alternative to 5440.16: Has the company achieved an annual average reduction of at least 1.0% in CO2 emissions per transport work (gCO2/tnm) since 1st Jan 2013? | | | | | | | | | | | | | | | | | | | 0 | 15 | |

| | | CHECKLIST - RANKING CRITERIA - OFFICE A | UDIT | ' - L | NG C | ARR | IER | - VEF | RSIO | N 20 | 25 | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|----------------------------|-----------------|--------------|------------------------------|-----------------|--------------|--------------------------------|------------------|--------------|-----------------|--------------|--------------------------|--------------------|--------------|--|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | IT DEPT. Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE RANKING SCORE | RANKING MAX. SCORE |
| | | Mid term goals (CO ₂ reduction through the use of low carbon fuels) | | | | | | | | | | | | | | | | | | |
| М | 5440.18 | Main propulsion: Does the company have any vessels within their fleet which use low carbon fuels such as: | | | | | | | | | | | | | | | | | 0 | 15 |
| | | Low carbon fuels | If YE | S, c | choose | from I | belov | w optio | ns | | | | | | | | | | | |
| | | LNG (Liquefied Natural Gas) | | | | | | | | | | | | | | | | | | 7 |
| | | LPG (Liquefied Petroleum Gas) | | | | | | | | | | | | | | | | | | / |
| | | GTL (Gas to liquid) fuel | | | | | | | | | | | | | | | | | | / |
| | | Bio-diesel | | | | | | | | | | | | | | | | | | |
| | | Bio-LNG (Bio-methane) | | | | | | | | | | | | | | | | | | / |
| | | Methanol | | | | | | | | | | | | | | | | | / | , |
| | | Ethanol | | | | | | | | | | | | | | | | | | |
| | | Dimethyl Ether | | | | | | | | | | | | | | | | | | |
| | | Other: *fill during audit* | | | | | | | | | | | | | | | | | / | |
| | | If others: | - | | | 1 | | | 1 | 1 | | 1 | 1 | | 1 | | | / | <u>′ </u> | 1 |
| М | 5440.19 | Power generation: Does the company have any vessels within their fleet which use low carbon fuels such as: | | | | | | | | | | | | | | | | | 0 | 15 |
| | | Low carbon fuels | If YE | S, c | choose | from I | belov | w optio | ns | | | - | | | - | | - | | - | · |
| | | LNG (Liquefied Natural Gas) | | | | | | | | | | | | | | | | | | / |
| | | LPG (Liquefied Petroleum Gas) | | | | | | | | | | | | | | | | | | |
| | | GTL (Gas to liquid) fuel | | | | | | | | | | | | | | | | | | / |
| | | Bio-diesel | | | | | | | | | | | | | | | | | | |
| | | Bio-LNG (Bio-methane) | | | | | | | | | | | | | | | | | | / |
| | | Methanol | 1 | | | | | | <u> </u> | | | | | | | | | | / | • |
| | | Ethanol | 1 | | | 1 | | | | | | | | | | | | | / | |
| | | Dimethyl Ether | 1 | | | 1 | | | | | | | | | | | | | / | |
| | | Other: *fill during audit* | 1 | | | | | | | | | | | | | | | | / | |
| | | If others : | = | | | | | | | | | | | | | | | - 1/ | / | |

| | | CHECKLIST - RANKING CRITERIA - OFFICE A | דוסנ | ۲ - L | NG C | CAR | RIE | R - \ | VER | SIO | N 2 | 2025 | , | | | | | | | | | |
|---------------|-----------|---|--------------|--------------|---------------|----------------|--------------|----------------|--------------|-----------------|--------------|-------------------|--------------|------------------|--------------|-----------------|----------|--------------|--------------------|--------------|------------------------------|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | TECHNICAL DEPT | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | IT DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE RANKING SCORE | RANKING MAX. SCORE |
| | | Long term goals (CO ₂ neutral operation through zero carbon fuels) | Ĭ | | | | | | | | | | | | | | | | | | | |
| M 5 | 5440.20 | Main propulsion: Does the company have any vessels within their fleet which use zero carbon fuels such as: | | | | | | | | | | | | | | | | | | | 0 | 25 |
| | | Zero carbon fuels | If YE | ES, d | choose | fror | m bel | ow o | ption | ıs | • | | | | • | | • | | | • | • | • |
| | | Anhydrous Ammonia | | | | | | | | | | | | | | | | | | | | / |
| | | Hydrogen | | | | | | | | | | | | | | | | | | | | |
| | | Fuel Cells (Powered by ammonia or hydrogen) | | | | | | | | | | | | | | | | | | | | |
| | | Batteries | | | | | | | | | | | | | | | | | | | / | / |
| | | Nuclear | | | | | | | | | | | | | | | | | | | | |
| | | Other: *fill during audit* | | | | | | | | | | | | | | | | | | | | |
| | | If others = | | | | | | | | | | | | | | | | | | | / | |
| M 5 | 5440.21 | Power generation: Does the company have any vessels within their fleet which use zero carbon fuels such as: | | | | | | | | | | | | | | | | | | | 0 | 25 |
| | | Zero carbon fuels | If YE | ES, d | choose | fror | m bel | ow o | ption | ıs | | | | | | | | | | | | |
| | | Anhydrous Ammonia | | | | | | | | | | | | | | | | | | | | |
| | | Hydrogen | | | | | | | | | | | | | | | | | | | | |
| | | Fuel Cells (Powered by ammonia or hydrogen) | | | | | | | | | | | | | | | | | | | | |
| | | Batteries | | | | | | | | | | | | | | | | | | | / | / |
| | | Nuclear | | | | | | | | | | | | | | | | | | | | |
| | | Other: *fill during audit* | | | | | | | | | | | | | | | | | | | | |
| | | If others = | 1 | | | | | | - | | | | | | | | | | | _/ | | |
| 5 | 5440.22 | Does the company have any vessels within their fleet which use renewable energy sources for energy production such as: | | | | | | | | | | | | | | | | | | | 0 | 25 |
| | | Renewable Energy source | If YE | ES, d | choose | fror | m bel | ow o | ption | ıs | | | | | | | | | | | | |
| | | Wind *fill during audit* | | | | | | | | | | | | | | | | | | | | 7 |
| | | Solar | | | | | | | | | | | | | | | | | | | | |
| | | Other: *fill during audit* | | | | | | | | | | | | | | | | | | | / | / |
| | | Wind = | | | | | | | | | | | | | | | | | | | | |
| | | If others = | | | | | | | | | | | | | | | | | | | | |
| 5 | 5440.24 | Does the company take steps to facilitate JIT Arrival of ships (for example, use of BIMCO's Virtual Arrival Clause for Voyage Charter Parties or speed decisions taken by the Master of owned ships to ensure JIT Arrival or implement measures from Port Information Manual by International Taskforce Port Call Optimization or other such measures)? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | _ | | | | | | | | | al sco | | | | | _ | | | • | 0 | 200 |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDIT | - L | .NG | CAF | RRIE | R - | VER | SIO | N 20 |)25 | | | | | | | | | | |
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| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | ІТ DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 5441 | Greenhouse Gas (GHG) Emissions - Methane (CH ₄) Emissions - Main Propulsion | | | | | | | | | | | | | | | | | | | | |
| | | B. Emission Reduction | | | | | | | | | | | | | | | | | | | | |
| | | Gas Turbine or High Pressure Dual Fuel engine | | | | | | | | | | | | | | | | | | | | |
| | | Does the company ensure that at least one of its LNG-powered ships operate on low (or no) Methane Slip technology, for example, Gas Turbine or High Pressure Dual Fuel (HPDF) Engine? | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | | Other Engine Types | | | | • | | • | • | | | | | | • | | | • | | • | | • |
| | | Does the company take measures and is able to achieve annual reduction in Methane Slip from LNG- fueled engines fitted on board its fleet of ships? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | A. Emission Monitoring | | | | | | | | | | | | | | | | | | | | |
| | | Does the company use a continuous emission monitoring system (in-situ or extractive) for monitoring and recording Methane Slip? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | C. Additional questions | | | | | | | | | | | | | | | | | | | | |
| | 5441.4 | Does the company provide awareness training to shipboard personnel on methane emissions from LNG-fueled engines? | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | | Does the company collaborate with engine manufacturers on research & development projects aiming to improve methane emissions from LNG-fueled engines? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | Minim | | rankin | a cco | ro rogi | | | score ement | | - 0 | | | | | | | 0 | 55 |
| | 5460 | Environmental Ship Index (ESI) | | | O | | O | 9 300 | re requ | uned | 101 61 | ement | J441 | - U | | | | | | | | |
| | 5460.1 | Is it company policy for ships to participate in the Environmental Ship Index, where applicable? (The ESI is a project from the World Port Climate Initiative; its aim is to recognise ships whose air emissions are below regulatory limits and in doing so contribute to improvements in air quality and reduction of greenhouse gas emissions in the shipping sector). | | | | | | | | | | | | | | | | | | | 0 | 50 |
| | | | | | Batast : | | | | | | | l score ement | F400 | | | | | | | | 0 | 50 |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDIT | r | NG | CA | RR | IER | - VE | RSI | ON : | 2025 | | | | | | | | | | | |
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| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | аиашту DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. Doc. & Impl. | T DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE | NAMAING SCOKE | RANKING MAX. SCORE |
| | 5500 | Sewage Management | | | | | | | | | | | | | | | | | | | | | |
| М | | Sewage Treatment Plant; Effluent Sampling/Monitoring; Causal awareness | | | | | | | | | | | | | | | | | | | | | |
| M | 5500.2 | Is it company policy to sample and monitor the discharged effluent periodically (at least annually) for lab testing ashore to check the compliance with relevant MEPC standards? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| RR | 5500.4 | Does the company have a procedure to monitor and address any non-compliance in the effluent standards? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| N | | R5500.15-16 alternative to R5500.2 & R5500.4: | | | | | | | | | | | | | | | | | | | | | |
| N | 5500.15 | Is it company policy for ships to have monitoring equipment installed at the discharge line of the Sewage Treatment Plant to continously monitor the effluent quality? | | | | | | | | | | | | | | | | | | | | 0 | 15 |
| N | 5500.16 | Is it the company policy for ships to have automated logging systems to record the details of the discharged effluent from the Sewage Treatment Plant? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| N | 5500.17 | Is it company policy to create awareness concerning the usage of lavatories onboard, that could have negative impact to the performance of the (biological) sewage treatement plant? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| N | | Discharge at port and at sea | | | | | | | | | | | | | | | | | | | | | |
| N | 5500.12 | Does the company have a mechanism in place to hold sewage on board to avoid discharging at all ports? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| N | 5500.11 | Is it company policy to ensure that ships treat sewage with a sewage treatment plant before discharging effluents at sea? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| M/RR | 5500.10 | Alternative to all the above (applicable for short-haul vessels) Is it company policy to ensure that ships deliver all their sewage / sewage sludge (regardless of treated or untreated) to port reception facilities (where available)? | | | | | | | | | | | | | | | | | | | | 0 | 45 |
| | | | | | Mini | mum | rank | ina s | core r | equire | | tal sco | | 00 = 2 | 0 | | | | | | | 0 | 45 |
| | 5510 | Grey Water Management | | | | | · | 19 31 | 31011 | - quite | 101 | | 55 | | | | | | | | | | |
| | 5510.1 | Is it company policy to install a sewage treatment plant capable of treating grey water? | | | | | | | | | | | | | | | | | | | | 0 | 15 |
| | 5510.2 | Is it company policy to not discharge grey water within coastal and port areas? | | | | | | | | | | | - | | | | | | | | | 0 | 10 |
| | | | \vdash | | 1 | | | ! | | | | tal sco | | | | | | | 1 | | | 0 | 25 |
| | | | | | Mini | mum | rank | ing s | core r | equire | d for | eleme | nt 55 | 10 = 0 | | | | | | | | | |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDIT | - L | NG (| CA | RRII | ER · | - VEI | RSI | ON 2 | 2025 | | | | | | | | | | |
|---------------|-----------|---|--------------|--------------|---------------|--------------|-----------------|--------------|------------------------------|-----------------|--------------|-------------------|--------------|------------------|-------------|-----------------|----------|--------------|--------------------|--------------|------------------------------|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | ooc. & mpi. | FINANCIAL DEPT. | IT DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOI APPLICABLE RANKING SCORE | RANKING MAX. SCORE |
| | 5700 | Ballast Water Management | | | | | 0 | | 0 | | | | | | | | | | | | | |
| | | For ships required to follow D-1 standard (as per International Ballast Water Management Certificate (IBWMC)) | | | | | | | | | | | | | | | | | | | | |
| | 5700.5 | Are tasks & responsibilities of shipboard personnel assigned to ballast water exchange operations defined, documented & controlled ? | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 5700.6 | Does the office support the master in cases where the ship cannot reasonably be expected to carry out ballast water exchange? | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 5700.10 | Does the company ensure that relevant ships voluntarily comply with D-2 ballast water management standard using a type-approved ballast water treatment system (BWTS)? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | For ships required to follow D-2 standard (as per International Ballast Water Management Certificate (IBWMC)) | | | | | | | | | | | | | | | | | | | | |
| | 5700.11 | Does the company develop ship-specific contingency plans taking into account system design limitations, for example, - the UV-based BWTS cannot operate correctly in ports where the water is very muddy, - when operating in low salinity ports, the crew should plan to carry enough salt water or brine in order for the electrochlorination BWTS to function effectively. | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 5700.12 | Does the company ensure the following in order to keep the BWT systems on board in operable condition: - maintain full inventory of manufacturer recommended spare parts list on board - define & maintain safe-margin stock of consumables on board (such as chemicals with short shelf-life, UV lamps, etc. as required by the installed system) | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 5700.14 | Does the company train relevant crew to operate ship-specific BWT systems, for example, by means of computer-based training, training at the makers facilities or on a simulation BWMS that mimics real BWTS operations? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 5700.15 | Does the company conduct on-board familiarization of relevant crew for the operation of the BWTS installed on board? | | | | | | | - | | | | | | | | | | | | 0 | 10 |
| | 5700.16 | In addition to the relevant crew, does the company include shore-based management (ship managers/superintendents/port engineers) in the BWMS training programs? | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | | | | | | | | | | | | tal sco | | | | | | | | | 0 | 60 |
| | | | | | Winim | um | rankii | ng so | ore re | quire | ed for | eleme | nt 57 | 00 = 2 | U | | | | | | | |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | רוסנ | - I | NG (| CAI | RRI | ER | - VI | ERS | ION | 202 | 5 | | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|---------|-------|-------|--------|------|---------|-----------------|----------|---------|-----------------|--------------|----------------|--------------|---------|--------------|-------------------|-----------------------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | SENERAL MAN. | Joc. & Impl. | EPT. | | DEPT. | | EPT. | | PERSONNEL DEPT. | RT DEPT. | | URCHASING DEPT. | Joc. & Impl. | INANCIAL DEPT. | Joc. & Impl. | т DEPT. | Joc. & Impl. | NS- / CLAIM DEPT. | Ooc. & Impl. VOT APPLICABLE | SANKING SCORE | ZANKING MAX. SCORE |
| | 5801 | Protection of fuel oil tanks, lube oil tanks and hull | | | 0 1 | | | | _ | | | | | | | | | _ | | _ | | | L. |
| | | For Owner / Managers only (Not applicable to 3rd-party ship managers) | | | | | | | | | | | | | | | | | | | | | |
| | 5801.4 | Does the company require ship building yards to use advanced shipbuilding plates (highly ductile steel) or structural features to build (a part of) hull structure and/or fuel tanks of new ships (for example, sandwich plate structure)? | | | | | | | | | | | | | | | | | | | | 0 | 30 |
| | | | | | Minim | ıım ı | ranki | na sa | core | requi | | otal s | | 801 = | 0 | | | | | | | 0 | 30 |
| | | Lubrication and Use of Oils (Element nr.: 5810, 5811 & 5812) | | | | | | 9 30 | 2313 | . oquii | . 54 10 | . 0.011 | .5111 0 | | • | | | | | | | | |
| | 5810 | Stern tube lubrication | | | | | 0 | | | | | | | 0 | | | | | | | | | |
| | 5810.1 | Does the company install a class approved stern tube <u>water</u> lubricated system which uses <u>sea water</u> as a lubricant? (system includes water conditioning and monitoring equipment) | | | | | | | | | | | | | | | | | | | | 0 | 60 |
| | 5810.6 | Alternative for 5810.1 & 5810.3: Does the company install a class approved stern tube <u>water</u> lubricated system which uses <u>fresh</u> <u>water</u> as a lubricant? (system includes water and conditioning and monitoring equipment) *Additives used to maintain the condition of the water should be environmentally friendly. | | | | | | | | | | | | | | | | | | | | 0 | 50 |
| | 5810.3 | Alternative for 5810.1 & 5810.6: Is there a company policy to fit vessels with a class approved stern tube lubrication system with an air type or void space seal? | | | | | | | | | | | | | | | | | | | | 0 | 25 |
| | | | | | Minim | um | ranki | ina er | core | roquii | | otal s | | 810 = | 0 | | | | | | | 0 | 60 |
| | 5811 | Mooring wire lubrication | | | IVIIIII | _ | O | ily sc | Jore | equii | leu io | leleli | lent 5 | 0 | | | | | | | | | |
| | 5811.1 | Is it company policy to use a mooring wire lubricant / grease that is certified according to the EEL? | | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | | | | | | | | | | | | otal s | | 044 | _ | | | | | | | 0 | 20 |
| | 5812 | Deck equipment lubrication (use of oils) | | | Minim | um I | ranki | ng so | ore | equii | 10 | eien | ient 5 | 811 = | U | | | | | | | | |
| | 5812.1 | Is it company policy to use grease that is certified according to the EEL (all deck equipment)? | | | | | | | | | | | | | | | | | | | | 0 | 15 |
| | 5812.2 | Is it company policy to use grease that is certified according to the EEL (all deck equipment)? | | | | | | | | - | | | | | | | | | | | | 0 | 10 |
| | 5812.3 | Is it company policy to use hydraulic oil that is certified according to the EEL in mooring and anchor appliances? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 5812.4 | Is it company policy to use hydraulic oil that is certified according to the EEL in crane appliances? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 5812.6 | Due to characteristics of environmentally friendly lubricants (EEL certified) are extra measures taken into account for the applicable system if needed? (e.g. condition of seals & filters, temperature & condition of oil, prevention of humidity ingress etc.) | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | _ | | | | | | | | | otal s | | | | | | | | | | 0 | 55 |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | ווסנ | ۲ - L | NG | C/ | ARF | RIEF | R - V | /ER | SION | 202 | 25 | | | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|---------------|--------------|-----------------|--------------|----------------|--------------|-----------------|------------------|--------------|------------------|--------------|-----------------|--------------|----------|--------------|---------------------------------|----------------|---------------|--------------------|---|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | OPER/CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | IT DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE | |
| | 5820 | Management of bilge water and sludge handling onboard | | | 0 | | 0 | | 0 | | 0 | C | | | | | | | | | | | | |
| | 5820.3 | Is it company policy to familiarize engine room personnel with on board sludge and bilge water management procedures? | | | | | | • | | | | | | | | • | | • | | • | | 0 | 10 | |
| | 5820.4 | Is it company policy to ensure that all engine room personnel are familiar with the system layout, drawings and manuals? | | | | | | | | | | | | | | | | | | | | 0 | 5 | |
| | 5820.5 | Is it company policy to include Sludge/Bilge and Soot collection tanks in the PMS for regular cleaning / inspection? | | | | | | | | | | | | | | | | | | | | 0 | 5 | |
| | 5820.6 | Is it company policy to build vessels with bilge and sludge handling system in accordance with the MEPC.1/Circ. 642 guidelines? | | | | | | | | | | | | | | | | | | | | 0 | 5 | |
| | | | | | Mini | imum | ı ran | kina | scor | regi | ired fo | otal s | | 820 = | 15 | | | | | | | 0 | 25 | _ |
| | 5821 | Outfitting of bilge water system | | | 0 | | 0 | Ť | 0 | l | 0 | C | | | | | | | | | | | | |
| | | A. Clean Drains (Drains that are <u>normally not</u> contaminated by oil) | | | | | | | | | | | | | | | | | | | | | | 1 |
| | 5821.1 | Does the company have a policy that bilge water from the Clean drain tank (for the collection of "clean drains", as per MEPC.1/Circ.642) passes through 15 ppm oil content meter and alarm? | | | | | | | | | | | | | | | | | | | | 0 | 5 | |
| | 5821.17 | Does the company have a policy of logging discharges from the Clean drain tank (tank used for the collection of "clean drains", as per MEPC.1/Circ.642) in the engine room logbook? | | | | | | | | | | | | | | | | | | | | 0 | 5 | |
| | | B. Soot Collection Tank arrangement | | | | | | | | | | | | | | | • | | | | | | | |
| | 5821.2 | Are management instructions regarding disposal of soot and soot-water mixtures available onboard for ships equipped with Soot separation / collection tank? | | | | | | | | | | | | | | | | | | | | 0 | 5 | |
| | | C. Oily bilge water tank arrangement | | | | | | | | | | | | | | | | | | | | | | |
| | 5821.4 | Is it company policy to install Clean Water Tank (to enable Oily Bilge Water to be processed while in port and special areas)? | | | | | | | | | | | | | | | | | | | | 0 | 10 | |
| | 5821.5 | Is it company policy to pump Oily bilge water from the Oily bilge water holding tank through the Oily Water Separator to the Clean water tank (rather than overboard discharge)? | | | | | | | | | | | | | | | | | | | | 0 | 5 | |
| | | D. Oily water separator / Oil content meter | | | | | | | | | | | | | | | | | | | | | | |
| | 5821.6 | N/A for vessels keel laid after 2005 Is it company policy to install an oil content meter with an automatic stopping device capable of measuring the difference in emulsifying particles and oil, as per IMO resolution MEPC.107(49) | | | | | | | | | | | | | | | | | | | | 0 | 5 | |
| | 5821.7 | Are instructions available in the management system to avoid that the Oil Content Meter is flushed/diluted with clean water during Oily Water Separator operation or is an equipment or a protection system installed (e.g. White Box) to prevent illegal discharges of bilge water from machinery spaces? | | | | | | | | | | | | | | | | | | | | 0 | 10 | |
| | 5821.8 | N/A for vessels keel laid after 2005 Is it company policy to equip the Oily Water Separator with a re-circulating facility for testing purposes as per IMO resolution MEPC.107(49) 6.1.1.? | | | | | | | | | | | | | | | | | | | | 0 | 5 | |
| | | 5821.9 is an alternative to 5821.1 - 5821.8 & 5821.17 (all the above) | | | | | | | | | | | | | | | | | | | | | | |
| | 5821.9 | Is it a company policy to always deliver all bilge water to reception facilities? | | | | | | | | | | | | | | | | | | | | 0 | 50 | |
| | | | | | M:: | m | | kin- | 0000 | . rc~ | ired fo | otal | | 924 - | 20 | | | | - | | | 0 | 50 | 4 |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | דוסנ | ۲ - L | .NG | CA | RR | IER | - V | ERS | IOI | N 20 | 25 | | | | | | | | | | |
|---------------|-----------|---|--------------|--------------|--------------|--------------|-----------------|--------------|----------------|--------------|-----------------|--------------|-------------------|------------------|--------------|-----------------|--------------|----------|--------------|--------------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | аиашту DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | ІТ DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| 58 | 822 | Outfitting of sludge handling system | | | 0 | | 0 | | 0 | | | | 0 | | | | | | | | | | |
| 58 | 822.1 | Is it company policy to install a sludge collecting pump as per MEPC.1/Circ.642? (with the sole purpose of collecting the sludge from different ER tanks to the Oil Residue (Sludge) Tank)? | | | | | • | | • | | | | | | | | • | | | • | | 0 | 5 |
| 58 | 822.2 | Is it company policy to install a separate sludge discharge pump with the purpose of discharging the sludge to reception facility? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| 58 | 822.3 | Is it company policy to improve the efficiency and capacity of the sludge handling system by installing: - a tank or system with the sole purpose of removing large quantities of water from the sludge? - a separate tank or system with the sole purpose of evaporating water from the sludge? - a separate tank or system with the purpose of mixing the sludge while incinerated (in incinerator or boiler) | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| 58 | 822.6 | Is it a company selection process to assign ships that always deliver all sludge to reception facilities? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | | | | | Minin | | 1 | | | | | | score | | 2 - 40 | | | | | | | 0 | 20 |
| 59 | 900 | Ship Recycling - Inventory of Hazardous Materials | 0 | | O | num | rank | ang s | core | requ | irea 1 | or ei | ement | 5822 | 2 = 10 | | | | | | | | |
| | | New buildings - For Owner / Managers and 3rd-party Ship Managers For 5900.1, 5900.12 and 5900.2 | | | _ | | | | | | | | | | | | | | | | | | |
| 59 | 900.1 | Does the company require the shipyard to develop an "Inventory of Hazardous Materials" (Part I) at the stage of design and/or construction? (requirement to be part of the building contract) | | | | | | | | | | | | | | | | | | | | 0 | 40 |
| 59 | 900.12 | Does the company require the shipyard to have procedures to require equipment-/machinery- suppliers to provide a "Material Declaration"? (used by the yard to develop the Inventory Part I) (requirement to be part of the building contract) | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| 59 | 900.2 | Does the company require the shipyard to include in these procedures that the "Material Declaration" contains information on the safe removal of hazardous materials? (requirement to be part of the building contract) | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | Existing ships - For Owner / Managers and 3rd-party Ship Managers For 5900.10 and 5900.13 | | | | • | | • | | | | | | | | | | | | | | | |
| 59 | 900.10 | Is each Green Award-certified company vessel in the possession of an "Inventory of Hazardous Materials" (Part I completed)? | | | | | | | | | | | | | | | | | | | | 0 | 40 |
| 59 | 900.13 | Alternative to 5900.10: Has the company started the process to prepare Part I of the "Inventory of Hazardous Materials" with a target completion date for each Green Award certified vessel in the fleet? | | | | | | | | | | | | | | | | | | | | 0 | 20 |
| 50 | 900.14 | Does the company use a software tool on board its ships to support the IHM maintenance process, for example, for the collection of Material Declarations (MDs) & SDoCs for all purchased items that | | | | | | | | | | | | | | | | | | | | 0 | 20 |
| 58 | | fall into the scope of IHM Part I? | | | | | | | | | | | | | | | | L | | | | | |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | יחו | | NC | CA | יםם | IED | \/E | DCI | ON 1 | 2025 | | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|---------------|--------------|-----------------|--------------|----------------|-----------------|--------------|-------------------|--------------|--------------|-----------------|--------------|----------|--------------|--------------|----------------|---------------|--------------------|
| | I | CHECKLIST - RANKING CRITERIA - OFFICE AC | ווטנ | - L | NG | CA | KKI | IEK | - VE | KOI | UN A | 2025 | | 1 | | | | | 1 | | | |
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | DOC: & IMPI. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | IT DEPT. | Doc. & Impl. | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 5910 | Ship Recycling - Policy for ships due to be recycled | 0 | | 0 | | 0 | | | | | | | | | | | | | | | |
| | | For Owner / Managers only (Not applicable to 3rd-party ship managers) | | | | | | | | | | | | | | | | | | | | |
| | 5910.8 | Has a company policy been implemented within the Management System that end-of-life vessels will only be recycled at a recycling facility either compliant with the requirements of the Hong Kong Convention or on the EU-list? (regardless of being sold directly to a recycling facility or to a cash buyer)? | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | 5910.2 | Has a company procedure been implemented within the Management System to audit a recycling facility before concluding a "contract of sale"? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 5910.4 | Has a company policy been implemented that the "contract of sale" will include the requirement to develop a "Ship Recycling Plan" by the recycling facility (in consultation with the owner) or does the "contract of sale" with the cash buyer include the obligation to request such a plan upon sale to the recycling facility? | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | 5910.5 | Has a company procedure been implemented within the Management System that a Final Survey, by an independent organization, will be carried out on the "Inventory of Hazardous Materials" (Part I, Part II and Part III) before delivery to either the recycling facility or cash buyer? | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | 5910.6 | (Preparation of vessel before delivery) Has a company procedure been implemented to ensure that the vessel's cargo spaces & other compartments where possible, will be delivered to either the recycling facility or cash-buyer in a "gas-free & safe for entry and hot work" condition? | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | 5910.7 | (Preparation of vessel before delivery) Has a company procedure been implemented to clearly mark all compartments which could have an oxygen deficient or dangerous atmosphere? (e.g. cofferdams, fuel oil tanks, waste oil tanks, black/grey water tanks, etc.) | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | 5910.9 | Does the company disclose it's ship recycling policy in a public domain (such as company website) or via an environmental initiative such as SRTI (Ship Recycling Transparency Initiative)? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | Policy regarding monitoring the recycling of company vessels | | | | | | | | | | | | | | | | | | | | |
| | 5910.10 | Has a company procedure been implemented within the Management System to deploy a full-time personnel at the recycling facility for the entire duration of recycling of the company vessels (to monitor and report the recycling process)? | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | 5910.11 | Alternative to 5910.10 & 5910.12 Has a company procedure been implemented within the Management System to hire third-parties (consultants or cash buyers) for continuous monitoring and reporting of the recycling process employed by the recycling facility to dismantle the company vessels? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 5910.12 | Alternative to 5910.10 & 5910.11 Has a company procedure been implemented within the Management System to audit the recycling facility during the recycling of the company vessels? | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | | | <u> </u> | | Minir | num | rank | ing c | core r | annier | | tal sco elemer | |) = 60 | | | | | | | 0 | 140 |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDIT | - LN | NG C | ARI | RIER | - VE | RSI | ON 2 | 2025 | | | | | | | | | | |
|---------------|-----------|---|--------------|--------------|-----------------------------|-----------------|--------------|----------------|-----------------|--------------|-------------------|-------------------------------|--------------|-----------------|--------------|--------------------------|--------------------|--------------|------------------------------|--------------------|---|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | IT DEPT. Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE RANKING SCORE | RANKING MAX. SCORE | |
| | 6000 | MAINTENANCE / SURVEYS | | | | | | | | | | | | | | | | | | | |
| | 6100 | Programme of Inspections | | | | 0 | | 0 | | | | | | | | | | | | | |
| | 6100.1 | Has the company developed an internal technical inspection programme? | | | | | | | | | | | | | | | | | 0 | 10 | |
| | 6100.2 | Does the company have relevant previous survey and internal technical inspection reports? | | | | | | | | | | | | | | | | | 0 | 10 | |
| | 6100.3 | Does the company have a repair history on each vessel? | | | | | | | | | | | | | | | | | 0 | 10 | |
| | 6100.4 | Does the company have procedures/instructions for hull / ship's construction condition-inspections to be carried out by ship's personnel? | | | | | | | | | | | | | | | | | 0 | 20 | |
| | 6100.6 | Does the company have information regarding the relevant maintenance level of the vessel? | | | | | | | | | | | | | | | | | 0 | 10 | |
| | 6100.7 | Is an owner's inspection report available? | | | | | | | | | | | | | | | | | 0 | 10 | |
| | | | | I NA | dinim | | leiner e | | | | al scor | | - 60 | | | | | | 0 | 70 | 4 |
| | 6110 | Critical and Stand-by Equipment | 0 | _ | 0 | 0 | ikilig s | core | equire | 101 | | 10100 | 1 | | | | | | | | |
| | 6110.1 | Is the risk assessment carried out in order to create a list of critical equipment for every ship after intermediate survey (at least every 2.5 years)? | | | | | | | | | | | | | | | | | 0 | 10 | Ī |
| | 6110.2 | Does the list of critical equipment include and specify stand-by equipment for every ship? | | | | | | | | | | | | | | | | | 0 | 10 | |
| | 6110.3 | Is the feedback from the ship considered in the process of creating a list of critical equipment? (eg. PMS reports) | | | | | | | | | | | | | | | | | 0 | 10 | |
| | 6110.4 | Is it company policy to categorize the ship into departments as per TMSA (OCIMF) in the process of creating a list of critical equipment? | | | | | | | | | | | | | | | | | 0 | 5 | |
| | 6110.5 | Is it company policy to install a Computer Based Program to register failures, break downs and near misses in order to have a constant event report on the systems? | | | | | | | | - | | | - | | | | | | 0 | 10 | |
| | 6110.6 | Are those event reports considered in creating a list of critical equipment? | | | | | | | | | | | | | | | | | 0 | 10 | |
| | 6110.7 | Is it company policy to install a Computer Based Program for spare parts management of critical equipment and stand-by equipment? | | | | | | | | | | | | | | | | | 0 | 10 | |
| | 6110.8 | Is it company policy to have safety stock inventory reports for critical equipment and stand-by equipment? | | | | | | | | | | | | | | | | | 0 | 10 | |
| | - | | | 1 | | | | | | | al scor | | | | | | | | 0 | 75 |] |
| | | | | M | ıınımu | m rar | ıkıng s | score r | equire | a for | elemen | τ 6110 | = 30 | | | | | | | | |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDIT | - LI | NG C | ARF | RIER | - VE | RSI | ON 2 | 025 | | | | | | | | | | |
|---------------|-----------|---|--------------|--------------|----------------------------|-----------------|--------------|----------------|-----------------|--------------|-------------------|------------------|--------------|-----------------|----------|--------------|--------------------|--------------|------------------------------|----|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | IT DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE RANKING SCORE | | RANKING MAX. SCORE |
| | 6200 | Mooring Equipment | | | | 0 | | | | | | 0 | | | | | | | | | |
| | 6200.1 | Does the company have instructions for carrying out winch brake tests (to be carried out at least once a year or after an excessive load)? | | | | | | | | | | | | • | | | | | 0 | | 10 |
| | 6200.2 | Does the company provide the ship with a winch brake test kit? | | | | | | | | | | | | | | | | | 0 | | 5 |
| | 6200.5 | Are inspection, maintenance and discard criteria for mooring wires and tails / fibre ropes established and carried out by a competent person? (time interval for inspection should be in the PMS) | | | | | | | | | | | | | | | | | 0 | | 10 |
| | 6200.8 | Do these criteria take manufacturer's recommendations into account ? | | | | | | | | | | | | | | | | | 0 | | 10 |
| | 6200.9 | Does the company give guidance for an additional examination after unusual events such as long periods of inactivity, excessive loads, heat exposure, loading/discharge at swell ports, etc.? | | | | | | | | | | | | | | | | | 0 | | 5 |
| | 6200.10 | Does the company give instructions for internal inspections and do these inspections take manufacturer's recommendations into account? | | | | | | | | | | | | | | | | | 0 | | 10 |
| | 6200.11 | Are the lubricants & cleaning products compatible with the wire and approved by the wire manufacturer? | | | | | | | | | | | | | | | | | 0 | | 5 |
| | 6200.6 | Is a log for "workingdays" of mooring wires and tails / fibre ropes maintained? (to predict the point of discard & for evaluation of wire/rope performance) | | | | | | | | | | | | | | | | | 0 | | 10 |
| | 6200.7 | Does the company provide the ship(s) with an automatic wire rope lubricator? | | | | | | | | | | | | | | | | | 0 | | 10 |
| | 6200.12 | Alternative to 6200.7: (for fibre ropes) Are there procedures for care of fibre ropes? | | | | | | | | | | | | | | | | | 0 | | 10 |
| | | | | - In | Ainim | | kina | score re | | | al scor | | - AE | | | | | | 0 | | 75 |
| | 6300 | Corrosion Prevention of Seawater Ballast Tanks | | " | mininu | O | Killy | score re | equire | u ioi e | ilemen | 6200 | - 45 | | | | | | | | |
| | 6300.8 | Is it company policy that ballast tanks of vessels delivered after 01-07-2012, are coated with a hard coating of a light colour? | | | | | | | | | | | | | | | | | 0 | | 20 |
| | 6300.1 | For existing vessels: Are ballast tanks coated with a hard coating of a light colour? | | \exists | | | | | | | | | | | | | | | 0 | 1. | 10 |
| | 6300.6 | For existing vessels: Are ballast tanks coated with dark epoxy maintained with a modified epoxy coating of a light colour, after safety benefit assessment is carried out? | | | | | | | | | | | | | | | | | 0 | | 5 |
| | 6300.7 | Is the coating approved according to the IMO performance standard? (type approval or statement of compliance according to Res. MSC 215(82) in Coating Technical File) | | | | | | | | | | | | | | | | | 0 | : | 20 |
| | 6300.4 | Does the company have a system which ensures an adequate level of corrosion prevention of the seawater ballast tanks? (Protective coatings provided in ballast tanks has to be in a GOOD condition) | | | | | | | | | | | | | | | | | 0 | | 10 |
| | 6300.5 | Does the company require the corrosion prevention system to be part of the vessel maintenance system? | | | | | | - | | | | | | | | | | | 0 | | 10 |
| | | | | - | # in inc | | lata a | | | | al scor | | - 40 | | | | | | 0 | | 75 |
| | 1 | | | I | nınımu | ını ran | iking s | score re | equire | u tor e | nemen | 0300 | - 40 | | | | | | | | |

| | CHECKLIST - RANKING CRITERIA - OFFICE AL | IDIT | - L | NG | CA | RR | IER | - V | ER | SIO | N 2 | 025 | | | | | | | | | | | |
|-----------|--|---|--|--|---|--|--|---|--|--|----------------------|--|--|--|--|---|--|--|---------------------------|--|--|--|--|
| Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | аиашту рерт. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | т рерт. | Doc. & Impl. | INS- / CLAIM DEPT. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| 6400 | Condition Assessment Program, Maintenance Additional Green Award requirements | 0 | | | | 0 | | | | | | | | | | | | | | | | | |
| | For Owner/Managers | | | | | | | | | | | | | | | | | | | • | | | |
| 6400.1 | Is it company policy that a condition assessment for <u>Hull</u> will be carried out on vessels more than <u>15 years old</u> , or by the <u>end of the 3rd special survey</u> , whichever is earlier? | | | | | | | | | | | | | | | | | | | | | 0 | 25 |
| 6400.8 | Is it company policy that a condition assessment for <u>Cargo Systems</u> will be carried out on vessels more than <u>15 years old</u> , or by the <u>end of the 3rd special survey</u> , whichever is earlier? | | | | | | | | | | | | | | | | | | | | | 0 | 20 |
| 6400.9 | Is it company policy that a condition assessment for <u>Machinery</u> will be carried out on vessels more than <u>15 years old</u> , or by the <u>end of the 3rd special survey</u> , whichever is earlier? | | | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | 6400.10, 6400.11 & 6400.12 are alternatives to 6400.1, 6400.8 & 6400.9 For 3rd-party Ship Managers | | | | | | | | | | | | | | | | | | | | | | |
| 6400.10 | Is it company policy to request ship owners to carry out condition assessment for <u>Hull</u> on vessels more than <u>15 years old</u> , or by the <u>end of the 3rd special survey</u> , whichever is earlier? | | | | | | | | | | | | | | | | | | | | | 0 | 25 |
| 6400.11 | Is it company policy to request ship owners to carry out condition assessment for <u>Cargo Systems</u> on vessels more than <u>15 years old</u> , or by the <u>end of the 3rd special survey</u> , whichever is earlier? | | | | | | | | | | | | | | | | | | | | | 0 | 20 |
| 6400.12 | Is it company policy to request ship owners to carry out condition assessment for Machinery on vessels more than 15 years old, or by the end of the 3rd special survey, whichever is earlier? | | | | | | | | | | | | | | | | | | | | | 0 | 20 |
| 6400.3 | Is it company policy that maintenance meetings are carried out on board? (e.g. each month and at (all) sections on board) | | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| 6400.4 | Is a maintenance checklist used regarding the (monthly) maintenance inspection? | | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| 6400.5 | Is an evaluation report of vessel's performance sent to the company? | | | | | | | | | | | | | | | | | | | | | 0 | 20 |
| 6400.6 | Is an annual technical report made by the Company's superintendent? | | | | | | | | | | | | | | | | | | | | | 0 | 15 |
| | | | | | | | | | | | | | | | | | | | | | | 0 | 120 |
| | 6400.1 6400.1 6400.8 6400.9 6400.10 6400.11 6400.12 6400.3 6400.4 6400.5 | RANKING Office - LNG 6400 Condition Assessment Program, Maintenance Additional Green Award requirements For Owner/Managers 6400.1 Is it company policy that a condition assessment for Hull will be carried out on vessels more than 15 years old, or by the end of the 3rd special survey, whichever is earlier? 6400.8 Is it company policy that a condition assessment for Cargo Systems will be carried out on vessels more than 15 years old, or by the end of the 3rd special survey, whichever is earlier? 6400.9 Is it company policy that a condition assessment for Machinery will be carried out on vessels more than 15 years old, or by the end of the 3rd special survey, whichever is earlier? 6400.10, 6400.11 & 6400.12 are alternatives to 6400.1, 6400.8 & 6400.9 For 3rd-party Ship Managers 6400.11 Is it company policy to request ship owners to carry out condition assessment for Hull on vessels more than 15 years old, or by the end of the 3rd special survey, whichever is earlier? 6400.11 Is it company policy to request ship owners to carry out condition assessment for Cargo Systems on vessels more than 15 years old, or by the end of the 3rd special survey, whichever is earlier? 6400.12 Is it company policy to request ship owners to carry out condition assessment for Machinery on vessels more than 15 years old, or by the end of the 3rd special survey, whichever is earlier? 6400.1 Is it company policy that maintenance meetings are carried out on board? 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Conditional Green Award requirements Conditio | Condition Assessment Program, Maintenance Additional Green Award requirements Condition Assessment For Additional Green Award requirements Condition For Addi | RANKING Office - LNG | RANKING Office - LNG Second Condition Assessment Program, Maintenance Additional Green Award requirements Color Color Additional Green Award requirements Color Color | Office - LNG WY WAY BY OND ON THE PROPERTY OF | RANKING Office - LNG WWW TO THE STANKING OFFI WWW TO THE STANK | RANKING Office - LNG WWW TO THE STATE STA | RANKING Office - LNG WW 17 15 18 19 20 20 20 20 20 20 20 20 20 20 20 20 20 | RANKING Office - LNG WW 1 1 1 1 2 1 2 1 3 1 3 1 3 1 3 1 3 1 3 1 | RANKING Office - LNG The property of the prop | RANKING Office - LNG A | RANKING Office - LNG For Owner/Managers Secondary policy that a condition assessment for Hull will be carried out on vessels more than 15 years old, or by the end of the 3rd special survey, whichever is earlier? 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| | | CHECKLIST - RANKING CRITERIA - OFFICE AU | JDIT | - LI | NG (| CAI | RRIE | R - | VER | SIC | N 2 | 025 | | | | | | | | | | | |
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| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | NAUTICAL DEPT | Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | - di | FINANCIAL DEPT. Doc. & Impl. | T DEPT | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 7000 | CREW | | | | | | | | | | | | | | | | | | | | | |
| | 7100 | Employment of Personnel | | | | | | | | 0 | | | | | | | | | | | | | |
| | 7100.1 | Is it company policy to employ all ship-personnel on a permanent basis? | | | | | | | | | | | | | | | | | | | | 0 | 30 |
| | | Alternative to 7100.1 (7100.2 - 7100.4) | | | | | | | | | | | | | | | | | | | | | |
| | 7100.2 | Is it company policy to employ senior officers on a permanent basis? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7100.3 | Is it company policy to employ officers on a permanent basis? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7100.4 | Is it company policy to employ ratings on a permanent basis? | | | | | | | | | | | | | ↓ | | | | | | | 0 | 10 |
| | | | | | Vlinim | um i | ankin | u scr | ore req | uired | | al scor | | 00 = 0 | | | | | | | | 0 | 30 |
| | 7200 | Extra Personnel, Additional Green Award Requirement | | | | _ | 0 | | | 0 | | | T | | | | | | | | | | |
| | 7200.1 | Is it company policy to employ extra deck officers onboard in addition to what is required by minimum safe manning document? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.7 | Is it company policy to employ extra engine officers onboard in addition to what is required by minimum safe manning document? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.2 | Is it company policy to employ extra deck ratings onboard in addition to what is required by minimum safe manning document? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.8 | Is it company policy to employ extra engine ratings onboard in addition to what is required by minimum safe manning document? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.3 | Is it company policy to have a ship administrator onboard ? (In addition to the standard complement and extra deck-officers and -ratings above)? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.4 | Is it company policy to employ riding squads to carry out extensive maintenance jobs? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.9 | Is it company policy that manufacturer service engineers routinely attend the vessel or provide remote monitoring assistance for maintenance/repair of technical equipment or systems? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.5 | Is it a company policy to employ a gas engineer on board? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.6 | Is it company policy to hire an electrical officer in addition to the engine officers required by the safe manning document? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | | | | | ore req | | | al scor | | | | | | | | | | 0 | 90 |

| Norm Item | | | | | | | | | | | | | | | | | | Т | | | 1 | |
|--|--|---|--------------|--------------|--------------|--------------|-----------------|--------------|------------------------------|-----------------|--------------|-------------------|------------------|--------------|-----------------|--------------|----------|--------------|--------------|----------------|---------------|--------------------|
| Revi | | ANKING office - LNG | | GENERAL MAN. | Doc. & Impl. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Doc. & Impl. | IT DEPT. | Doc. & Impl. | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| M/RR 7300 Training / Co | urses for Personnel, Additional Green Aw | ard Requirements & IMO Mod | el Courses | | | | | | | 0 | | | | | | | | | | | | |
| 7300.1 liquefied gas t | policy that the 2nd officer (deck) must com anker cargo operations? (As a minimum, th la amendments Reg V/1-2) | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| 7300.2 basic training amendments (If training cor approved tan | policy that all onboard personnel are trained for liquefied gas tanker cargo operations? (Reg V/1-2) aprises at least 3 months approved seagoincer familiarisation course) this should includated system showing participation and qua | as STCW 2010 including Maning service on tankers (instead to onboard computer-based tra | la of an | | | | | | | | | | | | | | | | | | 0 | 5 |
| 7300.5 Does the commanagement | pany provide "onboard assessment/train th (IMO 1.30) ? | e trainer" courses for the onbo | ard | | | | | | | | | | | | | | | | | | 0 | 10 |
| 7300.6 Does the comhandling (IMO | pany provide simulator training /courses for 1.36) ? | officers involved in cargo and | ballast | | | | | | | | | | | | | | | | | | 0 | 15 |
| 7300.7 Does the compersonnel? | pany provide "Marine Environmental Aware | ness" course (IMO 1.38) for al | I the ship | | | | | | | | | | | | | | | | | | 0 | 10 |
| 7300.21 Does the com superintender | pany provide "Marine Environmental Aware ts? | ness" course (IMO 1.38) to the | e technical | | | | | | | | | | | | | | | | | | 0 | 5 |
| 7300.22 Does the com | pany provide "Marine Environmental Aware | ness" (IMO 1.38) to the HSQE | E manager ? | | | | | | | | | | | | | | | | | | 0 | 5 |
| | pany provide bridge team management/ br leck officers (IMO 1.22) ? | dge resource management tra | aining / | | | | | | | | | | | | | | | | | | 0 | 5 |
| 7300.19 Does the comofficers ? | pany provide engine room resource manag | ement training/courses for all e | engine | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 7300.8 & 7300.19 pany provide maritime resource manageme | ent course for all officers ? | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | pany have a structured program for refresh table intervals for office and shipboard pers | | pany related | | | | | | | | | | | | | | | | | | 0 | 15 |
| M 7300.10 Is it company future officers | policy to hire cadets on board by providing? | training and education in order | to recruit | | | | | | | | | | | | | | | | | | 0 | 15 |
| Gas Engineer | policy that all senior officers (Master, Chief have completed the Liquid Cargo Operation by SIGTTO for senior officers and relevan | ons Simulator (LICOS) course | as | | | | | | | | | | | | | | | | | | 0 | 10 |
| 7300.13 have complete | policy that all junior officers (2nd Officer, 3r and the Liquid Cargo Operations Simulator (I nior officers and relevant to cargo containn | ICOS) course as recommend | ed by | | | | | | | | | | | | | | | | | | 0 | 20 |
| | pany have a system in place to monitor offi basis for promotion? | cers' competence, training, tim | ne in rank | | | | | | | | | | | | | | | | | | 0 | 20 |
| L l | as meant in 7300.14 audited and certified b | y an IACS member classificati | ion society? | | | | | | | | | | | | | | | | | | 0 | 20 |
| 7300.15 Is the system | | | | | | | | | | | | al scor | | | | | | | | | | 165 |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDI | Γ - Ι | LNG | CA | RRI | ER | - VE | RSI | ON 2 | 2025 | | | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|---------------|--------------|-----------------|--------------|----------------|------------------------------|--------------|-------------------|--------------|------------------|--------------|-----------------|----------|----------|-------------------|--------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | TECHNICAL DEPT. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. | Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. | Figure 1 | II DEPT. | INS. (CI AIM DEDT | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 7400 | Familiarisation, Additional Green Award Requirement | | | | | | | 0 | 0 | ı | | | | | | | | | | | | |
| | 7400.1 | Is it company policy that the shipboard crew after a period of absence or leave has been provided with familiarization of changes with regard to the operations/machinery which is related to their position? | | | | | | | | | | | | | | , | | | | | | 0 | 20 |
| | 7400.2 | Is it company policy that newly employed personnel are provided with familiarization with regard to operations/machinery which is related to their position? | | | | | | | | | | | | | | | | | | | | 0 | 20 |
| | 7400.3 | Is it company policy that senior officers are retained to sail on the same type of vessel (Membrane or Spherical)? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7400.6 | Is it company policy that Junior officers are retained to sail on the same type of vessel (Membrane or Spherical)? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7400.4 | Is a formal handover procedure implemented for all officers onboard? | | | | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | Baine: | | ronl-! | na c | 0010 | | | tal sco | | 00 - 5 | | | | | | | | 0 | 70 |
| | 7500 | Safe Manning and Estique Management | | | winii | num | rankii | ng s | core | equire | | eieme | iit /4 | 00 = 5 | U | | | | | | | | |
| | 7500 | Safe Manning and Fatigue Management A. General - managing work/rest hours | | | | | | | | · | | | | | | | | | | | | | |
| | 7500.1 | Is it a company policy that the work/rest hours performed by the individual seafarer are recorded using a software program and such records are accessible and regularly updated? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| RR | 7500.4 | Are reports of work/rest hours reviewed on regular basis ? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| RR | 7500.2 | Is there a company policy to monitor and address non compliance on STCW 2010 Manila amendments of work/rest hours? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | | B. Fatigue management | | | | | | | | | | | | | | | | | | | | | |
| | 7500.5 | Is there a company specific fatigue mitigation and control strategy (or similar document) available within the Safety Management System (SMS) to ensure the health and wellbeing of the seafarers? | | | | | | | | | | | | | | | | | | | | 0 | 30 |
| RR | 7500.9 | Does the fatigue mitigation and control strategy consist of the following (both): - framework to assess the hazards associated with fatigue (hazard assessment) - strategies to mitigate the risk of fatigue (risk mitigation) | | | | | | | | | | | | | | | | | | | | 0 | 25 |
| RR | 7500.10 | Does the company ensure that any one of the following fatigue management tools (as described in IMO MSC.1/Circ1598) is used on board GA certified ships: - Sleep Diary - Self-monitoring through fatigue and sleepiness ratings - Fatigue self-assessment tool - Fatigue event reporting | | | | | | | | | | | | | | | | | | | | 0 | 25 |
| | | C. Additional questions - reporting, training & awareness | L | | | | | | | | | | | | _ | | | | | | | | |
| | 7500.7 | Does the company have a system in which crew members are able to report to a designated person on fatigue related issues without fearing any action against them for such communication? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| | 7500.11 | Does the company conduct fatigue management training and awareness campaigns for shipboard crew on an initial and recurrent basis? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| N | 7500.12 | Does the company consider during incident investigations, fatigue as one of the factors causing the incident? | | | | | | | | | | | | | | | | | | | | 0 | 5 |
| RR | | | | | | | | | | | | tal scc | | | | | | | | | | 0 | 110 |
| RR | I | 1 | | | Mini | num | ranki | ng s | core i | require | d for | eleme | nt 75 | 00 = 6 | 5 | | | | | | | | |

| | | CHECKLIST - RANKING CRITERIA - OFFICE AL | JDIT | - L | NG | CAF | RRIE | R - ' | VER | SIOI | N 20 | 25 | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|---------------|--------------|--------------|----------------|--------------|-----------------|--------------|--------------------------------|------------------|--------------|-------------------------------|----------|--------------|--------------------|-----------------------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Office - LNG | GENERAL MAN. | Doc. & Impl. | QUALITY DEPT. | Doc. & Impl. | Doc. & Impl. | NAUTICAL DEPT. | Doc. & Impl. | PERSONNEL DEPT. | Doc. & Impl. | OPER./CHART DEPT. Doc. & Impl. | PURCHASING DEPT. | Doc. & Impl. | FINANCIAL DEPT. Doc. & Impl. | IT DEPT. | Doc. & Impl. | INS- / CLAIM DEPT. | Doc. & Impl. NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 9000 | REQUIREMENTS ACCORDING TO ISO STANDARDS | | | | | | | | | | | | | | | | | | | |
| | 9421 | ISO Certification | | | | | | | | | | | | | | | | | | | |
| | 9421.1 | Is the company certified for the latest edition of ISO 9001 (quality management systems)? | | | | | | | | | T | | | T | | | | | | 0 | 10 |
| | 9421.2 | Is the company certified for the latest edition of ISO 10015 (quality management – guidelines for competence management and people development)? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 9421.3 | Is the company certified for the latest edition of ISO 14001 (environmental management systems)? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 9421.4 | Is the company certified for the latest edition of ISO 22301 (societal security – business continuity management systems)? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 9421.5 | Is the company certified for the latest edition of ISO 27001 (information security management systems)? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 9421.6 | Is the company certified for the latest edition of ISO 30401 (knowledge management systems – requirements)? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 9421.7 | Is the company certified for the latest edition of ISO 45001 (occupational health and safety management systems)? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 9421.8 | Is the company certified for the latest edition of ISO 50001 (energy management systems)? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 9421.9 | Does the company perform audits at planned intervals to demonstrate the conformity to the requirements of the EnMS (Energy management system) in accordance with ISO 50001:2011? | | | | | | | | | | | | | | | | | | 0 | 10 |
| | 9421.10 | Has the company established an energy baseline using the methodology from ISO 50001:2011 with the aim to reduce the energy consumption of the organisation? | | | | | | | | | | | | | | | | | | 0 | 5 |
| | | | | | | | | | | | | score | | | | | | | | 0 | 95 |
| | | | | | winim | num ra | ankıng | g sco | re requ | uired 1 | or ele | ement 9 | 9421 = (|) | | | | | | | |

| | CHECKLIST - RANKING CRITERIA - OFFICE AUDIT - LNG CARRIER - VERSION 202 | 5 | | | |
|-----------|--|-------------------------|--|-----------------------------------|-----------------------------------|
| Norm item | TOTAL SCORE REVIEW OFFICE AUDIT - LNG CARRIER | OFFICE RANKING SCORE | MAXIMUM OBTAINABLE RANKING SCORE | MINIMUM RANKING SCORE REQUIRED | ELEMENTS WITH NO MINIMUM SCORE |
| 1000 | GENERAL | | | | |
| 1200 | Enclosed Space Entry & Hot Work | 0 | 110 | 110 | |
| 1300 | Compressor for the refilling of air cylinders for breathing apparatus or Alternative, Additional Green Award requirement | 0 | 20 | 10 | |
| 1400 | Control of drugs & alcohol onboard | 0 | 45 | 20 | |
| 1500 | Emergency Response System | 0 | 45 | 25 | |
| 1510 | Emergency Oil Recovery | 0 | 10 | 0 | |
| 1600 | Computer Systems, Networks, Data Security and Training. GA requirement | 0 | 65 | 40 | |
| 1610 | Cyber Risk Management | 0 | 75 | 35 | |
| 1700 | Noise and Vibration Management | 0 | 65 | 25 | |
| 1710 | Underwater Noise and Vibration Management | 0 | 25 | 0 | |
| 1800 | Social Dimension / Sustainability | 0 | 85 | 15 | |
| 2000 | NAVIGATION / BRIDGE OPERATIONS | | 1 | 1 | |
| 2100 | Navigation | 0 | 110 | 40 | |
| 2111 | Electronic chart display & information systems / ECDIS | 0 | 60 | 35 | |
| 2120 | Environmental Requirements during the Voyage | 0 | 55 | 40 | |
| 2300 | Mooring Operations | 0 | 10 | 10 | |
| 3000 | MACHINERY / ENGINE OPERATIONS | | 1 | | |
| 3100 | Bunker Operations | 0 | 50 | 50 | |
| 3200 | Fuel oil management | 0 | 120 | 60 | |
| 4000 | CARGOES / CARGO OPERATIONS | | | | |
| 4100 | LNG Carrier Cargo Operations & Additional Green Award requirements | 0 | 50 | 50 | |
| 4200 | Ship to Ship Transfer Operations | 0 | 40 | 40 | |
| 5000 | PREVENTION OF POLLUTION | | | | |
| 5100 | Biofouling Management | 0 | 30 | 5 | |
| 5200 | Waste Management / Garbage Handling Onboard | 0 | 85 | 30 | |
| 5300 | Cargo Vapour Emission Control Systems | 0 | 40 | 20 | |
| 5410 | NOx Emissions | 0 | 95 | 35 | |
| 5420 | SOx Emissions | 0 | 120 | 20 | |
| 5430 | Particulate Matter (PM) Emissions | 0 | 30 | 0 | |
| 5440 | Greenhouse Gas (GHG) Emissions - CO2 Emissions | 0 | 200 | 0 | |
| 5441 | Greenhouse Gas (GHG) Emissions - Methane (CH4) Emissions - Main Propulsion | 0 | 55 | 0 | |
| 5460 | Environmental Ship Index (ESI) | 0 | 50 | 0 | |
| 5500 | Sewage Management | 0 | 45 | 20 | |
| 5510 | Grey Water Management | 0 | 25 | 0 | |
| 5700 | Ballast Water Management | 0 | 60 | 20 | |
| 5801 | Protection of fuel oil tanks, lube oil tanks and hull | 0 | 30 | 0 | |
| 5810 | Stern tube lubrication | 0 | 60 | 0 | |

| | CHECKLIST - RANKING CRITERIA - OFFICE AUDIT - LNG CARRIER - VERSION 202 | 5 | | | |
|-----------|---|-------------------------|--|-----------------------------------|-----------------------------------|
| Norm item | TOTAL SCORE REVIEW OFFICE AUDIT - LNG CARRIER | OFFICE RANKING SCORE | MAXIMUM OBTAINABLE RANKING SCORE | MINIMUM RANKING SCORE REQUIRED | ELEMENTS WITH NO MINIMUM SCORE |
| 5811 | Mooring wire lubrication | 0 | 20 | 0 | |
| 5812 | Deck equipment lubrication (use of oils) | 0 | 55 | 0 | |
| 5820 | Management of bilge water and sludge handling onboard | 0 | 25 | 15 | |
| 5821 | Outfitting of bilge water system | 0 | 50 | 20 | |
| 5822 | Outfitting of sludge handling system | 0 | 20 | 10 | |
| 5900 | Ship Recycling - Inventory of Hazardous Materials | 0 | 120 | 40 | |
| 5910 | Ship Recycling - Policy for ships due to be recycled | 0 | 140 | 60 | |
| 6000 | MAINTENANCE / SURVEYS | | | | |
| 6100 | Programme of Inspections | 0 | 70 | 60 | |
| 6110 | Critical and Stand-by Equipment | 0 | 75 | 30 | |
| 6200 | Mooring Equipment | 0 | 75 | 45 | |
| 6300 | Corrosion Prevention of Seawater Ballast Tanks | 0 | 75 | 40 | |
| 6400 | Condition Assessment Program, Maintenance Additional Green Award requirements | 0 | 120 | 60 | |
| 7000 | CREW | | | | |
| 7100 | Employment of Personnel | 0 | 30 | 0 | |
| 7200 | Extra Personnel, Additional Green Award Requirement | 0 | 90 | 40 | |
| 7300 | Training / Courses for Personnel, Additional Green Award Requirements & IMO Model Courses | 0 | 165 | 95 | |
| 7400 | Familiarisation, Additional Green Award Requirement | 0 | 70 | 50 | |
| 7500 | Safe Manning and Fatigue Management | 0 | 110 | 65 | |
| 9000 | REQUIREMENTS ACCORDING TO ISO STANDARDS | | | | |
| 9421 | ISO Certification | 0 | 95 | 0 | |
| | TOTAL SCORES | 0 | 3370 | 1385 | |

LEGEND

| 0 | Indicates which crew/employee may be interviewed/questioned. |
|---|--|
| | Shows that a certain item is complied. |
| | Shows that a certain item is <i>not</i> complied. |
| 0 | Indicates that an alternative is used, hence the score for that item is a "0". |
| | The checklist was filled in incorrectly, thus shows "error". |
| 0 | Indicates that the whole element did not reach the minimum score, hence a finding is issued. The number shows the scores obtained. |
| | Shows which elements are minimum = maximum. Hence scores on all items is required to fully comply. |
| | Indicates that the minimum score for the relevant element is "0", hence a finding will not be issued. |
| | |

^{*} for detailed interpretations of the colours and the usage of the checklist, please refer to the pdf-file named "Instruction Notes" located on www.greenaward.org under "Certification/ Download".

SUPPLEMENT TO 5440 GHG EMISSIONS - CO2

ENERGY EFFICIENCY TECHNOLOGIES INFORMATION PORTAL

TECHNOLOGY GROUPS
IMO GLOMEEP Website

GA Code: Certificate Holder name: Date of Office Audit:

MACHINERY TECHNOLOGIES

This technology group includes measures that improve the energy efficiency of main and auxiliary engines. These include measures such as auxiliary systems optimization, optimizing heat exchangers, waste heat recovery systems, electronic autotuning, batteries and other solutions.

| Υ? | NAME | FUNCTION | TECHNICAL MATURITY* | APPLICABILITY |
|----|---|---|---------------------|--|
| | Auxiliary systems optimization | Optimizing auxiliary systems to actual operational profiles, not design conditions | Semi-mature | All vessels |
| | Engine de-rating | De-rating an engine for reduction of the vessel's maximum speed to increase its efficiency by limiting the potential power output | Semi-mature | Vessels sailing 10-15% slower than design speed |
| | Engine performance optimization (automatic) | Automatic increase of engine efficiency through testing and tuning according to actual operational load and conditions | Semi-mature | Mainly for two stroke engines |
| | Engine performance optimization (manual) | Manual increase of engine efficiency through testing and tuning according to actual operational load and conditions | Mature | All vessels |
| | Exhaust gas boilers on auxiliary engines | Exhaust gas boilers recover the heat from the exhaust gas of auxiliary engines to generate steam, hot water or heat for process heating | Semi-mature | Vessels without shaft generator |
| | Hybridization (plug-in or conventional) | Use of electricity to replace various modes of power consumption | Semi-mature | Vessels with large fluctuations in power output (ferries, offshore vessels, tugs) |
| | Improved auxiliary engine load | Increase of the auxiliary engines' load and efficiency by reducing the number of auxiliary engines running | Semi-mature | All vessels |
| | Shaft generator | Produce electricity from the main propulsion engine | Mature | All vessels with high power needs and long transits |
| | Shore power | Use of cold ironing in ports to reduce fuel consumption on power producing engines | Semi-mature | For smaller vessels and in ports with developed solutions for larger vessels |
| | Steam plant operation improvement | Improve operations and maintenance of steam plant system saving fuel on oil fired boiler | Mature | Mainly crude and product tankers |
| | Waste heat recovery systems | Recover thermal energy from the exhaust gas and convert it into electrical energy | Semi-mature | All vessels with engines above 10 MW |

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SUPPLEMENT TO 5440 GHG EMISSIONS - CO2

PROPULSION AND HULL IMPROVEMENTS

Technologies in this group focus on improving the hydrodynamic performance of the vessel. This includes solutions that reduce the resistance of the vessel and/or also improve the propulsive efficiency of the vessel. Examples include measures such as propeller polishing, hull cleaning, PIDs (Propulsion Improving Devices), air lubrication and more.

| Y? | NAME | FUNCTION | TECHNICAL MATURITY* | APPLICABILITY |
|----|-------------------------------------|---|---------------------|--------------------------------|
| | Air cavity lubrication | Use of air injection on the wetted hull surfaces to improve a ship's hydrodynamic performance | Semi-mature | Most vessels in deep sea trade |
| | Hull cleaning | Removal of fouling on the hull to increase the vessel's hydrodynamic performance | Mature | All vessels |
| | Hull coating | Reduction of the hull's resistance through water | Mature | All vessels |
| | Hull form optimization | Optimizing the hull for lower resistance through water | Mature | All vessels |
| | Hull retrofitting | Retrofitting of the bulbous bow, optimizing thruster tunnels or bilge keel to reduce resistance | Mature | All vessels |
| | Propeller polishing | Removal of fouling on the propeller | Mature | All vessels |
| | Propeller retrofitting | Retrofitting the propeller to increase efficiency | Semi-mature | All vessels |
| | Propulsion Improving Devices (PIDs) | Installation of propulsion improving devices | Mature | All vessels |

ENERGY CONSUMERS

Consumers are equipment or devices that use energy when operated. Technologies in this group focus on minimizing the energy consumption by improving the device or optimizing the utilization of the device. Examples of measures in this group are frequency controllers, cargo handling systems, low energy lighting and more.

| Y? | NAME | FUNCTION | TECHNICAL MATURITY* | APPLICABILITY |
|----|--------------------------------------|--|---------------------|---------------|
| | | Reduction of energy consumption while | | |
| | Cargo handling systems | discharging crude oil by use of model- | Semi-mature | Tankers |
| | (Cargo discharge operation) | based studies of the discharge | Seilli-Illature | Talikers |
| | | operation | | |
| | | Use of energy efficient lighting | | |
| | Energy efficient lighting | equipment, such as LED light, to | Mature | All vessels |
| | <u>system</u> | increase efficiency and remove heat | iviature | All vessels |
| | | loss from light devices | | |
| | Eroquency controlled electric | Regulating the frequency of the motors | | |
| | Frequency controlled electric motors | in order to adapt the motor optimized | Mature | All vessels |
| | | load | | |

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SUPPLEMENT TO 5440 GHG EMISSIONS - CO2

ENERGY RECOVERY

Technologies in this group focus on capturing energy from the surroundings of the vessel and using or transforming this to useful energy for the vessel. This involves measures such as application of kites, fixed sails or wings, Flettner rotors, or solar panels.

| Y? | NAME | FUNCTION | TECHNICAL MATURITY* | APPLICABILITY |
|----|------------------------|--|---------------------|---|
| | Fixed sails or wings | Use sails or wings to replace some of the propulsion power needed | Not mature | Vessels with enough place on deck (general cargo, tankers, bulkers) |
| | <u>Flettner rotors</u> | Use Flettner rotors to generate power from wind energy | Not mature | Dependent on trading area and sufficient free deck-surface |
| | <u>Kite</u> | Use a kite to replace some of the propulsion power needed | Not mature | All vessels |
| | Solar panels | Install solar panels for conversion of solar energy to electricity | Not mature | Dependent on trading area and sufficient free deck-surface |

TECHNICAL SOLUTIONS FOR OPTIMIZING OPERATION

Semi-mature

Technologies in this group focus on improving the operation of the vessel more than improving the vessel itself. The list of suggested measures includes both technologies and suggestions for best practice (without direct application of a technology). Measures in this group include trim and draft optimization, speed management, autopilot adjustment and use, combinator optimizing, and others.

| Υ? | NAME | FUNCTION | TECHNICAL MATURITY* | APPLICABILITY |
|----|------------------------------|---|---------------------|---|
| | Autopilot adjustment and use | Use of an automatic system to control the vessel's rudder in a more energy efficient manner | Mature | All vessels |
| | Combinator optimizing | Use of optimized pitch settings and propeller speed for optimized efficiency of propulsion system | Mature | For vessels with controllable pitch propeller |
| | Efficient DP Operation | Optimize the operation in DP mode | Semi-mature | Vessels with DP mode |
| | Speed management | Management of the vessel's speed in the most efficient manner | Semi-mature | All vessels |
| | Trim and draft optimization | Optimizing the trim and draft to reduce the vessel's water resistance | Semi-mature | All vessels |
| | Weather routing | Including weather conditions when planning a voyage | Mature | All vessels |

Definitions of maturity levels according to uptake across the maritime industry, and degree of proven technology/principle

Mature Proven, new or existing technology/principle, with high uptake across the industry.

Proven, new or existing technology/principle, but with limited uptake across the

industry.

Not mature New unproven-, unproven existing- , or proven existing technology/principle but

with very few installations and little to no operational experience.

This Energy Efficiency Technologies Information Portal was developed in cooperation with DNV GL.

This webpage serves as an Information Portal for Energy Efficiency Technologies for Ships. IMO does not make any warranties or representations as to the accuracy or completeness of the information provided.

View disclaimer

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^{*}This Information Portal is still under development and further images will be added.

APPENDIX 3

CHECKLIST - BASIC CRITERIA - SHIP SURVEY - LNG CARRIER

(LMC-08)

| | | CUECKLIST DAGIC CRITERIA CURVEY LAIC CARRI | IED | \// | -00 | ION | 000 | _ | | | | | | | | | _ | _ |
|---------------|-----------|---|--------|--------------|---------------|--------------|--------------|--------------|-------------|--------------|----------------|--------------|------------------|--------------|-----------------|--------------|--------------------|--------------|
| | 1 | CHECKLIST - BASIC CRITERIA - SURVEY - LNG CARRI | IEK | - VI | EKS | IUN | 202 | :5 | <u> </u> | | | | | | | | | |
| Revision Code | Norm item | BASIC Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. |
| | 100 | MANAGEMENT ELEMENTS | | | | | | | | | | | | | | | | |
| | 101 | GENERAL | 0 | | | | | | | | | | | | | | | |
| | 101.1 | Are the Management System (MS) Manuals maintained and updated? | | | | | | | • | | | | | | | | | |
| | 102 | SAFETY AND ENVIRONMENTAL PROTECTION POLICY | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | 102.1 | Is the company policy concerning safety and the environment available, posted and implemented at all levels? | | 1 | | | | | | | | | | | | | | Т |
| | 103 | COMPANY RESPONSIBILITIES AND AUTHORITY | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | 103.1 | Are the responsibilities and authorities of all shipboard personnel clearly defined and implemented? | | | | | | | | | | | | | | | | \neg |
| | 103.2 | Are shore-ship communications, defined levels of authority and lines of communication documented and working effectively? | | | | | | | | | | | | | | | | |
| | 104 | DESIGNATED PERSONS | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| | 104.2 | Is (are) (a) designated person(s) known on board? | | | | | | | | | | | | | | | | |
| | 104.3 | Is objective evidence available that safety and environmental aspects of the operation of the ship are monitored and that the required adequate resources and shore-based support is applied? | | | | | | | | | | | | | | | | |
| | 105 | MASTER'S RESPONSIBILITY AND AUTHORITY | 0 | | | | | | | | | | | | | | | |
| | 105.1 | Is the responsibility of the master clearly defined and documented? | | | | | | | | | | | | | | | | |
| | 105.2 | Does the master implement the Company's safety and environmental-protection policy on board? | | | | | | | | | | | | | | | | |
| | 105.3 | Does the master motivate the crew in the observation of that policy? | | | | | | | | | | | | | | | | |
| | 105.4 | Does the master verify that specified requirements are observed? | | | | | | | | | | | | | | | | |
| | 105.5 | Does the master review the MS and are its deficiencies reported to the shore-based management? | | | | | | | | | | | | | | | | |
| | 106 | RESOURCES AND PERSONNEL AND STCW | 0 | | | | | | | | 0 | | | | | | | |
| | 106.1 | Does the company have a procedure for the Master to ensure that assigned sea staff are in possession of necessary certificates when joining the vessel? | | | | | | | | | | | | | | | | |
| | 106.4 | Are shipboard personnel informed about new/revised rules, regulations, codes and guidelines? | | | | | | | | | | | | | | | | |
| | 106.6 | Does ship's personnel receive training/courses which are required in support of the MS? | | | | | | | | | | | | | | | | |
| | 106.11 | Is the working language between the office and the vessels defined? | | | | | | | | | | | | | | | | |
| | 106.12 | Are all senior and deck officers conversant in the English language for maritime communication? | | | | | | | | | | | | | | | | |
| | 106.13 | Is relevant information on the MS written in a working language or languages understood by officers and shipboard personnel? | | | | | | | | | | | | | | | | \perp |
| | 106.14 | Is the working language monitored and checked by the ship's staff? | | | | | | | | | | | | | | | | |
| | 106.15 | Are new personnel and personnel transferred to new assignments, given proper familiarisation with their duties? | | | | | | | | | | | | | | | | \perp |
| | 106.16 | Are instructions, which are essential prior to sailing, identified, documented and given to the new personnel? | | | | | | | | | | | | | | | | |
| | 106.17 | Is the Master fully conversant with the Company's Management Systems? | 1 | | 1 | | | | | | | | | - | | | i | |

| | | CHECKLIST - BASIC CRITERIA - SURVEY - LNG CARRI | IFR | - VF | -RS | ION | 202 | 25 | | | | | | | | | | - |
|---------------|-----------|--|--------|--------------|---------------|--------------|--------------|--------------|-------------|--------------|----------------|--------------|------------------|--------------|-----------------|--------------|--------------|----------------|
| Revision Code | Norm item | BASIC Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | Doc. & Impl. | NOT APPLICABLE |
| | 107 | DEVELOPMENT OF PLANS FOR SHIPBOARD OPERATIONS | 0 | | 0 | | | | | | 0 | | | | | • | > | |
| | 107.2 | Are plans and instructions for key shipboard operations concerning safety of the ship and prevention of pollution, evaluated and reviewed? | | | | | | | _ | | | | | | | | | |
| | 107.3 | Are tasks, qualifications and responsibilities defined in the manuals and in the job descriptions? | | | | | | | | | | | | | | | | |
| | 108 | EMERGENCY PREPAREDNESS | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | • | • | |
| | 108.1 | Does the system cover the arrangements needed to ensure that the company, day and night, can be notified if a hazard, accident or emergency involving the ship occurs? | | | | | | | | | | | | | | | | |
| | 108.2 | Are tasks, qualifications and responsibilities evaluated during drills and exercises as described in the emergency procedures? | | | | | | | | | | | | | | | | Ш |
| | 108.3 | Is communication with media described in the emergency procedures and is shipboard personnel aware of these instructions? | | | | | | | | | | | | | | | | Ш |
| | 108.5 | Is the shipboard personnel prepared to respond to emergency shipboard situations? | | | | | | | | | | | | | | \perp | | |
| | 109 | REPORTS AND ANALYSES OF NON-CONFORMATIES, ACCIDENTS AND HAZARDOUS OCCURENCES | 0 | | 0 | | | | | | 0 | | | | | • | | |
| | 109.1 | Are safety and environmental inspections carried out, documented and reported? | | | | | | | | | | | | | | | | |
| | 109.2 | Does the ship have instructions/procedures for the reporting of non-conformities/ near misses? | | | | | | | | | | | | | | | | Ш |
| | 109.3 | Are non-conformities, accidents and hazardous occurrences reported to the office? | | | | | | | | | | | | | | | | |
| | 109.4 | Are corrective and/or preventive actions taken? | | | | | | | | | | | | | | | | |
| | 109.5 | Does the company have objective evidence to show their support of the shipboard personnel in reporting of non-conformities / near misses? | | | | | | | | | | | | | | | | |
| | 110 | MAINTENANCE OF THE SHIP AND EQUIPMENT | 0 | | 0 | | | | | | 0 | | | | | • | • | |
| | 110.1 | Are ship inspections held at defined intervals? (minimum of twice a year or equivalent) | | | | | | | | | | | | | | | | |
| | 110.2 | Are non-conformities reported including their possible cause? | | | | | | | | | | | | | | | | |
| | 110.3 | Is appropriate corrective action taken? | | | | | | | | | | | | | | | | |
| | 110.4 | Are records of these activities maintained? | | | | | | | | | | | | | | | | |
| | 110.5 | Are ship-critical equipment and technical systems identified? | | | | | | | | | | | | \perp | | | | $oxed{oxed}$ |
| | 110.6 | Does the MS provide for specific measures aimed at promoting the reliability of critical equipment and systems ? | | | | | | | | | | | | | | | | |
| | 111 | DOCUMENTATION | 0 | | 0 | | | | | | 0 | | | | | | | |
| | 111.1 | Does the company have procedures to control documents and data relevant to the MS? | | | | | | | | | | | | | | | | |
| | 111.2 | Are valid documents available at all relevant locations? | | | | | | | | | | | | | | | | |
| | 111.3 | Are changes to documents reviewed and approved by authorised personnel? | | | | | | | | | | | | | | | | |
| | 111.4 | Are obsolete documents promptly removed ? | | | | | | | | | | | | | | | · | |

| A Code. | | | Only name. | | | | | | | | | | | | D. | ato oi | onip o | uivo | у. |
|---------------|-----------|--|--|--------|--------------|---------------|--------------|--------------|--------------|--------------------------|----------------|--------------|------------------|--------------|-----------------|--------------|--------------------|--------------|----------------|
| | | CHEC | KLIST - BASIC CRITERIA - SURVEY - LNG CA | RRIER | - VI | ERS | ION | 202 | 5 | | | | | | | | | | |
| Revision Code | Norm item | GREEN AWARD | BASIC Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | DECK RATING Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE |
| 11 | 12 | COMPANY VERIFICATION, REVIEW AND | EVALUATION | 0 | | 0 | | | | | 0 | | | | | | | | |
| 11 | 12.1 | Are internal audits carried out to verify whe procedures, comply with the MS? | ther safety and pollution-prevention activities, and other | | | | | | | | | | | | | | | | |
| 11 | 12.4 | Are results of the audits and reviews broug responsibility in the area involved? | ht to the attention of all shipboard personnel having | | | | | | | | | | | | | | | | |
| | | IMO ELEMENTS | | | | | | | | | | | | | | | | | |
| 20 | 00 | SOLAS 1974 | | | | | | | | | | | | | | | | | |
| 20 |)1 | SOLAS General Provisions | | 0 | | | | | | | 0 | | | | | | | | |
| 20 | 1.1 | Compliance with General Provisions | | | | | | | | | | | | | | | | | |
| 20 | 1.2 | Compliance with IGC Code | | | | | | | | | | | | | | | | | |
| 21 | 13 | Certificates and documents on board | | 0 | | | | | | | 0 | | | | | | | | |
| 21 | 13.1 | Are all regulatory certificates valid? | | | | | | | | | | | | | | | | | |
| 21 | 16 | Maritime security | | 0 | | | | | | | | | | | | | | | |
| 21 | 16.1 | Does the ship have a valid (interim) Interna | tional Ship Security Certificate? | | | | | | | | | | | | | | | | |
| 21 | 16.2 | Is the ship's crew familiarised in general wi | th the principles of the ISPS Code (ship related)? | | | | | | | | | | | | | | | | |

| OA 000 | | | | | | | | | | | | | | | | Onlp Ot | ii voy. |
|---------------|-----------|--|--------|--------------|---------------|--------------|--------------|--------------|-------------|--------------|--------------|------------------|--------------|-----------------|--------------|--------------------|----------------|
| | | CHECKLIST - BASIC CRITERIA - SURVEY - LNG CARR | IER | - VI | ERS | ION | 202 | 5 | | | | | | | | | |
| Revision Code | Norm item | BASIC Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | NOT APPLICABLE |
| | 217 | Safety of Navigation / SOLAS chart carriage requirements | 0 | | | | 0 | | | | | | | | | | |
| | | Alternative 1 (217.1 - 217.4): Compulsory carriage of ECDIS, with full official ENC coverage | | | | | | | | | | | | | | | |
| | 217.1 | Is the ECDIS type-approved according to Res A 817(19) as amended by MSC 64 (67) and MSC 86 (70) or MSC.232(82)? | | | | | | | | | | | | | | | |
| | 217.3 | Is an acceptable back-up arrangement in place? (an independent type-approved ECDIS with an independent position fixing system using official Electronic Navigational Charts (ENC's), or a full / reduced folio of up-to-date paper charts as relevant to the ship's voyage) | | | | | | | | | | | | | | ı | |
| | 217.4 | Are all official ENCs up-to-date? | | | | | | | | | | | | | | | |
| | | Alternative 2 (217.1 - 217.4): Compulsory carriage of ECDIS, Navigation with official ENCs where available and official RNCs where ENCs are not available | | | | | | | | | | | | | | | |
| | 217.1 | Is the ECDIS type-approved according to Res A817 (19) as amended by MSC 64 (67) and MSC 86 (70) or MSC.232(82)? | | | | | | | | | | | | | | 1 | |
| | 217.2 | Is the supplementary folio of paper charts acceptable for that part of the voyage where official RNCs are used ? | | | | | | | | | | | | | | | |
| | 217.3 | Is an acceptable back-up arrangement in place? (an independent type-approved ECDIS with an independent position fixing system using official ENCs and Raster Navigational Charts where needed, or a full / reduced folio of up-to-date paper charts, as relevant to the ship's voyage) | | | | | | | | | | | | | | ı | |
| | 217.4 | Are all official ENCs and RNCs up-to-date? | | | | | | | | | | | | | | | |
| | | Training & Onboard Use of ECDIS (Compulsory carriage of ECDIS) | | | | | | | | | | | | | | | |
| | 217.5 | Have all deck officers and the master completed generic training in the use of ECDIS based on the IMO model course 1.27? | | | | | | | | | | | | | | | |
| | 217.7 | Is a risk assessment carried out for the operation of ECDIS which identifies and controls the hazards when using ENCs and (if used) when ECDIS is in RCDS mode? | | | | | | | | | | | | | | | |
| | 217.8 | Are results from the assessment evident in the onboard procedures + instructions for ECDIS? | | | | | | | | | | | | | | | |
| | 217.9 | Is the risk assessment and relevant onboard procedures + instructions reviewed on a regular basis (at least once a year or if circumstances require a review) ? | | | | | | | | | | | | | | ı | |
| | 218 | Noise Levels On Board Ships | | | | | | | | | | | | | | | |
| | | (Only applicable to new ships (ships contracted to build on or after 1st July 2014) of a gross tonnage of 1,600 and above.) | | | | | | | | | | | | | | | |
| | 218.1 | Is the noise survey report available onboard? | | | | | | | | | | | | | | | |
| | 218.2 | Are noise areas marked by placing relevant visible warning notices at the entrance to these areas? (IMO noise symbols) | | | | | | | | | | | | | | | |

| | | CHECKL | IST - BASIC CRITERIA - SURVEY - LNG CAR | RIER | - VE | ERS | ION | 202 | 5 | | | | | | | | | |
|---------------|-----------|---|--|--------|--------------|---------------|--------------|--------------|--------------|--------------------------|----------------|--------------|------------------|--------------|-----------------|--------------|--------------|----------------|
| Revision Code | Norm item | GREEN AWARD | BASIC Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | DECK RATING Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | Doc. & Impl. | NOT APPLICABLE |
| | 300 | MARPOL 73/78 | | | | | | | | | | | | | | | | |
| | 301 | Provisions concerning Reports on Incident | s Involving Harmful Substances (Protocol 1) | 0 | | 0 | | | | | | | | | | | | |
| | 301.1 | Does the Master have a procedure in order to | report an incident to the nearest coastal state? | | | | | | | | | | | | | | | |
| | 310 | Prevention of pollution by oil | | 0 | | 0 | | 0 | | 0 | 0 | | 0 | | 0 | C | • | |
| | 310.2 | Is the shipboard oil pollution emergency plan n | naintained and updated? | | | | | | | | | | | | | | | |
| | 310.5 | Are updated contact lists of coastal States, po | rt contacts and ship interest contacts available? | | | | | | | | | | | | | | | |
| | 310.6 | Does the company have a policy concerning the | ne retention and disposal of oil residues (sludge)? | | | | | | | | | | | | | | | |
| | 310.8 | Are actions and responsibilities of the shipboa | rd personnel clearly described in the SOPEP? | | | | | | | | | | | | | | | |
| | 310.9 | Does the plan provide procedures for the remo | oval of oil spilled and contained on deck? | | | | | | | | | | | | | | | |
| | 310.10 | | per disposal of removed oil and clean-up materials? | | | | | | | | | | | | | | | |
| | 310.11 | Does the plan include a list of information requ strength assessments? | ired for making damage stability and damage longitudinal | | | | | | | | | | | | | | | |
| | 350 | Prevention of pollution by garbage | | 0 | | 0 | | 0 | | 0 | 0 | | 0 | | 0 | C | | |
| | 350.2 | Does the vessel have a ship specific garbage arrangements and procedures for the handling | management plan detailing the specific ship's equipment, of garbage? | | | | | | | | | | | | | | | |
| | 350.3 | Are records kept according to the garbage ma | nagement plan? | | | | | | | | | | | | | | | |
| | 360 | Marpol NOx emission limits | | | | | | | | | 0 | | | | | | | |
| | 360.1 | (For ships keel laid on or after 1 January 2000 comply with NOx limits in Marpol Annex VI Re |): Are all diesel engines with power > 130 kW certified to egulation 13 3) a) ? | | | | | | | | | | | | | | | |
| | 400 | Specialised LNG Carrier Training | | 0 | | | | | | | | | | | | | | |
| | 400.2 | Have the Master, CO, CE, + 2nd Engineer contanker cargo operations? (As a minimum, the pamendments Reg V/1-2) | npleted an approved advanced training for liquefied gas orogram should comply with STCW 2010 including Manila | | | | | | | · | | | | | | | | |

APPENDIX 4

CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CARRIER

(LMC-09)

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | 4RF | RIEF | ₹ - V | /ER | SIO | N 20 | 025 | | | | | | | | | |
|---------------|-----------|--|--------|--------------|---------------|--------------|--------------|--------------|-------------|-----------------------------|--------------|------------------|--------------|--------------|--------------------|------------------------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 1000 | GENERAL | | | | | | | | | | | | | | | | |
| | 1200 | Enclosed Space Entry & Hot Work | | | 0 | | 0 | | 0 | 0 | | 0 | | | | | | |
| | 1200.1 | Is there an Enclosed Space Entry and Hot Work permit to work system, taking account of IMO and industry guidelines and where relevant local port / terminal requirements? | | | | | | | | | | | | | | | 0 | 10 |
| | 1200.6 | Is company approval of the Hot Work permit required before work can begin? | | | | | | | | | | | | | | | 0 | 10 |
| | 1200.7 | Does the Hot Work permit show the appropriate safety precautions to be taken relevant to the location of work? | | | | | | | | | | | | | | | 0 | 5 |
| | 1200.2 | Is crew on board provided with suitable personal protective equipment and suitable equipment for testing the atmosphere of an enclosed space? (e.g. breathing apparatus, protective clothing and approved + calibrated atmosphere testing equipment) | | | | | | | | | | | | | | | 0 | 5 |
| | 1200.8 | Are all personnel entering an enclosed space provided with a personal gas detector which can measure HC, oxygen and relevant toxic vapours? | | | | | | | | | | | | | | | 0 | 10 |
| | 1200.9 | Is a safety meeting, attended by all personnel involved, held prior to entering the space or commencement of hot work in order to review procedures and PPE (including those specific for the intended work)? | | | | | | | | | | | | | | | 0 | 10 |
| | 1200.10 | Is a responsible officer designated for all aspects of the operation? | | | | | | | | | | | | | | | 0 | 5 |
| | 1200.3 | Is ship's crew trained and drilled periodically according to enclosed space entry procedures? | | | | | | | | | | | | | | | 0 | 5 |
| | 1200.4 | Does training also include rescue and first aid? | | | | | | | | | | | | | | | 0 | 5 |
| | 1200.11 | Is a rescue / back-up team assigned and ready for immediate action upon call? | | | | | | | | | | | | | | | 0 | 5 |
| | 1200.5 | Are operational spaces (e.g. side-passages or compressor rooms) identified which are subject to enclosed space entry procedures? | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | | | | | | Total | | | | | | | 0 | 80 |
| | | Compressor for the refilling of air cylinders for breathing apparatus or Alternative, Additional Green Award | | | Mini | mum | ranki | ing s | core r | | | elemer | nt 1200 | υ = 80 | | | | |
| | 1300 | requirement | | | | | | | | 0 | | | | | | | | |
| | 1300.1 | Does the vessel have a compressor for the refilling of air cylinders for breathing apparatus? | | | | | | | | | | | | | | | 0 | 20 |
| | 1300.2 | Alternative to 1300.1: sufficient number of air cylinders for the sole purpose of safety drills. | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | 1 | | | | | Total s | | | | | | | 0 | 20 |
| | | | | | Mini | mum | ranki | ıng s | core r | equire | ed for | elemer | nt 130(| υ = 10 | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG C | ARI | RIEI | R - \ | /ER | SIOI | N 202 | 25 | | | | | | | | | | |
|---------------|-----------|---|---------|--------------|----------------|--------------|--------------|--------------|--------------|----------------|--------------|------------------|--------------|---------------------------------|--------------------|-----------------------------|---------------|--------------------|--|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEEK KALING Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE | |
| | 1400 | Control of drugs & alcohol onboard | 0 | | | | | • | | | | 0 | | | 0 | | | | |
| | 1400.2 | s evidence of an unannounced alcohol testing initiated by the office available on board? (Approved test equipment to be available on board) | | | | | | | | | | | | | | | 0 | 10 | |
| | 1400.1 | Have all current crew members been subjected to shore-based drug and alcohol testing at least once in last 12 months? | | | | | | | | | | | | | | | 0 | 15 | |
| | 1400.5 | Has the vessel been subjected to unannounced drug and alcohol testing at least once every year (not exceeding 18 months between two consecutive tests) by an external organisation? | | | | | | | | | | | | | | | 0 | 10 | |
| | 1400.6 | Alternative to 1400.1 & 1400.5: In case crew members are not subject to shore-based drug and alcohol testing at east once in last 12 months, has the vessel been subjected to unannounced drug and alcohol testing at least twice in 12 months by an external organisation? | | | | | | | | | | | | | | | 0 | 25 | |
| | | | | | Ind:- | | | | | tal sc | | | -+ 440 | 0 - 00 | | | 0 | 35 | |
| | 1500 | Emergency Response System | 0 | | Min | | ranki O | ng sco | re req | uirea | tor el | emen | nt 140 | 0 = 20 | | | | | |
| | 1500.4 | s the vessel in receipt of evaluation reports of the annual ERS drill(s) between company, (class) and vessel? | | | | | | | | | | | | | | | 0 | 5 | |
| | 1500.11 | s the evaluation report of the annual ERS drill discussed in a safety meeting? | | | | | | | | | | | 1 | | | | 0 | 10 | |
| | 1500.5 | s an annual drill performed on board which includes ERS-procedures? | | | | | | | | | | | | | | | 0 | 15 | |
| | | | | | 1 | | | | | tal sc | | | | | | | 0 | 30 | |
| | 1510 | Emergency Oil Recovery | | | Min | imum | ranki | ng sco | re req | uired | tor el | emen | nt 150 | υ = 10 | | | | | |
| | 1910 | s the vessel equipped with a system providing emergency access to cargo tanks and bunker tanks (for example, | | | | | | | | | | | | | | | | | |
| | 1510.1 | is the vessel equipped with a system providing emergency access to cargo tanks and bunker tanks (for example, from the vessel deck), should the vessel be submerged? | | | | | | | | | | | | | | | 0 | 5 | |
| | 1510.2 | Does the ship carry an oil skimmer or a similar device that can be used in an emergency situation of oil spill overboard? | | | | | | | | | | | | | | | 0 | 5 | |
| | | | <i></i> | | // 10.0 | • | | | | tal sc | | | | | | | 0 | 10 | |
| | | | | | Mín | ımum | ı ranki | ng sco | re req | uired | tor el | emen | nt 151 | 0 = 0 | | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ٩RF | RIEF | R - V | ER: | SION | 1 20 |)25 | | | | | | | | | | | |
|---------------|-----------|---|--------|--------------|---------------|--------------|--------------|--------------|--------------------------|----------------|--------------|------------------|--------------|-----------------|--------------|--------------------|--------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | DECK RATING Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE | KANKING SCORE | RANKING MAX. SCORE |
| | 1600 | Computer Systems, Networks, Data Security and Training. GA requirement | 0 | | | | | | | 0 | | | | | | | | | | |
| | 1600.1 | Are arrangements for vessel systems documented ? (configuration scheme) | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1600.7 | Are adequate system back-up's for vessel computer-based systems made (where applicable) and are procedures for this documented ? | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1600.8 | Are adequate back-ups for administrative PC systems made and are procedures for this documented ? | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1600.3 | Is training provided at a level required to effectively operate and maintain the system and cover normal, abnormal and emergency conditions? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1600.4 | Is the internal audit scheme applicable to the IT elements and vessel computer-based systems? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1600.5 | Are computer systems, in relation to IMO MSC/Circ.891, certified by a recognised organisation? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1600.6 | Is a system administrator designated onboard for administrative PC systems on the ship? | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | Mini | mum | rankir | 20.00 | To core red | otal so | | olome | ont 16 | - 002 | 20 | | | | 0 | 60 |
| | 1610 | Cyber Risk Management | | | IVIIII | IIIuiii | Talikii | ilg sc | Jore ret | quirec | 1 101 1 | CICILIC | | - 000 | - 50 | | | | | |
| | 1610.1 | Is shipboard crew aware of plans and procedures of cyber risk management (as described in SMS) and their implementation on board? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 1610.4 | Does the cyber risk policy focus on elements such as third-party access and bring your own device (BYOD) in the office? | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1610.5 | Is there a designated shipboard crew member on board appropriately trained to identify and respond to cyber threats to the ship's information and operational technology systems? | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1610.8 | Does the vessel undergo cyber risk assessment (at an interval deemed suitable by the company) by means of either of the following: - self-assessment followed by third party risk assessment - penetration tests of critical IT and OT infrastructure performed by external experts simulating cyber attacks? | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1610.9 | Does the vessel have access to contingency plans and related information in a non-electronic form that need to be followed in the event of a cyber attack? | | | | | | | | | | | | | | | | | 0 | 5 |
| | 1610.12 | Are on-board systems forbidden to be remotely accessed by technicians and manufacturers without authorization by the vessel's senior leadership team (For example, by following a two-step digital authorization process)? | | | | | | | | | | | | | | | | | 0 | 5 |
| | | | | | laar r | | | | | otal so | | .1 | | 240 | 4- | | | | 0 | 35 |
| | | | | | Mini | mum | rankir | ng so | core re | quirec | tor (| ereme | ent 16 | b10 = | 15 | | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG C | AR | RIEF | ₹ - V | ERS | AOIS | N 202 | 25 | | | | | | | | | | | |
|---------------|-----------|--|--------|--------------|---------------|--------------|--------------|--------------|--------------|----------------|--------------|------------------|--------------|-----------------|--------------|--------------------|----------------|---------------|--------------------|---|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE | |
| | 1700 | Noise and Vibration Management | | | | | | | | | | | | | | | | | | |
| | | Noise/Vibration Monitoring and Measures | | | | | | | | | | | | | | | | | | |
| | 1700.2 | Is the crew wearing hearing protectors which meet the requirements of the HML(High-Medium-Low) method (ISO 4869-2:1994) when entering spaces where noise levels exceed 85db(a)? | | | | | | | | | | | | | | | na | 0 | 0 | |
| | 1700.3 | Does the PMS have the routine to inspect and rectify any abnormalities in terms of noise and vibration from a machinery equipment ? | | | | | | | | | | | | | | | | 0 | 5 | |
| | 1700.4 | Are appropriated measures implemented onboard in order to protect the crew from cargo handling equipment noise if the noise exceeds 85db(a) (by taking into account technical solutions and/or exposure limits)? | | | | | | | | | | | | | | | | 0 | 10 | |
| | | Noise Mitigation and Health Hazards | | | | | | , | | | · | | | | • | | | | | |
| | 1700.8 | Is the noise exposure limit of each rating/officer recorded and available onboard? | | | | | | | | | | | | | | | | 0 | 5 | |
| | 1700.9 | Is the crew restricted towards prolonged exposure in spaces where noise limits exceed 110 db(a)? | | | | | | | | | | | | | | | | 0 | 5 | |
| | 1700.10 | Are all engine exhaust pipes insulated with ship specific suitable silencers to attenuate noise? | | | | | | | | | | | | | | | | 0 | 5 | |
| | 1700.11 | Is the ship installed with noise cancelling equipment such as active mufflers/mounts, resilient mounts, vibration dampers where practically possible? | | | | | | | | | | | | | | | | 0 | 10 | |
| | 1700.12 | Are noise cancelling measures such as mineral wool/silencers being installed in the ventilation ducts or fan rooms to reduce the noise level? | | | | | | | | | | | | | | | | 0 | 10 | |
| | | | | | 1 | | | | | tal sc | | | | | | | | 0 | 50 | |
| | 4740 | Underweter Neiss and Vibration Management | | | Mini | mum | rankir | ng sco | ore rec | uired | tor e | eieme | ent 1 | /00 = | 15 | | | | | l |
| IVI | 1710 | Underwater Noise and Vibration Management | | | | | | | | | | | | | | | | | | |
| RR | 1710.1 | Were any measures implemented periodically to reduce cavitation from propeller? | - | | | | | | т- | tal sc | 070 | | | | | | | 0 | 5 | |
| RR | | | | | Mini | mum | rankir | ng sco | | | | eleme | ent 1 | 710 = | : 0 | | | 0 | 5 | ĺ |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ARF | RIEF | R - V | ERS | ON | 2025 | 5 | | | | | | | | | |
|---------------|-----------|--|------------|--------------|---------------|--------------|--------------|-------------|--------------|-----------------------------|------------------|--------------|-----------------|--------------|--------------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 1800 | Social Dimension / Sustainability | | | | | | | | | | | | | | | | |
| | | A. Good Health & Well-Being | | | | | | | | | | | | | | | _ | |
| | 1800.1 | Does the vessel have an ITF or similar agreement in place? | | | | | | | | | | | | | | | 0 | 10 |
| | 1800.3 | Is an electronic device available on board specifically to access digital platform (web or app) subscribed by the company for seeking medical advice? | | | | | | | | | | | | | | | 0 | 5 |
| | 1800.4 | Has the shipboard staff been familiarized with platforms (online/offline) providing access to emotional support networks to tackle mental health issues? | | | | | | | | | | | | | | | 0 | 5 |
| | 1800.5 | Do all shipboard personnel have access to the internet at all times? | | | | | | | | | | | | | | | 0 | 5 |
| | | B. Reduced Inequalities / Equal Opportunities / Diversity | | | | | | | | | | | | | | | | |
| | | B.1 General | | | | | | | | | | | | | | | | |
| | 1800.7 | Have all ship board personnel been made aware of confidential reporting procedures to report harassment & discrimination? | | | | | | | | | | | | | | | 0 | 5 |
| | 1800.8 | Have steps been taken to create awareness among shipboard staff and to ensure effective implementation of policies focusing on subjects such as equal opportunities, equality and diversity, inclusion, anti-discrimination, anti-harassment, etc.? | | | | | | | | | | | | | | | 0 | 5 |
| | | B.2 Gender-specific | | | | | | | | | | | | | | | | |
| | 1800.10 | Does the vessel have women seafarer(s) working either as officers or ratings? | | | | | | | | | | | | | | | 0 | 10 |
| | 1800.11 | Is the ship equipped with the following specific facilities for women seafarers: - feminine hygiene items (in bonded stores) & separate disposal facilities - separate washrooms with sanitary facilities - suitable sized (gender specific) safety and protective clothing - access to medical supplies without having to consult male colleagues | | | | | | | | | | | | | | | 0 | 5 |
| | | | | | | | | | | score | | | 1000 | 40 | | | 0 | 50 |
| | | | | | Minir | num r | ınking | score | requ | ired fo | r elem | nent 1 | 1800 = | 10 | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG C | ARR | RIEF | ? - V | 'ER | SION | 202 | 5 | | | | | | | | | | |
|---------------|-----------|--|--------|--------------|---------------|--------------|---------------------------|-------------|--------------|----------------|--------------|------------------|--------------|------------------------------|--------------------|--------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 2000 | NAVIGATION / BRIDGE OPERATIONS | | | | | | | | | | | | | | | | | |
| | 2100 | Navigation | 0 | | 0 | | 0 | | | | | | | | | | | | |
| | 2100.3 | Does the voyage or passage plan include contingency planning? | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.6 | Is the vessel automatically supplied with new hydrographic publications? | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.7 | Is the vessel electronically updated for hydrographic publications? (eg. Temporary and Preliminary NtM) | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.8 | Is navigational equipment included in the electronic Planned Maintenance System? | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.9 | Are masters entitled to use non-compulsory pilot services? (must be stated in a company procedure) | | | | | | | | | | | | | | | | 0 | 20 |
| | 2100.13 | Is the vessel using weather routing services while on long haul voyage? | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.18 | Is the vessel enrolled in a meteorological & oceanographic service in a form of a software application? | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.19 | Alternative to 2100.18: Does the vessel have a capability to receive comprehensive weather information from the office or from coastal stations / platforms? | | | | | | | | | | | | | | | | 0 | 5 |
| | 2100.15 | Is the vessel equipped with the multi constellation GNSS receiver? | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.16 | Is the vessel equipped with the eLoran receiver? | | | | | | | | | | | | | | | | 0 | 10 |
| | 2100.17 | Is the position for all stages of voyage compared with a different method of positioning than GPS? | | | | | | | | | | | | | | | | 0 | 20 |
| | | | | | B 0 2 2 2 | | | | | al sco | | | 1.010 | 0 40 | | | | 0 | 120 |
| | 2111 | Floatmania short display 9 information systems (FCDIC | | | Wilni | mum | ranking | g scor | e requ | uirea t | or e | iemen | 1t 210 | 10 = 40 | | | | | |
| | 2111 | Electronic chart display & information systems / ECDIS Applicable to ships for which carriage of ECDIS is compulsory | | | | | | | | | | | | | | | | | |
| | 2111.4 | Is ECDIS hardware maintained and software updated? | | | 1 | | | T | - 1 | | - | | - 1 | | 1 | | | 0 | 5 |
| | 2111.4 | Is ECDIS naroware maintained and software updated? Is ECDIS tested according to the IHO ECDIS data presentation and performance check with a use of test data set after every update of the software (including back up)? | | | | | | | | | | | | | | | | 0 | 5 |
| | 2111.6 | Is the crew regardless of the generic training familiarized with the ECDIS unit(s) installed onboard according to the Industry Recommendations for ECDIS Familiarisation? | | | | | | | | | \dashv | | | | | | | 0 | 15 |
| | 2111.7 | Have all the officers completed structured ECDIS training(s) on top of the generic training (besides the familiarization onboard in R2111.6)? | | | | | | | | | | | | | | | | 0 | 5 |
| | 2111.10 | Does the voyage planning include checking if all needed charts are up-to-date (latest edition official chart updated ar corrected to the latest available updates and NtM)? | | | | | | | | | | | | | | | | 0 | 5 |
| | 2111.11 | Does the ECDIS procedure suggest display settings (layers) of ECDIS for various navigation conditions (arrival / departure - coastal - deep sea)? | | | | | | | | | | | | | | | | 0 | 10 |
| | 2111.12 | Does the vessel have a basic folio of paper charts (in case second ECDIS is a back up system)? | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | Mini | m | rankir | | | al sco | | lome | + 244 | 4 - 20 | | | | 0 | 55 |
| | 1 | | 1 | | IVIIIIII | mum | rankin | y scor | e redi | uirea T | or e | ieinen | nt 277 | ı = 30 | ' | | | | |

| RANKING Ship - LNG ### 2120 ### 21 | | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ٩RR | RIEF | ۲ - ۱ | /ER | SIO |)N 2 | 025 | , | | | | | | | | | | |
|--|---------------|--------|---|----------|--------------|---------------|--------------|--------------|--------------|-------------|--------------|----------------|--------------|-------------------------------|-----------------|-----------------|--------------------|--------------|-------------------------------|---|--------------------|
| Environmental Requirements during the Voyage N 2120.4 Voyage-plan (checklist) includes verification of compliance with NECA (Tier III) requirements before entry of area/location (either by use of exhaust gas treatment or engine technology, e.g. dual fuel) M 2120.1 Voyage-plan (checklist) includes verification of compliance with SECA requirements before entry of area/location (either by use of fuel-grade or use of SOx-scrubber) M 2120.2 Voyage-plan (checklist) includes verification of compliance with SECA requirements before entry of area/location (either by means of change of fuel-grade or use of SOx-scrubber) N 2120.7 Voyage-plan (checklist) includes verification of compliance with Ballast Water Management requirements (either by means of D-2 treatment system or D-1 exchange of ballast during voyage) N 2120.5 Voyage-plan (checklist) includes verification for transit of globally known whale-areas (habitats) and migration patterns and provides disturbance mitigation. Source: "WF whale org Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? Voyage-plan (Checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? Voyage-plan (Checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? Voyage-plan (Checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? Voyage-plan (Checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? Voyage-plan (Che | Revision Code | E | | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE RANKING SCORE | | RANKING MAX. SCORE |
| M 2120.1 voyage-plan (checklist) includes verification of compliance with SECA requirements before entry of area/location (either by means of charged or use of SOx-scrubber) M 2120.2 Voyage-plan (checklist) includes verification of compliance with Ballast Water Management requirements (either by means of charged or use of SOx-scrubber) N 2120.7 Voyage-plan (checklist) includes verification of compliance with Ballast Water Management requirements (either by means of charged or use of SOx-scrubber) N 2120.7 Voyage-plan (checklist) includes verification of compliance with Ballast Water Management requirements (either by means of Charged or use of SOx-scrubber) N 2120.7 Voyage-plan (checklist) includes verification for transit of globally known whale-areas (habitats) and migration patterns and provides disturbance mitigation. Source: WWF whale org N 2120.6 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for trans | М | 2120 | Environmental Requirements during the Voyage | | | 0 | | 0 | | | | | | | | | | | | | |
| M 2120.1 either by means of change of fuel-grade or use of SOx-scrubber) M 2120.2 Voyage-plan (checklist) includes verification of compliance with Ballast Water Management requirements (either by means of D-2 treatment system or D-1 exchange of ballast during voyage) N 2120.7 Alternative to 2120.2: Voyage-plan (checklist) includes verification for transit of globally known whale-areas (habitats) and migration patterns and provides disturbance mitigation. Source : WWF whale.org WFN 2120.5 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 11 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 12 2200 Helicopter / Ship Operations 12 2200 Helicopter / Ship Operations 12 2200 Lis an action plan in case of a helicopter/ship operations trained in standards and procedures? 12 2200 Lis an action plan in case of a helicopter accident available? 12 2300 Mooring Operations 12 2300 Mooring Operations 13 Voyage-plan (checklists) includes verification for mooring/unmooring operations? 14 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 15 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 16 Voyage-plan (checklists) includes verification for transit of globally known whale-areas (habitats) and migration patterns and provides disturbance mitigation. 16 Voyage-plan (checklists) includes verification for transit of globally known whale-areas (habitats) and migration patterns and provides disturbance mitigation. 18 Voyage-plan (checklists) includes verification for transit of globally known whale-areas (habitats) and migration patter | N | 2120.4 | | | | | | | | | | | | | | | | | C | , | 5 |
| means of D-2 treatment system or D-1 exchange of ballast during voyage) N 2120.7 Alternative to 2120.2: Vessel has been designed not to carry any Ballast Water (no Ballast Tanks available onboard) WRN 2120.5 Voyage-plan (checklists) includes verification for transit of globally known whale-areas (habitats) and migration patterns and provides disturbance mitigation. Source : WWF whale.org WRN 2120.6 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 10 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 11 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 12 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 13 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 14 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 15 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 15 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? 16 Voyage-plan (checklists) includes verification for transit of globally known whale-areas (habitats) and migration patterns and provides disturbance mitigation. Source required for element 2120 = 40 17 Voyage-plan (checklists) includes verification for transit of globally known whale-areas (habitats) and migration patterns and provides disturbance mitigation. Source required for element 2120 = 40 18 Are crew members who are involved in helicopter/ship operations trained in standards and procedures? 19 Voyage-plan (checklists) includes disturbance mitigation. Source required for element 2120 = 40 10 Voyage-plan (checklists) includes disturbance mitigation. Source required for element 2120 = 40 10 V | М | 2120.1 | | | | | | | | | | | | | | | | | (|) | 5 |
| Vessel has been designed not to carry any Ballast Water (no Ballast Tanks available onboard) WRN 2120.5 Voyage-plan (checklists) includes verification for transit of globally known whale-areas (habitats) and migration patterns and provides disturbance mitigation. Source : WWF whale.org WRN 2120.6 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? Description of the mooring operations of the mooring plans which have been used at certain terminals recorded? Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? Description of the mooring arrangement readily available on the bridge? | М | 2120.2 | | | | | | | | | | | | | | | | | (|) | 10 |
| patterns and provides disturbance mitigation. Source: WWF whale.org WrRN 2120.6 Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? Total score Minimum ranking score required for element 2120 = 40 2200.1 Helicopter / Ship Operations 2200.2 Is an action plan in case of a helicopter accident available? Total score 0 Minimum ranking score required for element 2120 = 40 2200.2 Is an action plan in case of a helicopter accident available? Total score 0 Minimum ranking score required for element 2200 = 20 2300. Mooring Operations 0 0 0 0 0 0 0 0 0 0 0 0 0 | N | 2120.7 | | | | | | | | | | | | | | | | | 0 |) | 15 |
| Total score 0 Minimum ranking score required for element 2120 = 40 2200. Helicopter / Ship Operations 0 0 0 0 0 0 0 0 0 0 | M/RN | 2120.5 | | | | | | | | | | | | | | | | | 0 |) | 10 |
| Minimum ranking score required for element 2120 = 40 | M/RN | 2120.6 | Voyage-plan (checklists) includes verification for transit through PSSA (Particularly Sensitive Sea Areas)? | | | | | | | | | | | | | | | | (| | 10 |
| ### Page 1200 Helicopter / Ship Operations | | | | | | Mini | imum | ı rank | kina | score | | | | mont | 2120 | = 40 | | | (|) | 45 |
| 2200.1 Are crew members who are involved in helicopter/ship operations trained in standards and procedures? 2200.2 Is an action plan in case of a helicopter accident available? Total score Minimum ranking score required for element 2200 = 20 2300 Mooring Operations 2300.1 Does the company give procedures/instructions for mooring/unmooring operations? 2300.2 Is new crew familiar with the operation and capabilities of the ship's mooring equipment? 2300.3 Are specific mooring plans which have been used at certain terminals recorded? 2300.4 Is a drawing of the mooring arrangement readily available on the bridge? | | 2200 | Heliconter / Shin Operations | | | | u | | illy . | | requ | 111001 | 101 010 | Jilletit | | - 40 | | | | | |
| 2200.2 Is an action plan in case of a helicopter accident available? Total score Minimum ranking score required for element 2200 = 20 2300 Mooring Operations 2300.1 Does the company give procedures/instructions for mooring/unmooring operations? 2300.2 Is new crew familiar with the operation and capabilities of the ship's mooring equipment? 2300.3 Are specific mooring plans which have been used at certain terminals recorded? 2300.4 Is a drawing of the mooring arrangement readily available on the bridge? | | | | | | | | _ | | | | | | | | | | | |) | 10 |
| Minimum ranking score required for element 2200 = 20 2300 Mooring Operations O O O O O O O O O | | 2200.2 | | | | | | | | | | | | | | | | | |) | 10 |
| 2300 Mooring Operations 2300.1 Does the company give procedures/instructions for mooring/unmooring operations? 2300.2 Is new crew familiar with the operation and capabilities of the ship's mooring equipment? 2300.3 Are specific mooring plans which have been used at certain terminals recorded? 2300.4 Is a drawing of the mooring arrangement readily available on the bridge? | | | | | | | | | | | | | | | | | | | (|) | 20 |
| 2300.1 Does the company give procedures/instructions for mooring/unmooring operations? 2300.2 Is new crew familiar with the operation and capabilities of the ship's mooring equipment? 2300.3 Are specific mooring plans which have been used at certain terminals recorded? 2300.4 Is a drawing of the mooring arrangement readily available on the bridge? | | | | | | • | imum | n rank | king | | requ | uired f | for ele | ement | 2200 | = 20 | | | | | |
| 2300.2 Is new crew familiar with the operation and capabilities of the ship's mooring equipment? 2300.3 Are specific mooring plans which have been used at certain terminals recorded? 2300.4 Is a drawing of the mooring arrangement readily available on the bridge? | | | | 0 | | 0 | | | | 0 | | | | | | | | | | | |
| 2300.3 Are specific mooring plans which have been used at certain terminals recorded? 2300.4 Is a drawing of the mooring arrangement readily available on the bridge? | | | | | | _ | | | | | | | | | _ | | | _ | ` | - | 10 |
| 2300.4 Is a drawing of the mooring arrangement readily available on the bridge? | | | | | | _ | | | | | | | | | _ | | | _ | _ | | 10 |
| | | | | | | | | | | | | | | | _ | | | | _ | _ | 20 |
| Total score 0 | | 2300.4 | Is a drawing of the mooring arrangement readily available on the bridge? | <u> </u> | | | | | | | | | | | | | | | (| | 10 |
| Minimum ranking score required for element 2300 = 30 | | | | _ | | Min | imur | rani | king : | coro | | | | mont | 2300 | - 30 | | | |) | 50 |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | 4RR | IER | - VE | RSI | ON 2 | 2025 | | | | | | | | | | |
|---------------|-----------|--|--------|--------------|---------------|--------------|--------------|-------------|--------------|----------------|--------------|-------------------------------|-----------------|--------------|--------------------|--------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Coc. & Impl. | ENGINEER OFFICER Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | RANKING SCORE | RANKING MAX. SCORE |
| | 3000 | MACHINERY / ENGINE OPERATIONS | | | | | | | | | | | | | | | | |
| | 3100 | Bunker Operations | | | | 0 | | | | 0 | - | 0 | 0 | | | | | |
| М | 3100.1 | Does the company MS specify a safe-maximum percentage fill for bunker tanks? (max. limit 90%) | | | | | | | | | | | | | | | 0 | 10 |
| | 3100.2 | Is a checklist used for bunker operations (company format)? | | | | | | | | | | | | | | | 0 | 10 |
| | 3100.3 | Does the bunker procedure include a bunker plan (company format) ? | | | | | | | | | | | | | | | 0 | 10 |
| | 3100.4 | Are there procedures/instructions for the internal transfer of fuel oil between main storage tanks? | | | | | | | | | | | | | | | 0 | 10 |
| | 3100.5 | Is there an instruction that all persons involved are to be familiar with the intended bunker operation and/or internal transfer operation and their duties? | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | | | | | | Iscor | | | | | | | 0 | 50 |
| | | | | | Minim | ım rar | nking | score | requi | ired fo | or ele | ement | 3100 | = 50 | | | | |
| | 3200 | Fuel oil management | | | | | | | | | | | | | | | | |
| | | B.Sampling & Testing | | | | | | | | | | | | | | | | |
| | | B.1 MARPOL delivered fuel oil sampling | - | - | | | | | - | | | | | | 1 | - | 1 | 1 |
| | 3200.11 | Is all fuel oil sampling (during bunkering) carried out using an automatic sampler (time or flow proportional) in accordance with MARPOL Annex VI? | | | | | | | | | | | | | | | 0 | 10 |
| | | B.2 In-use fuel oil sampling | | | • | | | | | | | | | | | | | |
| | 3200.16 | Are fuel oil samples drawn from the following designated sampling points at least once every four months for testing of catalytic fines & separator efficiency at a recognized fuel analysis organization ashore? 1. at engine inlet 2. before separator 3. after separator | | | | | | | | | | | | | | | 0 | 10 |
| | | B.3 Testing | | | | | | | | | | | | | | | | |
| | 3200.1 | Is bunkered fuel oil <u>always</u> tested (before use onboard) by a recognized fuel analysis organization ashore in accordance with the requirements of ISO 8217 standard? | | | | | | | | | | | | | | | 0 | 40 |
| | | C. Operational procedures | | | | | | | | | | | • | | - | | • | - |
| | 3200.17 | Is the commingling of two different bunkers (even of the same grade of fuel) prohibited? | | | | | | | | | | | | | | | 0 | 10 |
| | 3200.18 | For the situations where commingling of two different fuels is unavoidable, does the relevant ship crew implement the company prescribed <u>commingling procedure</u> to determine the compatibility of two bunkers (including the reference test methods)? | | | | | | | | | | | | | | | 0 | 5 |
| | | D. Additional questions | | • | | | | _ | | | | | _ | | _ | - | - | |
| | 3200.19 | Are the copies of valid certificate of quality (COQ) and associated laboratory analysis reports for the recently bunkered fuel oil available on board? | | | | | | | | | | | | | | | 0 | 5 |
| | | | | | | | | | | l scor | | | | | | | 0 | 80 |
| | | | | | Minim | ım rar | nking | score | requi | ired fo | r ele | ement | 3200 | = 40 | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ARR | IEF | ۲ - ۱ | /ER | SIOI | N 20 | 25 | | | | | | | | | | |
|---------------|-----------|---|----------|--------------|---------------|--------------|--------------|--------------|--------------|----------------|--------------|------------------|----------------|-----------------|--------------|--------------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 4000 | CARGOES / CARGO OPERATIONS | | | | | | | | | | | | | | | | | |
| | 4100 | LNG Carrier Cargo Operations & Additional Green Award requirements | 0 | | 0 | | | | | | | | | | | | | | |
| | 4100.1 | Is it company procedure that the ship shore safety checklist has to be used before loading/unloading operations? | | | | | | | | | | | | | | | | 0 | 5 |
| | 4100.4 | Does the company give procedures/instructions in relation to the entire cargo operations? | | | | | | | | | | | | | | | | 0 | 5 |
| | 4100.7 | Are there procedures to ensure that a sufficient number of personnel is available in case of emergency during port stay? | | | | | | | | | | | | | | | | 0 | 10 |
| | 4100.10 | Is there an effective deck watch in attendance on deck during cargo operations? | | | | | | | | | | | | | | | | 0 | 5 |
| | 4100.11 | Is a plan for the intended cargo operations available? | | | | | | | | | | | | | | | | 0 | 5 |
| | 4100.12 | Is a terminal emergency plan available on board? (CCR) | | | | | | | | | | | | | | | | 0 | 5 |
| | 4100.13 | Are pre-arrival checks completed 2 days and 1 day before, and upon arrival at load-port or discharge-port? | 1 | | | | | | | 1 | | | | | | | | 0 | 20 |
| | 4100.14 | Are the two ESD1 tests carried out before commencing cargo operations (one test activated by ship & one test activated from shore)? | | | | | | | | | | | | | | | | 0 | 10 |
| | 4100.15 | Are cool down operations performed to procedure? | | | | | | | | | | | | | | | | 0 | 10 |
| | 4100.16 | Are CTS documents taken before commencing and after finishing cargo operations? | | | | | | | | | | | | | | | | 0 | 5 |
| | | | - | | Min | imum | ranki | na ec | | tal so | | olomo | nt 4 | 100 = 1 | 70 | | | 0 | 80 |
| | 4200 | Ship to Ship Transfer Operations | 0 | | 0 | | Tankı | ing sc | | 0 | | 0 | <i>,</i> 111.4 | | T | | | | |
| | 4200.1 | Is a STS safety drill carried out not more than seven days preceding a STS transfer operation? | | | | | | | | | | | | | | | | 0 | 10 |
| | 4200.4 | Alternative to 4200.1: (for vessels not engaged in regular STS operations) In case the ship is ordered to lighter, are there procedures / guidelines in the SMS to familiarise relevant crew members with the STS safety drill & is there an instruction to carry out the drill not more than 7 days before commencing operations? | | | | | | | | | | | | | | | | 0 | 10 |
| | 4200.2 | Also for vessels not engaged in regular STS operations in case the ship is ordered to lighter: Are the checklists as described in the Ship to Ship Transfer Guide available for use? | | | Γ | | | | | | | | | | Т | | | 0 | 10 |
| | 4200.3 | Also for vessels not engaged in regular STS operations in case the ship is ordered to lighter: Are company guidelines available to develop (or assess) a STS contingency plan, including all possible risks and actions to be taken to avoid emergencies? (Plan should take the geographical location of the operation, local requirements & support in local area into account. Plan must be agreed between both vessels and local organisers) | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | la di sai | | | | | tal so | | .1 | | 200 - 1 | 20 | | | 0 | 30 |
| | 4400 | Additional Green Award Requirements (tank alarms, coatings, etc.) | | | Min | ınum | ranki | ng sc | ore rec | uirec | ı tor e | eieme | ent 42 | 200 = : | 3U | | | | |
| | 4400.1 | Is the measuring system for cargo, bunker and ballast tanks on line with the loadicator? | | | | | | + | | | | | | | + | | | 0 | 20 |
| | 4400.2 | Are all cargo tanks' measuring system fitted with high and high-high level alarms? | 1 | | t | | | \dashv | | 1 | | | | | \dashv | | | 0 | 20 |
| | 4400.3 | Is each cargo tank fitted with an independent overfill alarm? | 1 | | t | | | T | | t | | | | | T | | | 0 | 10 |
| | | ' | | | 1 | | | | To | tal so | core | | | | | | | 0 | 50 |
| | | | | | • | _ | ranki | ng sc | ore rec | quirec | for e | eleme | ent 4 | 400 = 4 | 40 | | | | |
| | 4700 | LNG Sloshing Load Monitoring System | 0 | | 0 | | | | | | | | | | | | | | |
| | 4700.1 | Does the vessel have an LNG sloshing load monitoring system which provide real-time information with readouts both in the CCR and on the bridge? | | | | | | | | | | | | | | | | 0 | 50 |
| | | | annana a | | «I | | | | | tal so | | | | | | | | 0 | 50 |
| | | | | | Min | imum | ı ranki | ng sc | ore rec | quirec | d for e | eleme | ent 4 | 500 = (| 0 | | | | |

| | | CH | IECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG | CARI | RIEF | ₹ - V | 'ERS | SION | 202 | 5 | | | | | | | | | | |
|---------------|-----------|---|---|--------|--------------|---------------|--------------|--------------|-------------|--------------|----------------|------------------|--------------|-----------------|--------------|--------------------|--------------|---------------|--------------------|---|
| Revision Code | Norm item | GREEN AWARD | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | RANKING SCORE | RANKING MAX. SCORE | |
| | 5000 | PREVENTION OF POLLUTION | | | | | | | | | | | | | | | | | | 1 |
| | 5100 | Biofouling Management | | | | | | | | | | | | | | | | | | |
| | 5100.5 | Are there ship-specific procedures/instructionship's biofouling to minimize the transfer of | ctions (according to IMO guidelines) for the control and management of of invasive aquatic species? | | | | | | | | | | | | | | | 0 | 10 | |
| | 5100.6 | Does the ship undergo in-water inspection consultation with coatings manufacturer a | ns and proactive hull cleanings as per the frequency and timing defined in ind/or coatings consultant? | | | | | | | | | | | | | | | 0 | 5 | |
| | 5100.7 | | data points that are pre-defined as indicators for reactive hull cleaning (Foing or other relevant datasets such as increased drag or increased friction) | | | | | | | | | | | | | | | 0 | 5 | |
| | 5100.9 | Is the vessel's hull coated with non-toxic I | nard coating to mitigate bio-fouling? | | | | | | | | | | | | | | | 0 | 10 | |
| | | | | | | | | | | | al score | | | | | | | 0 | 30 |] |
| | | | | | | Mini | mum ı | rankin | g scor | e req | uired fo | r elem | nent 5 | 100 = | : 5 | | | | | ┙ |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG C | ARR | RIEF | R - V | ERS | SION | 202 | 5 | | | | | | | | | | |
|---------------|-----------|--|----------|--------------|---------------|--------------|---------------------------|-------------|--------------|----------------|--------------|------------------|--------------|-----------------|--------------------|--------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 5200 | Waste Management / Garbage Handling Onboard | | | 0 | | | | | 0 | | | | | (|) | | | |
| | | A. General procedures | | | | • | • | • | | • | | | • | • | • | • | | | |
| | 5200.31 | Are all collection garbage receptacles for all categories of garbage labelled/marked and color coded? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5200.9 | Is there a designated space for long term stowage of garbage (except food waste)? | | | | | | | | | | | | | | | | 0 | 10 |
| | 5200.4 | Is the vessel equipped with compactor to reduce the volume of garbage? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5200.37 | Is the vessel equipped with a waste shredder? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5200.22 | Are all recyclable material such as paper, plastic, metal (for example, tin cans), glass, bottles, crockery & similar refuse, and dunnage always delivered to the port reception facilities? | | | | | | | | | | | | | | | | 0 | 5 |
| | | B. Garbage types | | | | | | | | | | | | | | | | | |
| | | B.1 Food waste | | | | | | | | | | | | | | | | | |
| | 5200.11 | Is the vessel equipped with grinder/comminutor for food waste? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5200.32 | Is the grinder / comminutor also used beyond 12 nautical miles (and operating outside special areas) from the nearest shore as they hasten assimilation into the marine environment? | t | | | | | | | | | | | | | | | 0 | 10 |
| | 5200.33 | Is the discharge from comminutors directed to a dedicated holding tank while the vessel is operating in special areas? | , | | | | | | | | | | | | | | | 0 | 5 |
| | 5200.34 | Is the vessel equipped with a refrigerated sack compactor or freezer space for food waste storage? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5200.35 | Is the vessel equipped with a grease interceptors (grease traps)? | | | | | | | | | | | | | | | | 0 | 5 |
| | | B.3 Ashes and clinkers | | | | | | | | | | | | | | | | | |
| | 5200.25 | Are all incinerated ashes and clinkers always delivered to the port reception facilities? | | | | | | | | | | | | | | | | 0 | 10 |
| | | B.4 Cleaning agents & additives | | | | | | | | | | | | | | | | | |
| | 5200.28 | Are <u>non harmful</u> (MARPOL Annex V compliant) cleaning agents and additives used for cleaning the deck / external surfaces? | | | | | | | | | | | | | | | | 0 | 10 |
| | | B.5 Plastics | | | | | | _ | - | | | | | | | | | | |
| | 5200.20 | Are the crew aware that plastic should not be incinerated? | | | | | | | | | | | | | | | | 0 | 10 |
| | 5200.39 | Are plastic cutlery, dishes & straws banned on board? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5200.40 | Are beverages and mineral water bottles in bonded store replaced by better sustainable alternatives such as beverages in tin cans and large water barrels in a dispenser? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5200.41 | Are single food servings in small plastic pots not used on board (for example, small yoghurt pots are replaced with decanted supplies in large containers)? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5200.42 | Is fine filtering mesh installed to the ship's washing machine's outlets to prevent micro-plastic fibres reaching the ocean? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5200.43 | Is the crew <u>aware</u> that old ropes and mooring lines are forbidden to be dumped at sea and must be retained on board until landed ashore for correct disposal? | | | | | | | | | | | | | | | | 0 | 5 |
| N | 5200.44 | Is an extra filtration equipment on the main supply line – such as a reverse osmosis (RO) installation – available on different decks in public areas, such as the galley or pantries? (In order to eliminate/reduce bottled water and supply safe drinking water onboard.) (The system is to be in addition to the standard arrangement of the vessel's Drinking Water (DW) filtration system, such as a rehardening filter and UV sterilizer.) | | | | | | | | | | | | | | | | 0 | 5 |
| | | C. Additional questions | | | | | | | | | | | | | | | | | |
| | 5200.16 | Has the crew completed training / education programme in relation to garbage management? | | | | | | | | | | | | | | | | 0 | 5 |
| | | | \vdash | | Mini | 201122 | ronkin | | | al sco | | lomer | ot E2 | 00 - 5 | 0 | | | 0 | 125 |
| | | | 1 | | INITIAL | mum | rankin | SCOL | e requ | uned | ioi el | iemer | ıt 52 | .00 - 5 | v | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SUR | /EY - LNG (| CARE | RIEF | ? - V | ERS | SION | 202 | 5 | | | | | | | | | |
|---------------|-----------|---|-------------|--------|--------------|---------------|--------------|--------------|-------------|--------------|----------------|--------|------------------|-----------------|--------------|--------------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | | ENGINEER OFFICER | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 5300 | Cargo Vapour Emission Control Systems | | | | 0 | | 0 | | | | | | | | | | | |
| | 5300.6 | Is there documented instruction for operational use of the installed system(s)? | | | | | | | | | | | | | | | | 0 | 10 |
| | 5300.7 | Is the crew familiarised with the system(s)? | | | | | | | | | | | | | | | | 0 | 20 |
| | 5300.8 | Is the vessel capable to use Boil-Off Gas as fuel for main-propulsion? | | | | | | | | | | | | | | | | 0 | 20 |
| | 5300.9 | Is the vessel fitted with Gas Combustion Unit to process excess Boil-Off Gas? | | | | | | | | | | | | | | | | 0 | 10 |
| | 5300.10 | Is the vessel's cargo weather decks and tank domes painted in a light colour to reduce Boil-Off Gas | | | | | | | | | | | | | | | | 0 | 20 |
| | 5300.11 | Is the vessel's staff aware of vessel's critical speed vs UKC which can increase Boil-Off Gas? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5300.12 | Does the company have additional procedures in place to avoid venting of Boil-Off Gas to atmosphe | e? | | | | | | | | | | | | | | | 0 | 20 |
| | | | | | | | | | | | al sco | | | | | | | 0 | 105 |
| | | | | | | Minir | mum | rankin | g scoi | re req | uired 1 | for el | lement | 5300 | = 70 | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ٩RR | IER | - VE | ERSI | ON 2 | 2025 | | | | | | | | | | |
|---------------|--------------------|---|--------|--------------|---------------|----------------------------|--------------|-------------|--------------|-----------------------------|------------------|--------------|-----------------|--------------|--------------------|-----------------------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 5410 | NOx Emissions | | | | | | | | 0 | | | | | | | | |
| | | A. Emission Monitoring | | | | | | | | | | | | | | | | |
| | 5410.10 | Does the ship use a continuous emission monitoring system (in-situ or extractive) for monitoring and recording NOx emissions? | | | | | | | | | | | | | | | 0 | 10 |
| | | B. Emission Reduction | | | | | | | | | | | | | | | | |
| | | For ships keel laid between 01-01-2000 and 31-12-2010 (Tier I mandatory ships) | | | | | | | | | _ | | | | | | | |
| | 5410.11 | Does the ship reach the NOx tier 2 limits on the <u>main engines</u> ? | | | | \perp | | <u> </u> | | | | | | | | | 0 | 10 |
| | 5410.12 | Does the ship reach the NOx tier 2 limits on the <u>auxiliary engines</u> ? | | | | | | | | | | | | | | | 0 | 10 |
| | | For ships keel laid on / after 01-01-2011 (5410.13 - 5410.18) | | | | | | 1 | | | _ | | | - | | | | |
| | 5410.13 5410.15 | Does the ship reach NOx emissions 15% below the tier 2 limits on their main engine? ALTERNATIVE 1 to 5410.13 | | | | + | | | + | | | | | | | | 0 | 5 10 |
| | 5410.17 | Does the ship reach NOx emissions 30% below the tier 2 limits on their main engine? ALTERNATIVE 2 to 5410.13 | | | | | | | | | | | | | | | 0 | 15 |
| | 5410.14 | Does the ship reach NOx emissions 50% below the tier 2 limits on their <u>main engine</u> ? Does the ship reach NOx emissions 15% below the tier 2 limits on their <u>auxiliary engine</u> ? | | | | - | | | _ | | + | | | | | | 0 | 5 |
| | | ALTERNATIVE 1 to 5410.14 | | | | - | | | | | - | | | | | | | |
| | 5410.16 | Does the ship reach NOx emissions 30% below the tier 2 limits on their <u>auxiliary engine</u> ? | | | | | | | | | | | | | | | 0 | 10 |
| | 5410.18 | ALTERNATIVE 2 to 5410.14 Does the ship reach NOx emissions 50% below the tier 2 limits on their auxiliary engine? | | | | | | | | | | | | | | | 0 | 15 |
| | | For ALL ships (5410.19) | | | | | | | | | | | | | | | | |
| | 5410.19 | Do all the ship's engines (main and auxiliary) ALWAYS operate at NOx Tier 3 levels in all ports and contiguous zones (24 nm from the nearest land)? | | | | | | | | | | | | | | | 0 | 30 |
| | | C. Additional Questions | | | | | | | | | | | | | | | | |
| | | Exhaust Gas Recirculation (EGR) | | | | | | | | | | | | | | | | |
| | 5410.22 | Does the ship communicate negative test results from the continuous monitoring of exhaust gas recirculation bleed-off discharge water to the company? * The guidelines set out in MEPC.259 (68) are applicable to EGR bleed-off discharge water as well. | | | | | | | | | | | | | | | 0 | 10 |
| | 5410.23 | Is the treated wash water discharged from the EGR unit as bleed-off water collected for sampling periodically and communicated communication made to the company for the below parameters? 1. Heavy metals 2. Wash water additives. *Above two values are on top of the mandatory monitoring of pH, PAH, turbidity values set by IMO. | | | | | | | | | | | | | | | 0 | 15 |
| | 5410.24 | Is appropriate PPE being used by the crew during the handling of caustic soda which is used as an additive for EGR? | | | | | | | | | | | | | | | 0 | 5 |
| | | Selective Catalytic Reduction (SCR) | | | | • | | | | | - | | | | | | | |
| | 5410.26 | Does the shipboard crew monitor the catalyst condition continuously to make sure injected urea is fully utilized to avoid ammonia slip? | | | | | | | | | | | | | | | 0 | 20 |
| | | | | | Minte | | alda. | | | score | | | 140 | - 25 | | | 0 | 140 |
| | | | 1 | | iviinim | ıum ra | nking | score | requi | red for | eiem | ient 5 | 410 = | - ა၁ | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ٩RR | IER | R - VE | RSI | ON 2 | 2025 | ; | | | | | | | | | |
|---------------|-----------|--|--------|--------------|---------------|---------------------------|--------------|-------------|--------------|----------------|------------------|--------------|-----------------|--------------|--------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| 542 | 120 | SOx Emissions | | | | | | | | 0 | | | | | | | | |
| | | A. Emission Monitoring | | | | • | | | | | | | | | • | | | |
| 542 | | Does the ship use a continuous emission monitoring system (in-situ or extractive) for monitoring and recording SOx emissions? | | | | | | | | | | | | | | | 0 | 10 |
| | | B. Emission Reduction | | | | | | | | | | | | | | | | |
| 542 | 120.12 | Main and auxiliary engines: Does the ship voluntarily burn low sulphur fuel (max. 0.10% sulphur) or use equivalent methodology during the ship's stay at every port? (If exhaust gas cleaning system is used, sulphur content is measured with SO2:CO2 ratio. Ratio of max 4.3 is equal to 0.10% sulphur content) | | | | | | | | | | | | | | | 0 | 30 |
| | | C. Additional Questions | | | | | | | • | | | | | | | | | |
| | | Exhaust Gas Cleaning System (EGCS) | | | | | | | | | | | | | | | | |
| 542 | 120.13 | Is the ship fitted with an EGC system which is tested, surveyed, certified and verified under the requirements of Scheme B* (continuous emission monitoring with parameter checks)? * Under scheme B, the SOx emissions compliance plan (SECP) should present how the continuous monitoring of ship exhaust gas emissions will demonstrate that the total SO2(ppm)/CO2(%) ratio is comparable to the requirements of 14.1 and/or 14.4 of MARPOL Annex 6. * The ship should be in possession of EGC technical manual, scheme B (ETM-B). | | | | | | | | | | | | | | | 0 | 10 |
| 542 | | Does the ship communicate negative test results from the continuous monitoring of wash water discharge to the company? *The wash water discharge criteria have been set out in MEPC.259 (68). | | | | | | | | | | | | | | | 0 | 10 |
| 542 | 120.15 | Is the treated wash water discharged from the EGC unit collected for sampling periodically and communication made to the company for the below parameters? 1.Heavy metals 2.Wash water additives *Above two are on top of the mandatory monitoring of pH, PaH, turbidity values set by IMO. | | | | | | | | | | | | | | | 0 | 15 |
| 542 | 120.18 | Does the ship have an EGC unit that is capable of operating only in closed-loop mode? | | | | | | | | | | | | | | | 0 | 10 |
| 542 | 20.17 | ALTERNATIVE TO 5420.18 Does the ship have an EGC unit that is capable of operating both in open and closed-loop mode (hybrid)? | | | | | | | | | | | | | | | 0 | 5 |
| 542 | | Is the EGC unit capable of operating in zero discharge mode*? *Applicable only for vessels fitted with EGCS capable of operating in closed-loop mode. | | | | | | | | | | | | | | | 0 | 15 |
| | | Is appropriate PPE being used by the crew during handling of caustic soda which is used as an additive for closed- | | | | | | | | | | | | | | | 0 | 5 |
| 542 | 120.20 | loop scrubbers? | | | | | | | | l score | | | | | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | 4 D D | IED | \/_ | DCI | ON 4 | 2025 | • | | | | | | | | | | |
|---------------|-----------|---|--------------|--------------|---------------|--------------|--------------|-------------|--------------|----------------|------------------|--------------|-----------------|--------------|--------------------|--------------|----------------|--------------------|---|
| | 1 | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ARR | IER | - VE | KOI | UN A | 2025 |) | | | | | | _ | | | | |
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | NOI AFFLICABLE | RANKING MAX. SCORE | |
| | 5430 | Particulate Matter (PM) Emissions | 0 | | | | | | | 0 | | | | | | | | | |
| | 5430.7 | Does the ship have a Diesel Particulate Filter (DPF) for both main and auxiliary engines? | | | • | | | | | | | | | | | | 0 | 10 | |
| | 5430.8 | Does the ship have a Diesel Oxidation Catalyst (DOC) for both main and auxiliary engines? | | | | | | | | | | | | | | | 0 | 10 |) |
| | 5430.9 | Does the ship have an Electrostatic Precipitator (ESP) for both main and auxiliary engines? | | | | | | | | | | | | | | | 0 | 10 | |
| | | | ,,,,,,,,,,,, | | | | | | | al score | | | | | | | 0 | 30 | |
| | | Overshaves One (OHO) Enviroines OO Enviroines | | | Minim | ım ra | nking | score | requ | uired fo | r ele | ment 5 | 430 = | 0 | | | | | |
| | 5440 | Greenhouse Gas (GHG) Emissions - CO ₂ Emissions | | | | | | | | 0 | | | | | | | | | |
| | | A. Emission Monitoring | | | | | | | | | | | 1 | | | | | | |
| | 5440.10 | Does the ship use flow meters for monitoring and recording of fuel consumption? (Flow meter is to be calibrated and certified by for example a classification society) | | | | | | | | | | | | | | | 0 | 10 | |
| | 5440.11 | Applicable to ships contracted for building on or after 1st January 2013, or delivered on or after 1st July 2015: Is the "attained EEDI" data for the ship available onboard? | | | | | | | | | | | | | | | 0 | 5 | |
| | | Attained EEDI of the ship = | | • | | | | | | | | | | | | | | | |
| | 5440.14 | Does the ship use a ship performance monitoring software to monitor and reduce energy consumption by operational measures on-board? | | | | | | | | | | | | | | | 0 | 5 | |
| | | B. Emission Reduction | | | | | | | | | | | | | | | | | |
| | | Short term goals (CO ₂ reduction through energy efficiency measures) | | | | | | | | | | | | | | | | | |
| | 5440.15 | (Design and operational based measures) Energy efficiency measures implemented on-board the vessel? | | | | | | | | | | | | | | | 0 | 20 | |
| | | For ease of use, measures are grouped according to the GLOMEEP Energy efficiency technologies information portal. | If YI | ES, c | hoos | fror | n bel | ow o | ptio | ns and | fill-i | in sup | plem | ent | CO2 | - Glol | MEEP | tab | |
| | | Measures related to Machinery | | | | | | | | | | | | | | | | | |
| | | Measures related to Propulsion and Hull Improvements | | | | | | | | | | | | | | | | | |
| | | Measures related to Energy Consumers | | | | | | | | | | | | | | | / | / | |
| | | Measures related to Energy Recovery | | | | | | | | | | | | | | | | | |
| | | Measures related to Technical Solutions for optimizing the operations | | | | | | | | | | | | | i | | / | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ARRIE | R - VER | SION 2 | 025 | | | | | | |
|---------------|-----------|--|------------------------|----------------------------|------------------------------|--------------------------|-----------------------------|-------------------------------|------------------------------|---------------------------------|---|---|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER Doc. & Impl. | CHIEF OFFICER Doc. & Impl. | DECK OFFICER Doc. & Impl. | DECK RATING Doc. & Impl. | CHIEF ENGINEER Doc. & Impl. | ENGINEER OFFICER Doc. & Impl. | ENGINEER RATING Doc. & Impl. | CATERING PERSONNEL Doc. & Impl. | NOT APPLICABLE RANKING SCORE RANKING MAX. SCORE | |
| | | Mid term goals (CO ₂ reduction through the use of low carbon fuels) | | 1 | 1 | | | 1 | _ | 1 | | |
| M | 5440.18 | Main propulsion: Does the ship burn low carbon fuels such as: | | | | | | | | | 0 15 | 5 |
| | | Low carbon fuels | If YES, | choose f | rom belo | w optio | ns | | | | | |
| | | LNG (Liquefied Natural Gas) | | | | | | | | | | 7 |
| | | LPG (Liquefied Petroleum Gas) | | | | | | | | | / | / |
| | | GTL (Gas to liquid fuel) | | | | | | | | |] / | |
| | | Bio-diesel | | | | | | | | |] / | |
| | | Bio-LNG (Bio-methane) | | | | | | | | |] / | |
| | | Methanol | | | | | | | | |] / | |
| | | Ethanol | | | | | | | | |] / | |
| | | Dimethyl Ether | | | | | | | | | / | |
| | | Other: *fill during survey* | | | | | | | | | 1/ | |
| | | If Other= | - | | 1 | | | 1 | 1 | | / | _ |
| M | 5440.19 | Power generation: Does the ship burn low carbon fuels such as: | | | | | | | | | 0 15 | 5 |
| | | Low carbon fuels | If YES, | choose f | rom belo | w optio | ns | | | | | |
| | | LNG (Liquefied Natural Gas) | | | | | | | | | | 7 |
| | | LPG (Liquefied Petroleum Gas) | | | | | | | | |] / | / |
| | | GTL (Gas to liquid fuel) | | | | | | | | |] / | |
| | | Bio-diesel | | | | | | | | |] / | |
| | | Bio-LNG (Bio-methane) | | | | | | | | |] / | |
| | | Methanol | | | | | | | | |] / | |
| | | Ethanol | | | | | | | | |] / | |
| | | Dimethyl Ether | | | | | | | | |] / | |
| | | Other: *fill during survey* | | | | | | | | | 1/ | |
| | | If Other= | : | | | | | | | | I / | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ARRIER - VERSION 2025 |
|----------------|-----------|--|--|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER Doc. & Impl. CHIEF OFFICER Doc. & Impl. DECK OFFICER Doc. & Impl. CHIEF ENGINEER Doc. & Impl. CHIEF ENGINEER Doc. & Impl. ENGINEER OFFICER Doc. & Impl. ENGINEER RATING ANT APPLICABLE RANKING SCORE |
| | | Long term goals (CO ₂ neutral operation through zero carbon fuels) | |
| M 5440 | 0.20 | Main propulsion: Does the ship use zero carbon fuels such as: | 0 25 |
| | | Zero carbon fuels | If YES, choose from below options |
| | | Anhydrous Ammonia | |
| | | Hydrogen | |
| | | Fuel Cells (Powered by ammonia or hydrogen) | |
| | | Batteries | |
| | | Nuclear | |
| | | Other: *fill during survey* | |
| | | If Other= | |
| л 544 0 | 0.21 | Power generation: Does the ship use zero carbon fuels such as: | 0 25 |
| | | Zero carbon fuels | If YES, choose from below options |
| | | Anhydrous Ammonia | |
| | | Hydrogen | |
| | | Fuel Cells (Powered by ammonia or hydrogen) | |
| | | Batteries | |
| | | Nuclear | |
| | | Other: *fill during survey* | |
| | | If Other= | |
| 5440 | | Does the ship use renewable energy sources for energy production such as: | 0 25 |
| | | Renewable Energy source | If YES, choose from below options |
| - | | Wind: *fill during survey* | |
| | | Solar Others *fill during our (a) * | |
| | | Other: *fill during survey* Wind= | |
| | | Wild- If Other= | / |
| | | C. Additional Questions | V |
| 5440 | 0.23 | Have shipboard personnel received training for energy efficiency measures and related monitoring systems on board? | |
| | | | Total score 0 155 |
| | | | Minimum ranking score required for element 5440 = 15 |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG C | ARI | RIEF | R - V | 'ERS | SION | 202 | 5 | | | | | | | | | | |
|---------------|-----------|--|--------|--------------|---------------|--------------|--------------|-------------|--------------|----------------|--------------|------------------|--------------|-----------------|--------------------|--------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 5441 | Greenhouse Gas (GHG) Emissions - Methane (CH ₄) Emissions - Main Propulsion | | | | | | | | | | | | | | | | | |
| | | B. Emission Reduction | | | | | | | | | | | | | | | | | |
| | | Alternative 1 - Gas Turbine or High Pressure Dual Fuel Engine | | | | | | | | | | | | | | | | | |
| | 5441.2 | Is the ship powered by low (or no) Methane Slip technology, for example, Gas Turbine or High Pressure Dual Fuel (HPDF) Engine? | | | | | | | | | | | | | | | | 0 | 20 |
| | | Alternative 2 - Other Engine Types | | | | | | | | | | | | | | | | | |
| | 5441.3 | Has the ship achieved annual reduction in Methane Slip on its LNG-fuelled engines? | | | | | | | | | | | | | | | | 0 | 10 |
| | | A. Emission Monitoring | | | | | | | | | | | | | | | | | |
| | 5441.1 | Does the ship use a continuous emission monitoring system (in-situ or extractive) for monitoring and recording Methane Slip? | | | | | | | | | | | | | | | | 0 | 10 |
| | | C. Additional questions | | | | | | | | | | | | | | | | | |
| | 5441.4 | Have shipboard personnel received awareness training on methane emissions from LNG-fuelled engines? | | | | | | | | | | | | | | | | 0 | 5 |
| | | | | | Mini | mum | rankin | a eco | | tal sco | | lomo | nt 5/ | 141 = 0 | | | | 0 | 35 |
| | 5460 | Environmental Ship Index (ESI) | | | | a.ii | dimili | 9 300 | 104 | O | .5. 6 | | 34 | | | | | | |
| | 5460.2 | Does the ship participate in the Environmental Ship Index (ESI) and are ESI points above 30? | | | | | | | | | | | | | | | | 0 | 20 |
| | 5460.3 | Does the ship participate in the Environmental Ship Index (ESI) and are ESI points above 40? | | | | 1 | | | | | 1 | | 1 | | | | Ħ | 0 | 20 |
| | 5460.4 | Does the ship participate in the Environmental Ship Index (ESI) and are ESI points above 50? | | | | 7 | | | | | | | | | | | | 0 | 20 |
| | | | 70000 | | 4 | | | | | tal sco | | | | | | | | 0 | 60 |
| | | | | | Mini | mum | rankin | g sco | re req | uired | for e | leme | nt 54 | 160 = 0 | | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ٩RF | RIEF | R - VE | RSI | ON 2 | 2025 | . | | | | | | | | | | |
|---------------|-----------|--|--------------|--------------|----------------|--|--------------|-------------|--------------|----------------|---------------|------------------|------------------|--------------|--------------------|--------------|------------------------------|---|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Doc. & IIIpi. | ENGINEER OFFICER | FINGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE RANKING SCORE | | RANKING MAX. SCORE |
| | 5500 | Sewage Management | | | | | | | | | | | | | | | | | |
| М | | Sewage Treatment Plant; Effluent Sampling/Monitoring; Causal awareness | | | _ | | | | | | | | | | | | | | |
| | 5500.8 | Is the sewage treatment plant regularly checked and maintained as per manufacturer's guidelines? | | | | | | | | | | | | | | | 0 | | 5 |
| RR | 5500.2 | Are samples of treated discharged effluent from the sewage treatment plant collected periodically (at least annually) for lab testing ashore to check the compliance with relevant MEPC standards? | | | | | | | | | | | | | | | 0 | 1 | 5 |
| RR | 5500.3 | Is the ship in possession of the periodical sample testing report/certificate from a laboratory ashore confirming the compliance with the relevant MEPC standards? | | | | | | | | | | | | | | | 0 | 1 | 5 |
| N | | R5500.15-16 alternative to R5500.2 & R5500.3: | | | | | | | | | | | | | | | | | |
| N | 5500.15 | Is a monitoring equipment installted at the discharge line of the Sewage Treatment Plant onboard to continuously monitor the effluent quality? | | | | | | | | | | | | | | | 0 | | 15 |
| N | 5500.16 | Is an automated logging equipment in place to record the details of the discharged effluent from the Sewage Treatment Plant installed and implemented? | | | | | | | | | | | | | | | 0 | 1 | 5 |
| N | 5500.17 | Are there means to create awareness concerning the usage of lavatories onboard, that could have negative impact to the performance of the (biological) sewage treatment plant? | | | | | | | | | | | | | | | 0 | 1 | 5 |
| N | | Discharge at port and at sea | | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | | | | | | | | | |
| N | 5500.13 | Is the sewage holding tank used at all ports to avoid discharging sewage overboard (overboard discharge valve closed)? | | | | | | | | | | | | | | | 0 | | 10 |
| N | 5500.14 | Alternative to 5500.13 Does the ship have in place an alternative mechasim (Class/Flag state approved) to hold sewage on board to avoid discharging at all ports? | | | | | | | | | | | | | | | O | , | 10 |
| N | 5500.11 | Does the ship treat sewage with a sewage treatment plant before discharging effluents at sea? | | | | | | | | | | | | | | | 0 | | 5 |
| M | 5500.10 | Alternative to all the above Does the ship deliver all its sewage / sewage sludge (regardless of treated or untreated) to port reception facilities (where available)? | | | | | | | | | | | | | | | O | | 45 |
| | | | \vdash | | NA inclination | | nlei | | | al scor | | | EFC | 0 = 00 | | | 0 | 4 | 45 |
| | 5510 | Grey Water Management | | | winim | um ra | nking | score | requ | uired fo | or el | ement | 5500 | v = 20 | | | | | |
| | | · | | | | | | | | | + | | | | | | | | 15 |
| | 5510.1 | Is the sewage treatment plant capable of treating grey water before being discharged? | \vdash | | | - | | 1 | - | | + | | + | | | | | _ | 15 |
| | 5510.2 | Is the grey water never discharged within the coastal and port areas? | | | | | | | Tot | al scor | | | | | | | 0 | _ | 10 25 |
| | | | | | Minim | um ra | nking | score | | ired fo | | ement | 5510 | 0 = 0 | | | | | 10 |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ٩RF | RIEF | ۲ - ۱ | /ER | SIO | N 20 |)25 | | | | | | | | | | |
|---------------|-----------|--|--|--------------|---------------|--------------|--------------|--------------|--------------------------|----------------|--------------|------------------|--------------|-----------------|---------------------------------|--------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | DECK RATING Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 5700 | Ballast Water Management | 0 | | 0 | | 0 | | | | | | | | | | | | |
| | | For ships required to follow D-1 standard (as per International Ballast Water Management Certificate (IBWMC)) | | | | | | | | | | | | | | | | | |
| | 5700.5 | Are tasks & responsibilities of shipboard personnel assigned to ballast water exchange operations defined, documented & controlled ? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5700.6 | Is the master aware of cases where the ship cannot reasonably be expected to carry out ballast water exchange? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5700.10 | Does the ship voluntarily comply with D-2 ballast water management standard using a type-approved ballast water treatment system (BWTS)? | | | | | | | | | | | | | | | | 0 | 10 |
| | | For ships required to follow D-2 standard (as per International Ballast Water Management Certificate (IBWMC)) | | | | | | | | | | | | | | | | | |
| | 5700.11 | Does the ship carry and implement ship-specific contingency plan prepared taking into account system design limitations, for example, - the UV-based BWTS cannot operate correctly in ports where the water is very muddy, - when operating in low salinity ports, the crew should plan to carry enough salt water or brine in order for the electrochlorination BWTS to function effectively. | | | | | | | | | | | | | | | | 0 | 10 |
| | 5700.12 | Does the ship undertake (both of) the following in order to keep the BWTS in operable condition: - maintain full inventory of manufacturer recommended spare parts list - maintain safe-margin stock of consumables (such as chemicals with short shelf-life, UV lamps, etc. as required by the installed system) | | | | | | | | | | | | | | | | 0 | 5 |
| | 5700.13 | Does relevant shipboard personnel make use of suitable personal protective equipment (PPE) for handling chemicals used to operate BWTS? | | | | | | | | | | | | | | | | 0 | 10 |
| | 5700.14 | Is relevant crew trained to operate specific BWT system installed on board, for example, by means of computer- based training, training at the makers facilities or on a simulation BWMS that mimics real BWTS operations? | | | | | | | | | | | | | | | | 0 | 10 |
| | 5700.15 | Is the relevant crew familiarized with the operation of the BWTS installed on board? | | | | | | | | | | | | | | | | 0 | 10 |
| | | For all ships | | | | | | | | | | | | | | | | | |
| | 5700.7 | Are sediment volumes monitored & recorded ? | | | | | | | | | | | | | | | | 0 | 10 |
| | 5700.8 | Does sediment disposal take place in port (to sediment reception facility) or at sea (more than 200nm from land and at depth greater than 200m)? | | | | | | | | | | | | | | | | 0 | 10 |
| | | | Total score 0 85 | | | | | | | | | | | | | | | | |
| | | | Minimum ranking score required for element 5700 = 50 | | | | | | | | | | | | | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | 4RR | RIEF | ۲ - ۱ | /ER | SIO | N 20 |)25 | | | | | | | | | | | |
|---------------|-----------|--|----------|--------------|---------------|--------------|--------------|--------------|--------------|----------------|--------------|------------------|--------------|-----------------|--------------|--------------------|--------------|------------------------------|--------------------|----|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | DECK RATING | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE RANKING SCORE | RANKING MAX. SCORE | |
| | 5800 | Accidental Bunker Oil Pollution Prevention Measures (overflow prevention systems) | | | | | _ | | | 0 | | | | _ | | | | | T | |
| | 5800.5 | Are <u>all</u> fuel oil bunker tanks fitted with a high-high level alarm? | | | | | | | • | | | | | | | | | 0 | 18 | 5 |
| | 5800.6 | Are <u>all</u> fuel oil bunker tanks fitted with an overflow line that is connected to an overflow tank? | | | | | | | | | | | | | | | | 0 | 5 | į. |
| | 5800.7 | Are overflow lines of <u>all</u> fuel oil bunker tanks arranged with a flow alarm? | | | | | | | | | | | | | | | | 0 | 5 | į. |
| | 5800.8 | Are high level alarms and/or (over) flow alarms given on the location where the person in charge of the bunkering or transfer operation will normally be located? | | | | | | | | | | | | | | | | 0 | 5 | ; |
| | | | | | | | | | | otal s | | | | | | | | 0 | 30 | 0 |
| | | | | | Min | imum | rank | ing s | core re | _ | 1 | elem | ent 5 | = 008 | 5 | | | | _ | |
| | 5801 | Protection of fuel oil tanks, lube oil tanks and hull Are any tanks intended for fuel-oil or other substances, with a minimum capacity of 20m³, constructed at least B/15 or | | | | | | | | 0 | | | | | | | - | | + | 4 |
| | 5801.1 | 2 metres above the keel level ? | | | | | | | | | | | | | | | | 0 | 10 |) |
| | 5801.2 | Are tanks for fuel oil protected by a double side ? (for ships below 20,000gt, width of double side to be at least 0.76m; for 20,000gt and above, width to be at least 2 metres) | | | | | | | | | | | | | | | | 0 | 40 | 0 |
| | 5801.3 | Are all lubrication oil tanks constructed at least 0.76 metres above the keel line? | | | | | | | | | | | | | | | | 0 | 20 | 0 |
| | 5801.4 | Is the ship's hull and/or fuel tanks are built of advanced shipbuilding plates (highly ductile steel) or structural features (for example, sandwich plate structure)? | | | | | | | | | | | | | | | | 0 | 30 | 0 |
| | | | | | Ind: | | ronk | ina a | T core re | otal s | | alam | ont F | 004 - | 20 | | | 0 | 10 | 0 |
| | | Lubrication and Use of Oils (Element nr.: 5810, 5811 & 5812) | <u> </u> | | IVIIII | imum | rank | ing s | core re | quire | u ior | elem | ent 5 | 001 - | 20 | | | | | - |
| | 5810 | Stern tube lubrication | | | 0 | | | | | 0 | | 0 | | | | | | | | |
| | 5810.1 | Is the vessel fitted with a class approved stern tube <u>water</u> lubricated system which uses <u>sea water</u> as a lubricant? (system includes water conditioning and monitoring equipment) | | | | | | | | | | | | | | | | 0 | 60 | 0 |
| | 5810.6 | Alternative for 5810.1, 5810.3, 5810.4 and 5810.5 Is the vessel fitted with a class approved stern tube water lubricated system which uses <u>fresh water</u> as a lubricant? (system includes water conditioning and monitoring equipment) *Additives used to maintain the condition of the water should be environmentally friendly. | | | | | | | | | | | | | | | | 0 | 50 | D |
| | 5810.3 | Alternative for 5810.1 and 5810.6: Is the vessel fitted with a class approved stern tube lubrication system with an air type or void space seal? | | | | | | | | | | | | | | | | 0 | 2 | 5 |
| | 5810.4 | Alternative for 5810.1 and 5810.6: Does the vessel use a stern tube lubricant that is certified according to the EAL/EEL or equivalent? | | | | | | | | | | | | | | | | 0 | 19 | 5 |
| | 5810.5 | Alternative for 5810.1 and 5810.6: Is the crew aware of characteristics of the environmentally friendly stern tube lubricant (EAL/EEL certified or equivalent) with respect to maintenance & its effect on the system if needed? (e.g. condition of seals & filters, temperature & condition of oil etc.) | | | | | | | | | | | | | | | | 0 | 5 | |
| | 1 | | _ | | Mis | imum | rank | ing c | ore re | otal s | | olom | ont F | 810 - | 15 | | | 0 | 60 |) |
| | | | | | IVIII | iirium | rank | my s | ore re | quire | u ior | eieiu | ent 5 | 010 = | 10 | | | | | |

| | | | | | | | | | | | | | | | | | | | | _ |
|---------------|-----------|--|--|--------|--------------|---------------|--------------|---------------------------|-------------|--------------|----------------|------------------|--------------|-----------------|--------------|--|--------------|------------------------------|--------------------|---|
| | | CHECK | LIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ARR | RIER | ۲ - V | /ERS | SION | 202 | 5 | | | | | | | | | | |
| Revision Code | Norm item | GREEN AWARD | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE RANKING SCORE | EGOOG XAM GNIXINAG | |
| | 5811 | Mooring wire lubrication | | | | | | | | | 0 | 0 | | | | | | | | |
| | 5811.1 | Does the vessel use a mooring wire lubricant / g | rease that is certified according to the EEL? | | | | | | | | | | | | | | | 0 | 2 | 0 |
| | | | | | | Mini | mum | ranking | | | l scor | | oont l | 5011 - | - 0 | | | 0 | 2 | 0 |
| | 5812 | Deck equipment lubrication (use of oils) | | | | IVIIII | | anking | 3001 | | 0 | O | | 3011 - | | | | | | |
| | 5812.1 | Does the vessel use grease that is certified acco | ording to the EEL (all deck equipment)? | | | | | | | | | | | | | | | 0 | 1 | 5 |
| | 5812.2 | Does the vessel use gear oil that is certified according | | | | | | | | | | | | | | | | 0 | 1 | 0 |
| | 5812.3 | Does the vessel use hydraulic oil that is certified | according to the EEL in mooring and anchor appliances? | | | | | | | | | | | | | | | 0 | 1 | 0 |
| | 5812.4 | Does the vessel use hydraulic oil that is certified | according to the EEL in crane appliances? | | | | | | | | | | | | | | | 0 | 1 | 0 |
| | 5812.6 | | entally friendly lubricants (EEL certified) with respect to maintenance? (e.g. condition of seals & filters, temperature & condition of oil, | | | | | | | | | | | | | | | 0 | 1 | 0 |
| | | | | | | N#:: | | | | | l scor | | 4 | 5040 - | _ | | | 0 | 5 | 5 |
| | 5820 | Management of bilge water and sludge hand | ling onhoard | | | Mini | | ranking | scor | | o To | r elen | _ | 5812 = | = U | | | | | |
| | 5820.3 | • • | poard sludge and bilge water management procedures? | | | | | | + | | • | + | | | | Н | | 0 | 1 | 0 |
| | 5820.4 | Are engine room personnel familiar with the syst | | | | | | | | | | - | | - | | | | 0 | + | Ť |
| | 3320.4 | Are engine room personner familiar with the syst | enriayout, drawings and manuals: | | | | | | 1 | Tota | l scor | 9 | | <u> </u> | | Щ_ | | 0 | 1 | 5 |
| | | 1 | | | | Mini | mum | ranking | scor | | | | nent | 5820 = | - 15 | | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ١RR | IER | R - VI | ERSI | ON : | 202 | 5 | | | | | | | | | | |
|---------------|-----------|---|--------|--------------|---------------|---------------------------|--------------|-------------|--------------|----------------|--------------|------------------|-----------------|--------------|--------------------|--------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 5821 | Outfitting of bilge water system | | | 0 | 0 | | 0 | | 0 | | 0 | | | | | | | |
| | | A. Clean Drains (Drains that are <u>normally not</u> contaminated by oil) | | | | | | | | | | | | | | | | | |
| | 5821.1 | Does the bilge water from the Clean drain tank (for the collection of "clean drains" As per MEPC.1/Circ.642) pass through 15 ppm oil content meter and alarm? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5821.17 | Does the engine room logbook logs discharges from the Clean drain tank (tank used for the collection of "clean drains", as per MEPC.1/Circ.642)? | | | | | | | | | | | | | | | | 0 | 5 |
| | | B. Soot Collection Tank arrangement | | | | | | | | | | | | | | | | | |
| | 5821.10 | Is washwater from the economizer/boilers collected in a Soot separation / collection tank? | | | | | | 1 | | | | | | | 1 | | | 0 | 5 |
| | 5821.18 | Is soot separation / collection tank decanted, remaining water transferred to bilge holding tank and solid soot particles collected for garbage disposal (reception facility)? | | | | | | | | | | | | | | | | 0 | 10 |
| | 5821.11 | Is an independent pump arrangement available for the discharge from the Soot separation / collection tank to overboard? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5821.2 | Are management instructions regarding disposal of soot and soot-water mixtures available onboard? | | | | | | | | | | | | | | | | 0 | 5 |
| | | C. Oily bilge water tank arrangement | | | | | | | | | | | | | | | | | |
| | 5821.12 | Is all Oily bilge water from the bilge wells/drains transferred to the Bilge Primary Tank or pre-separation system for pre-separation of oil and water? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5821.5 | Is Oily bilge water from the Oily bilge water holding tank pumped through the Oily Water Separator to the Clean water tank (rather than overboard discharge)? | | | | | | | | | | | | | | | | 0 | 5 |
| | | D. Oily water separator / Oil content meter | | | | | | | | | | | | | | | | | |
| | 5821.6 | N/A for vessels keel laid after 2005 Is the oil content meter with an automatic stopping device capable of measuring the difference between emulsifying particles and oil installed , as per IMO resolution MEPC.107(49)? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5821.7 | Is there an equipment or a protection system (e.g. White Box) installed that stops the Oily Water Separator from discharging overboard when the Oil Content Meter is flushed/diluted with clean water to prevent illegal discharges of bilge water from machinery spaces? | | | | | | | | | | | | | | | | 0 | 10 |
| | 5821.15 | Is the authority for operating and maintaining the Oily Water Separator and Oil Content Meter with the master or this is automatically logged in the system? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5821.16 | Alternative to 5821.15 Is the ship equipped with a system which would ensure that operation and maintenance of the Oily Water Separator and Oil Content Meter can only be started with the Master's permission (for example, Main/Master Switch on bridge)? | | | | | | | | | | | | | | | | 0 | 5 |
| | 5821.8 | N/A for vessels keel laid after 2005 Is the Oily Water Separator equipped with a re-circulating facility for testing the device with the closed overboard discharge (As per IMO resolution MEPC.107(49) 6.1.1.)? | | | | | | | | | | | | | | | | 0 | 5 |
| Z | 5821.19 | Does the ship have in operation a Class-approved equipment that ensures that the oil content of the bilge water effluent without dilution does not exceed 5 parts per million? | | | | | | | | | | | | | | | | 0 | 10 |
| | | 5821.9 is an alternative to 5821.1 - 5821.19 (all the above) | | | | | | | | | | | | | | | | | |
| | 5821.9 | Is all the bilge water from machinery spaces always delivered to reception facilities? | | | | | | | | | | | | | | | | 0 | 80 |
| | | | | | | | | | | al sco | | | | | | | | 0 | 80 |
| | | | | | Minim | um ra | nking | score | e req | uired | tor e | lemen | 5821 | = 20 | | | | | |

| | | | | | | | | | | | | | | | | | | _ | | | | |
|---------------|-----------|---|--|-----------------------|--------|--------------|---------------|--------------|--------------|-------------|--------------|----------------|--------------|------------------|--------------|-----------------|--------------|---------------------------------|----------------|---------------|--------------------|---|
| | | CH | HECKLIST - RANKING CRITERIA - SHIP SU | IRVEY - LNG CA | 4RF | RIEF | ₹ - V | ER: | SION | 202 | 25 | | | | | | | | | | | |
| Revision Code | Norm item | GREEN AWARD | RANKING Ship - LNG | | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE | |
| | 5822 | Outfitting of sludge handling system | | | | | 0 | | 0 | 0 |) | 0 | | 0 | | | | | | | | |
| | 5822.1 | Is a sludge collecting pump installed (with Residue (Sludge) Tank)? | n the sole purpose of collecting the sludge from different l | ER tanks to the Oil | | | | | | | | | | | | | | | | 0 | 5 | |
| | 5822.2 | Is a sludge discharge pump installed with capacity to discharge the sludge within 8 | the purpose of discharging the sludge to reception facilithrs) | ties (with sufficient | | | | | | | | | | | | | | | | 0 | 5 | |
| | 5822.8 | Is a tank or system installed with the sole | purpose of removing large quantities of water from the s | sludge? | | | | | | | | | | | | | | | | 0 | 5 | |
| | 5822.9 | Is a separate tank or system installed with | h the sole purpose of evaporating water from the sludge? | ? | | | | | | | | | | | | | | | | 0 | 5 | |
| | 5822.10 | Is a separate tank or system installed with | h the purpose of mixing the sludge while incinerated (in ir | ncinerator or boiler) | | | | | | | | | | | | | | | | 0 | 5 | |
| | 5822.6 | Alternative to 5822.8 - 5822.10 Is all the ship sludge always delivered to | reception facilities? | | | | | | | | | | | | | | | | | 0 | 20 | |
| | | | | | | | na:: | | and de | | | tal sc | | 1 | -4 50 | 00 - 4 | _ | | | 0 | 30 | l |
| | 5900 | Ship Recycling - Inventory of Hazardo | ue Meteriale | | 0 | | O | mum | rankii | ig sco | re rec | uirea | tor e | o | nt 58 | 22 = 1 | U | | | | | ı |
| | 5900.10 | Does the vessel have an "Inventory of Ha | | | | | _ | | | | | • | | | | | | | +- | 0 | 110 | |
| | 5900.10 | , | been started to prepare Part I of the "Inventory of Hazar | dous Materials" with | | | | | | | | | | | | | | | | 0 | 40 | |
| | 5900.14 | | M maintenance process, for example, for the collection of nased items that fall into the scope of IHM Part I? | Material | | | | | | | | | | | | | | | | 0 | 20 | |
| | | | | | | | Mini | mum | rankii | na sco | | tal sc | | leme | nt 59 | 00 = 4 | 0 | | | 0 | 130 | 1 |
| | | | | | 1 | | | | | .5 500 | | 14 04 | | | 00 | •• | • | | | | | j |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG | ARI | RIE | R - ' | VEF | RSIC | ON 2 | 202 | 5 | | | | | | | | | | |
|---------------|------------------------------|---|--------|--------------|---------------|--------------|--------------|--------------|-------------|--------------|----------------|--------------|------------------|--------------|-----------------|--------------|---------------------------------|----------------|---------------|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 6000 | MAINTENANCE / SURVEYS | | | | | | | | | | | | | | | | | | |
| (| 6100 | Programme of Inspections | 0 | | | | | | | | 0 | | | | | | | | | |
| (| 6100.1 | Does the ship have an internal technical inspection programme? | | | | | | • | | | | | | | | | • | | 0 | 10 |
| (| 6100.2 | Are relevant previous survey and internal technical inspection reports available on board? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 6100.3 | Does the ship have a repair history? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 6100.4 | Does the company issue procedures/instructions for hull / ship's construction condition inspections to be carried out by the ship's personnel? | | | | | | | | | | | | | | | | | 0 | 20 |
| | 6100.8 | Is there a company procedure available for the assessment of cold-spots? | | | | | | | | | | | | | | | | | 0 | 10 |
| | | | _ | | India | imin | n ror | kina | 0005 | | al sc | | lomo | nt 61 | 00 = | 60 | | | 0 | 60 |
| | 6110 | Critical and Stand-by Equipment | 0 | | O | | O | T T | SCOT | requ | uireu | 1101 6 | reme | ant or | | 00 | | | | |
| | 6110.5 | Is a Computer Based Program installed to register failures, break downs and near misses in order to have a constart event report on the systems? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 6110.7 | Is a Computer Based Program installed for spare parts management of critical equipment and stand- by equipment? | | | | | 1 | | | | | | | | | | | | 0 | 10 |
| | 6110.8 | Is a safety stock available for critical equipment and stand-by equipment? | | | | | 1 | | | | | | | | | | | | 0 | 10 |
| | | | | | | | | | | | al sc | | | | | | | | 0 | 30 |
| | | | | | | | n ran | ıking | | e requ | uired | for e | eleme | ent 61 | 10 = | 10 | | | | |
| | 6200 | Mooring Equipment | 0 | | 0 | | | | 0 | | | | | | | | | | | |
| | 6200.1 | Are winch brake tests carried out and recorded at least once a year or after an excessive load? | | | | | | | | | | | | | | | | - | 0 | 10 |
| - ' | 6200.2 | Is a winch brake test kit on board? | | | | | | | | | | | | - | | + | | | 0 | 5 |
| | 6200.3 | Is an overview available with all details of mooring wires / fibre ropes, winches, inspections, maintenance, tests etc. | +- | | | | | | | | | | | | | | | | 0 | 10 |
| | 6200.4 | Is the ship provided with information on the design of the mooring system? (with examples to show the loads likely to be experienced under particular conditions and to illustrate those situations under which the limit of the system is likely to be reached) |) | | | | | | | | | | | | | | | | 0 | 10 |
| | 6200.5 | Are inspection, maintenance and discard criteria for mooring wires and tails / fibre ropes established and carried out by a competent person? (time interval for inspection should be in the PMS) | | | | | | | | | | | | | | | | | 0 | 10 |
| | 6200.8 | Do these criteria take manufacturer's recommendations into account ? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 6200.9 | Does an additional examination take place after unusual events, such as long periods of inactivity, excessive loads, | | | | | | | | | | | | | | | | | 0 | 5 |
| | 0200.3 | heat exposure, loading/discharge at swell ports, etc? | | | | | | | | | | | _ | | | | | | | |
| | 6200.10 | Are internal inspections for wires + fibre ropes carried out & do these inspections take manufacturer's recommendations into account? | | | | | | | | | | | | | | | | | 0 | 10 |
| | | Are internal inspections for wires + fibre ropes carried out & do these inspections take manufacturer's | | | | | | | | | | | | | | | | | 0 | 10 5 |
| | 6200.10 | Are internal inspections for wires + fibre ropes carried out & do these inspections take manufacturer's recommendations into account? | | | | | | | | | | | | | | | | | | |
| (| 6200.10 6200.11 | Are internal inspections for wires + fibre ropes carried out & do these inspections take manufacturer's recommendations into account? Are the lubricants & cleaning products compatible with the wire and approved by the wire manufacturer? Is a log for "working days" of mooring wires and tails / fibre ropes maintained? (to predict the point of discard & for | | | | | | | | | | | | | | | | | 0 | 5 |
| | 6200.10 6200.11 6200.6 | Are internal inspections for wires + fibre ropes carried out & do these inspections take manufacturer's recommendations into account? Are the lubricants & cleaning products compatible with the wire and approved by the wire manufacturer? Is a log for "working days" of mooring wires and tails / fibre ropes maintained? (to predict the point of discard & for evaluation of wire/rope performance) | | | | | | | | | al sc | | | | | | | | 0 | 5 |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ARF | RIEF | ۲ - ۱ | /ER | SION | 202 | 5 | | | | | | | | | | |
|---------------|-----------|---|---|--------------|---------------|--------------|--------------|-------------|--------------|----------------|--------------|-------------------------------|-----------|---------------------------------|--------------------|--------------|----------------|-----|--------------------|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER Doc. & Impl. | | ENGINEER RATING Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE | 300 | RANKING MAX. SCORE |
| | 6300 | Corrosion Prevention of Seawater Ballast Tanks | | | 0 | | | | | 0 | | | | | | | | | |
| | 6300.1 | Are ballast tanks of double-hulled vessels, coated with a hard coating of a light colour? | | | | | | | | | | | | | | | | 0 | 20 |
| | 6300.6 | Alternative to 6300.1 Are ballast tanks coated with dark epoxy maintained with a modified epoxy coating of a light colour, after safety benefit assessment is carried out? | | | | | | | | | | | | | | | | 0 | 10 |
| | 6300.7 | Is the coating approved according to the IMO performance standard? (type approval or statement of compliance according to Res. MSC 215(82) in Coating Technical File) | | | | | | | | | | | | | | | | 0 | 20 |
| | 6300.2 | Are ballast tanks maintained in a good condition? | | | | | | | | | | | | | | | | 0 | 20 |
| | 6300.3 | Are manufacturer's technical product data sheets and job specifications of the coatings on board? | | | | | | | | | | | | | | | | 0 | 5 |
| | 6300.5 | Is the corrosion prevention system, other than coating, included in the maintenance system? | | | | | | | | | | | | | | | | 0 | 5 |
| | | | Total score Minimum ranking score required for element 6300 = 40 | | | | | | | | | | | 0 | 70 | | | | |
| | 6400 | Condition Assessment Program, Maintenance Additional Green Award requirements | 0 | | 0 | IIIuiii | Talikili | SCON | ereq | o o | T | lement | 030 | JU = 40 | | | | | |
| M | 6400.1 | Does the ship hold a CAP rating for Hull with Rating / Grade 2 as a minimum? (When the vessel reaches 15 years of age, or by the end of the 3rd special survey, whichever is earlier.) | | | | | | | | | 1 | | | | | | | 0 | 25 |
| М | 6400.8 | Does the ship hold a CAP rating for <u>Cargo Systems</u> with Rating / Grade 2 as a minimum? (When the vessel reaches <u>15 years</u> of age, or by the <u>end of the 3rd special survey</u> , whichever is earlier.) | | | | | | | | | T | | | | | | | 0 | 20 |
| M | 6400.9 | Does the ship hold a CAP rating for Machinery with Rating / Grade 2 as a minimum? (When the vessel reaches 15 years of age, or by the end of the 3rd special survey, whichever is earlier.) | | | | | | | | | | | | | | | | 0 | 20 |
| М | 6400.2 | (Alternative to 6400.1, 6400.8 and 6400.9 above) Is the ship less than 15 years of age or has not reached the end of the 3rd special survey yet? | | | | | | | | | | | | | | | | 0 | 25 |
| | 6400.3 | Is it company policy that maintenance meetings are carried out on board? (e.g. each month and at (all) sections on board) | | | | | | | | | | | | | | | | 0 | 10 |
| | 6400.4 | Is a maintenance checklist used regarding the (monthly) maintenance inspection? | | | | | | | | | | | | | | | | 0 | 10 |
| | 6400.5 | Is an evaluation report of vessel's performance sent to the company? | | | | | | | | | ightharpoons | | \perp | | | | | 0 | 20 |
| | 6400.6 | Is an annual technical report made by the Company's superintendent? | | | | | | | | | \perp | | | | | | | 0 | 15 |
| | | | - | | Min | imum | rankin | scor | | tal scor | | lement | 640 | 00 = 60 | | | | 0 | 120 |
| | 6500 | Certificates for Cargo Gear | 0 | | 0 | | | , 5501 | | 0 | | J | | - 50 | | | | | |
| | 6500.1 | Is a register of cargo handling gear and lifting appliances issued? (CG1) | | | | | | | | _ | 7 | | | | | | | 0 | 10 |
| | 6500.2 | Is a certificate of test and thorough examination of lifting appliances issued? (CG2) | | | | | | T | | | \dagger | | t | | | | | 0 | 10 |
| | 6500.3 | Is a certificate of test and thorough examination of loose gear issued? (CG3) | | | t | | | 1 | | | \dagger | | \dagger | | 1 | - | | 0 | 10 |
| | 6500.4 | Is a certificate of test and thorough examination of wire rope issued? (CG4) | | | t | | | 1 | | | \forall | | t | | | - | | 0 | 10 |
| | | | | | | | | 1 | Tot | tal scor | re | | | | 1 | | | 0 | 40 |
| | | | | | Min | imum | rankin | scor | e req | uired fo | or el | lement | 650 | 00 = 40 | | | | | |

| | | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNC | CAR | RIE | ۲ - ۱ | /ERS | SION | 202 | 5 | | | | | | | | | | |
|---------------|-----------|---|---|--------|--------------|---------------|--------------|---------------------------|-------------|--------------|----------------|--------------|------------------|---------------------------------|--------------|--------------------|--------------|----------------|---------------|--------------------|
| Revision Code | Norm item | GREEN AWARD | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE |
| | 7000 | CREW | | | | | | | | | | | | | | | | | | |
| | 7200 | Extra personnel, Additional Green Aw | vard Requirement | C | • | | | | | | 0 | | | | | | | | | |
| | 7200.1 | Are there extra deck officers onboard i | n addition to what is required by minimum safe manning document? | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.7 | Are there extra engine officers onboard | d in addition to what is required by minimum safe manning document? | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.2 | Are there extra deck ratings onboard in | n addition to what is required by minimum safe manning document? | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.8 | Are there extra engine ratings onboard | I in addition to what is required by minimum safe manning document? | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.3 | Is there a ship administrator onboard (labove)? | In addition to the standard complement and extra deck-officers and -ratings | ; | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.5 | Is there a gas engineer onboard? | | | | | | | | | | | | | | | | | 0 | 10 |
| | 7200.6 | Is there an electrical officer onboard in | addition to the engine officers required by the safe manning document? | | | | | | | | | | | | | | | | 0 | 10 |
| | | | | | | Ind: | | vonkin. | | | al sco | | | + 7200 | - 20 | | | | 0 | 70 |
| | | | | | | IVIII | iiiium | rankin | y scol | re req | uirea t | or ele | men | IL /200 | - 30 | | | | | |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | \RR | IER | 2 - V | ERS | SIOI | N 2 | 025 | | | | | | | | | | | |
|---------------|-----------|--|--------|--------------|---------------|--------------|--------------|--------------|-------------|----------------|--------------|------------------|--------------|-----------------|--------------|--------------------|--------------|---------------|--------------------|---|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | Doc. & Impl. | DECK OFFICER | Doc. & Impl. | DECK RATING | CHIEF ENGINEER | Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | RANKING SCORE | RANKING MAX. SCORE | |
| M/RR | 7300 | Training / Courses for Personnel, Additional Green Award Requirements & IMO Model Courses | 0 | | | | | | | | | | | | | | | | | |
| | 7300.1 | Has the 2nd officer (deck) completed an approved advanced training for liquefied gas tanker cargo operations? (As a minimum, the program should comply with STCW 2010 including Manila amendments Reg V/1-2) | | | | | | | | | | | | | | | | 0 | 20 | |
| | 7300.2 | Are all onboard personnel trained and qualified according to the approved basic training for liquefied gas tanker cargo operations? (as STCW 2010 including Manila amendments Reg V/1-2) (If training comprises at least 3 months approved seagoing service on tankers (instead of an approved tanker familiarisation course) this should include onboard computer-based training (CBT) and a documented system showing participation and qualifications.) | | | | | | | | | | | | | | | | 0 | 10 | |
| | 7300.5 | Has the onboard management completed the onboard assessment/train the trainer course (IMO 1.30)? | | | | | | | | | | | | | | | | 0 | 5 | |
| | 7300.6 | Have the officers involved in cargo and ballast handling completed a simulator based training/course (IMO 1.36)? | | | | | | | | | | | | | | | | 0 | 10 | |
| | 7300.7 | Have the ship personnel completed "Marine Environmental Awareness" course (IMO 1.38)? | | | | | | | | | | | | | | | | 0 | 5 | |
| | 7300.8 | Have all the deck officers completed bridge team management/bridge resource management training course (IMO 1.22)? | | | | | | | | | | | | | | | | 0 | 5 | |
| | 7300.19 | Have all the engine officers completed engine room resource management training course? | | | | | | | | | | | | | | | | 0 | 5 | |
| | 7300.20 | Alternative to 7300.8 & 7300.19 Have all the officers completed maritime resource management course? | | | | | | | | | | | | | | | | 0 | 10 | |
| М | 7300.10 | Are there cadets currently onboard or has there been any in the last 6 months? | | | | | | | | | | | | | | | | 0 | 10 | |
| | 7300.11 | Has the gas engineer completed the advanced training for liquefied gas tanker cargo operations? (IMO 1.06) | | | | | | | | | | | | | | | | 0 | 10 | |
| | 7300.12 | Have all the senior officers (Master, Chief Officer, Chief Engineer, 2nd Engineer and Gas Engineer) completed the Liquid Cargo Operations Simulator (LICOS) course as recommended by SIGTTO for senior officers and relevant to cargo containment type (Membrane or Spherical)? | | | | | | | | | | | | | | | | 0 | 10 | |
| | 7300.13 | Have all the junior officers (2nd Officer, 3rd Officer, 3rd Engineer and 4th Engineer) completed the Liquid Cargo Operations Simulator (LICOS) course as recommended by SIGTTO for junior officers and relevant to cargo containment type (Membrane or Spherical)? | | | | | | | | | | | | | | | | 0 | 20 | |
| RR | | | | | | • | | • | | | score | | | | • | | | 0 | 110 | |
| RR | | | | | Minir | num | ranki | ing s | core re | equire | ed for | eleme | ent 73 | 300 = | 60 | | | - | | ╛ |

| | | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CA | ٩RR | IER | R - VE | RSI | ON 2 | 025 | | | | | | | | | | | |
|---------------|-----------|---|--------|--------------|---------------|--------------|--------------|-------------|--------------|-----------------------------|------------------|--------------|-----------------|--------------|---------------------------------|----------------|---------------|--------------------|---|
| Revision Code | Norm item | RANKING Ship - LNG | MASTER | Doc. & Impl. | CHIEF OFFICER | DECK OFFICER | Doc. & Impl. | DECK RATING | Doc. & Impl. | CHIEF ENGINEER Doc. & Impl. | ENGINEER OFFICER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL Doc. & Impl. | NOT APPLICABLE | RANKING SCORE | RANKING MAX. SCORE | |
| | 7400 | Familiarisation, Additional Green Award Requirement | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | | _ | |
| | 7400.1 | Have all the ship board crew after a period of absence or leave has been provided with familiarization of changes with regard to the operations/machinery which is related to their position? | | | | | | | | | | | | | | | 0 | 20 | |
| | 7400.2 | Have all newly employed/engaged shipboard crew (first ship for that specific company) been provided with familiarization with regard to operations/machinery which is related to their position? | | | | | | | | | | | | | | | 0 | 20 | |
| | 7400.3 | Are the senior officers retained to sail on the same vessel or the same type of vessel (Membrane or Spherical)? | | | | | | | | | | | | | | | 0 | 10 | |
| | 7400.6 | Are the junior officers retained to sail on the same vessel or the same type of vessel (Membrane or Spherical)? | | | | | | | | | | | | | | | 0 | 10 | |
| | 7400.4 | Are the company format handover reports from all off - signing officers available onboard? | | | | | | | | | | | | | | | 0 | 10 | |
| | 7400.7 | Are the on-signers aware of the content of the hand-over reports? | | | | | | | | • | | | | | | | 0 | 10 | |
| | | | | | Minim | ım rar | kina : | | | I score ired for | | nent 7 | 400 = | 50 | | | 0 | 80 | l |
| | 7500 | Safe Manning and Fatigue Management | 0 | | | | | | | | | | | | | | | | l |
| | | A. General - managing work/rest hours | | | | | | | | | | · | | | | | | | l |
| | 7500.1 | Are work/rest hours performed by the individual seafarer recorded with the use of a software programme and the reports generated accessible for the office? | | | | | | | | | | | | | | | 0 | 5 | |
| RR | 7500.2 | Is the master provided with instruction/procedure to monitor and address non compliance on STCW 2010 Manila amendments on work/rest hours onboard? | | | | | | | | | | | | | | | 0 | 5 | |
| | | B. Fatigue management | | | | | | | | | | | | | | | | | l |
| | 7500.5 | Does the ship have fatigue mitigation and control strategy (or similar document) available within the Safety Management System (SMS) to ensure the health and well being of the seafarers? | | | | | | | | | | | | | | | 0 | 30 | |
| RR | 7500.9 | Does the fatigue mitigation and control strategy consist of the following (both): - framework to assess the hazards associated with fatigue (hazard assessment) - strategies to mitigate the risk of fatigue (risk mitigation) | | | | | | | | | | | | | | | 0 | 20 | |
| RR | 7500.10 | Does the Master implement the use of any one of the following fatigue management tools (as described in IMO MSC.1/Circ1598) by shipboard crew on board: - Sleep Diary - Self-monitoring through fatigue and sleepiness ratings - Fatigue self-assessment tool - Fatigue event reporting | | | | | | | | | | | | | | | 0 | 20 | |
| | | C. Additional questions - reporting, training & awareness | | | | - | L. Carlotte | | - | | - | | | | | - | | | |
| | 7500.7 | Does the ship have a procedure in which crew members are able to report to a designated person on fatigue related issues without fearing any action against them for such communication? | | | | | | | | | | | | | | | 0 | 5 | |
| | 7500.11 | Do all shipboard crew members undergo company fatigue management training and awareness campaigns on an initial and recurrent basis? | | | | | | | | | | | | | - | | 0 | 5 | |
| N | 7500.12 | Does the ship consider during near-miss investigations, fatigue as one of the factors causing the incident? | | | | | | | | | | | | | | | 0 | 5 | |
| RR | | | | | Minim | | late a | | | l score | | 4 | | 00 | | | 0 | 95 | 1 |
| RR | | | | | winim | ım rar | ıkıng : | score i | requi | ired for | eien | nent 7 | 500 = | bU | | | | | |

| N N | RANKING Ship - LNG TS ACCORDING TO ISO STANDARDS | MASTER | Doc. & Impl. | CHIEF OFFICER | Joc. & Impl. | mpl. | ATING | pl. | IGINEER | INGINEER OFFICER | | RATING | | ERSONNEL | | CABLE | <u> </u> | . SCORE |
|----------------------------|--|--------|--------------|---------------|--------------|-----------|-------------|--------------|----------------|------------------|--------------|-----------------|--------------|--------------------|--------------|----------------|------------|--------------|
| 9000 REQUIREMENT | TS ACCORDING TO ISO STANDARDS | | | 5 | Doc. | Deck OFFI | DECK RATING | Doc. & Impl. | CHIEF ENGINEER | ENGINEER | Doc. & Impl. | ENGINEER RATING | Doc. & Impl. | CATERING PERSONNEL | Doc. & Impl. | NOT APPLICABLE | NAIMBIIN O | RANKING MAX. |
| | | | | | | | | | | | | | | | | | | |
| 9421 ISO Certification | on | | | | | | | | | | | | | | | | | |
| 9421.1 Is the ship certifi | fied for the latest edition of ISO 9001 (quality management systems)? | | | | | | | | | | | | | | | - (| 0 | 10 |
| 9421.2 Is the ship certifi | fied for the latest edition of ISO 10015 (quality management – guidelines for competence manager elopment)? | ment | | | | | | | | | | | | | | (|) | 10 |
| 9421.3 Is the ship certifi | fied for the latest edition of ISO 14001 (environmental management systems)? | | | | | | | | | | | | | | | (| 0 | 10 |
| 9421.4 Is the ship certifi | fied for the latest edition of ISO 22301 (societal security – business continuity management system | ns)? | | | | | | | | | | | | | | (|) | 10 |
| 9421.5 Is the ship certifi | fied for the latest edition of ISO 27001 (information security management systems)? | | | | | | | | | | | | | | | (|) | 10 |
| 9421.6 Is the ship certifi | fied for the latest edition of ISO 30401 (knowledge management systems – requirements)? | | | | | | | | | | | | | | | (| 0 | 10 |
| 9421.7 Is the ship certifi | fied for the latest edition of ISO 45001 (occupational health and safety management systems)? | | | | | | | | | | | | | | | (|) | 10 |
| 9421.8 Is the ship certifi | fied for the latest edition of ISO 50001 (energy management systems)? | | | | | | | | | | | | | | | (| 0 | 10 |
| | | | | Mini | | | | | l score | • | | | | | | (| 0 | 80 |

| | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CARRIER - VERSION 202 | 5 | | | |
|-----------|--|-------------------------|--|-----------------------------------|-----------------------------------|
| Norm item | TOTAL SCORE REVIEW SHIP SURVEY - LNG CARRIER | SHIP'S RANKING SCORE | MAXIMUM OBTAINABLE RANKING SCORE | MINIMUM RANKING SCORE REQUIRED | ELEMENTS WITH NO MINIMUM SCORE |
| 1000 | GENERAL | | | | |
| 1200 | Enclosed Space Entry & Hot Work | 0 | 80 | 80 | |
| 1300 | Compressor for the refilling of air cylinders for breathing apparatus or Alternative, Additional Green Award requirement | 0 | 20 | 10 | |
| 1400 | Control of drugs & alcohol onboard | 0 | 35 | 20 | |
| 1500 | Emergency Response System | 0 | 30 | 10 | |
| 1510 | Emergency Oil Recovery | 0 | 10 | 0 | |
| 1600 | Computer Systems, Networks, Data Security and Training. GA requirement | 0 | 60 | 30 | |
| 1610 | Cyber Risk Management | 0 | 35 | 15 | |
| 1700 | Noise and Vibration Management | 0 | 50 | 15 | |
| 1710 | Underwater Noise and Vibration Management | 0 | 5 | 0 | |
| 1800 | Social Dimension / Sustainability | 0 | 50 | 10 | |
| 2000 | NAVIGATION / BRIDGE OPERATIONS | | | | |
| 2100 | Navigation | 0 | 120 | 40 | |
| 2111 | Electronic chart display & information systems / ECDIS | 0 | 55 | 30 | |
| 2120 | Environmental Requirements during the Voyage | 0 | 45 | 40 | |
| 2200 | Helicopter / Ship Operations | 0 | 20 | 20 | |
| 2300 | Mooring Operations | 0 | 50 | 30 | |
| 3000 | MACHINERY / ENGINE OPERATIONS | | | | |
| 3100 | Bunker Operations | 0 | 50 | 50 | |
| 3200 | Fuel oil management | 0 | 80 | 40 | |
| 4000 | CARGOES / CARGO OPERATIONS | | | | |
| 4100 | LNG Carrier Cargo Operations & Additional Green Award requirements | 0 | 80 | 70 | |
| 4200 | Ship to Ship Transfer Operations | 0 | 30 | 30 | |
| 4400 | Additional Green Award Requirements (tank alarms, coatings, etc.) | 0 | 50 | 40 | |
| 4700 | LNG Sloshing Load Monitoring System | 0 | 50 | 0 | |
| 5000 | PREVENTION OF POLLUTION | - | - | | |
| 5100 | Biofouling Management | 0 | 30 | 5 | |
| 5200 | Waste Management / Garbage Handling Onboard | 0 | 125 | 50 | |
| 5300 | Cargo Vapour Emission Control Systems | 0 | 105 | 70 | |
| 5410 | NOx Emissions | 0 | 140 | 35 | |
| 5420 | SOx Emissions | 0 | 105 | 15 | |
| 5430 | Particulate Matter (PM) Emissions | 0 | 30 | 0 | |
| 5440 | Greenhouse Gas (GHG) Emissions - CO2 Emissions | 0 | 155 | 15 | |
| 5441 | Greenhouse Gas (GHG) Emissions - Methane (CH4) Emissions - Main Propulsion | 0 | 35 | 0 | |
| 5460 | Environmental Ship Index (ESI) | 0 | 60 | 0 | |
| 5500 | Sewage Management | 0 | 45 | 20 | |
| 5510 | Grey Water Management | 0 | 25 | 0 | |

| | CHECKLIST - RANKING CRITERIA - SHIP SURVEY - LNG CARRIER - VERSION 2029 | 5 | | | |
|-----------|---|-------------------------|--|-----------------------------------|-----------------------------------|
| Norm item | TOTAL SCORE REVIEW SHIP SURVEY - LNG CARRIER | SHIP'S RANKING SCORE | MAXIMUM OBTAINABLE RANKING SCORE | MINIMUM RANKING SCORE REQUIRED | ELEMENTS WITH NO MINIMUM SCORE |
| 5700 | Ballast Water Management | 0 | 85 | 50 | |
| 5800 | Accidental Bunker Oil Pollution Prevention Measures (overflow prevention systems) | 0 | 30 | 5 | |
| 5801 | Protection of fuel oil tanks, lube oil tanks and hull | 0 | 100 | 20 | |
| 5810 | Stern tube lubrication | 0 | 60 | 15 | |
| 5811 | Mooring wire lubrication | 0 | 20 | 0 | |
| 5812 | Deck equipment lubrication (use of oils) | 0 | 55 | 0 | |
| 5820 | Management of bilge water and sludge handling onboard | 0 | 15 | 15 | |
| 5821 | Outfitting of bilge water system | 0 | 80 | 20 | |
| 5822 | Outfitting of sludge handling system | 0 | 30 | 10 | |
| 5900 | Ship Recycling - Inventory of Hazardous Materials | 0 | 130 | 40 | |
| 6000 | MAINTENANCE / SURVEYS | | | | |
| 6100 | Programme of Inspections | 0 | 60 | 60 | |
| 6110 | Critical and Stand-by Equipment | 0 | 30 | 10 | |
| 6200 | Mooring Equipment | 0 | 95 | 65 | |
| 6300 | Corrosion Prevention of Seawater Ballast Tanks | 0 | 70 | 40 | |
| 6400 | Condition Assessment Program, Maintenance Additional Green Award requirements | 0 | 120 | 60 | |
| 6500 | Certificates for Cargo Gear | 0 | 40 | 40 | |
| 7000 | CREW | | | | |
| 7200 | Extra personnel, Additional Green Award Requirement | 0 | 70 | 30 | |
| 7300 | Training / Courses for Personnel, Additional Green Award Requirements & IMO Model Courses | 0 | 110 | 60 | |
| 7400 | Familiarisation, Additional Green Award Requirement | 0 | 80 | 50 | |
| 7500 | Safe Manning and Fatigue Management | 0 | 95 | 60 | |
| 9000 | REQUIREMENTS ACCORDING TO ISO STANDARDS | | | | |
| 9421 | ISO Certification | 0 | 80 | 0 | |
| | TOTAL SCORES | 0 | 3315 | 1440 | |

LEGEND

| 0 | Indicates which crew/employee may be interviewed/questioned. |
|---|--|
| | Shows that a certain item is complied. |
| | Shows that a certain item is not complied. |
| 0 | Indicates that an alternative is used, hence the score for that item is a "0". |
| | The checklist was filled in incorrectly, thus shows "error". |
| 0 | Indicates that the whole element did not reach the minimum score, hence a finding is issued. The number shows the scores obtained. |
| | Shows which elements are minimum = maximum. Hence scores on all items is required to fully comply. |
| | Indicates that the minimum score for the relevant element is "0", hence a finding will not be issued. |

^{*} for detailed interpretations of the colours and the usage of the checklist, please refer to the pdf-file named "Instruction Notes" located on www.greenaward.org under "Certification/ Download".

SUPPLEMENT TO 5410 - NOX EMISSIONS

| DATA FROM "SUPPLEMENT TO ENGINE INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE RECORD OF CONSTRUCTION, | | | | |
|--|---------------|--|--|--|
| TECHNICAL FILE, AND MEANS OF VERIFICATION" | | | | |
| Keel Laid (DD/MM/YYYY) (available on supplement to IAPP certificate) | | | | |
| Vessel assigned to NOx Tier-3 ECA route (Y/N) | | | | |
| Main propulsion type | DIESEL ENGINE | | | |
| Electricity generation | DIESEL ENGINE | | | |
| TIER | NA | | | |
| Questions applicable (from 5410.11 - 5410.18) | NA | | | |
| | | | | |

| Questions applicable (from 5410.11 - 5410.18) NA | | | | |
|--|----------------------------------|------------|---------|--------------|
| For DIESEL-ELECTRIC & DUAL FUEL (LNG / LPG | G) data, use "OTHER ENGINE" modu | iles below | | |
| MAIN ENGINE 1 | NA-) | | RPM | |
| | | Tier 1 | Tier 2 | Tier 3 |
| Applicable NOx emission limit (g/kWh) | | | | |
| Engine's actual NOx emission value (g/kWh) | | | | |
| Percentage reduction | | NA | NA | NA |
| | GA Compliance | e | | |
| MAIN ENGINE 2 | NA→ | | RPM | |
| | 1.1.2 | Tier 1 | Tier 2 | Tier 3 |
| Applicable NOx emission limit (g/kWh) | | | | |
| Engine's actual NOx emission value (g/kWh) | | | | |
| Percentage reduction | | NA | NA | NA |
| | GA Compliance | | | |
| ALIXII LA DV ENGINE 4 | | | BE:- | |
| AUXILIARY ENGINE 1 | NA→ | | RPM | - : - |
| | | Tier 1 | Tier 2 | Tier 3 |
| Applicable NOx emission limit (g/kWh) | | | | |
| Engine's actual NOx emission value (g/kWh) | | | | |
| Percentage reduction | 0.00 " | NA | NA | NA |
| | GA Compliance | | | |
| AUXILIARY ENGINE 2 | NA→ | | RPM | |
| | | Tier 1 | Tier 2 | Tier 3 |
| Applicable NOx emission limit (g/kWh) | | | | |
| Engine's actual NOx emission value (g/kWh) | | | | |
| Percentage reduction | | NA | NA | NA |
| | GA Compliance | 9 | | |
| ALIVILIADV FAICINE 2 | NA S | | RPM | |
| AUXILIARY ENGINE 3 | NA→ | Tier 1 | Tier 2 | Tier 3 |
| Applicable NOx emission limit (g/kWh) | | 1161 1 | I ICI Z | 1161 3 |
| Engine's actual NOx emission value (g/kWh) | | | | |
| Percentage reduction | | NA | NA | NA |
| Crocinage reduction | GA Compliance | | 14/1 | 14/1 |
| | , | 1 | | |
| AUXILIARY ENGINE 4 | NA-> | | RPM | |
| | | Tier 1 | Tier 2 | Tier 3 |
| Applicable NOx emission limit (g/kWh) | | | | |
| Engine's actual NOx emission value (g/kWh) | | | | |
| Percentage reduction | | NA | NA | NA |
| | GA Compliance | е | | |

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SUPPLEMENT TO 5410 - NOx EMISSIONS

DATA FROM "SUPPLEMENT TO ENGINE INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE -- RECORD OF CONSTRUCTION,
TECHNICAL FILE, AND MEANS OF VERIFICATION"

Keel Laid (DD/MM/YYYY) (available on supplement to IAPP certificate)
Vessel assigned to NOx Tier-3 ECA route (Y/N)
Main propulsion type
Electricity generation
TIER
Questions applicable (from 5410.11 - 5410.18)
NA

For DIESEL-ELECTRIC & DUAL FUEL (LNG / LPG) data, use "OTHER ENGINE" modules below

| OTHER ENGINE | NA→ | | RPM | |
|--|---------------|--------|--------|--------|
| | | Tier 1 | Tier 2 | Tier 3 |
| Applicable NOx emission limit (g/kWh) | | | | |
| Engine's actual NOx emission value (g/kWh) | | | | |
| Percentage reduction | | NA | NA | NA |
| | GA Compliance | e | | |
| OTHER ENGINE | | | DDM | |
| OTHER ENGINE | NA→ | | RPM | |
| | | Tier 1 | Tier 2 | Tier 3 |
| Applicable NOx emission limit (g/kWh) | | | | |
| Engine's actual NOx emission value (g/kWh) | | | | |
| Percentage reduction | | NA | NA | NA |
| | GA Compliance | е | | |
| | | | | |
| OTHER ENGINE | NA→ | | RPM | |
| | | Tier 1 | Tier 2 | Tier 3 |
| Applicable NOx emission limit (g/kWh) | | | | |
| Engine's actual NOx emission value (g/kWh) | | | | |
| Percentage reduction | | NA | NA | NA |
| | GA Compliance | | | |

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SUPPLEMENT TO 5440 GHG EMISSIONS - CO2

ENERGY EFFICIENCY TECHNOLOGIES INFORMATION PORTAL

GA Code: **TECHNOLOGY GROUPS** Ship name:

IMO GLOMEEP Website Date of Ship Survey:

MACHINERY TECHNOLOGIES

This technology group includes measures that improve the energy efficiency of main and auxiliary engines. These include measures such as auxiliary systems optimization, optimizing heat exchangers, waste heat recovery systems, electronic autotuning, batteries and other solutions.

| Y? | NAME | FUNCTION | TECHNICAL MATURITY* | APPLICABILITY |
|----|--|---|---------------------|--|
| | Auxiliary systems optimization | Optimizing auxiliary systems to actual operational profiles, not design conditions | Semi-mature | All vessels |
| | Engine de-rating | De-rating an engine for reduction of the vessel's maximum speed to increase its efficiency by limiting the potential power output | Semi-mature | Vessels sailing 10-15% slower than design speed |
| | Engine performance optimization (automatic) | Automatic increase of engine efficiency through testing and tuning according to actual operational load and conditions | Semi-mature | Mainly for two stroke engines |
| | Engine performance optimization (manual) | Manual increase of engine efficiency through testing and tuning according to actual operational load and conditions | Mature | All vessels |
| | Exhaust gas boilers on auxiliary engines | Exhaust gas boilers recover the heat from the exhaust gas of auxiliary engines to generate steam, hot water or heat for process heating | Semi-mature | Vessels without shaft generator |
| | <u>Hybridization (plug-in or conventional)</u> | Use of electricity to replace various modes of power consumption | Semi-mature | Vessels with large fluctuations in power output (ferries, offshore vessels, tugs) |
| | Improved auxiliary engine load | Increase of the auxiliary engines' load and efficiency by reducing the number of auxiliary engines running | Semi-mature | All vessels |
| | Shaft generator | Produce electricity from the main propulsion engine | Mature | All vessels with high power needs and long transits |
| | Shore power | Use of cold ironing in ports to reduce fuel consumption on power producing engines | Semi-mature | For smaller vessels and in ports with developed solutions for larger vessels |
| | Steam plant operation improvement | Improve operations and maintenance of steam plant system saving fuel on oil fired boiler | Mature | Mainly crude and product tankers |
| | Waste heat recovery systems | Recover thermal energy from the exhaust gas and convert it into electrical energy | Semi-mature | All vessels with engines above 10 MW |

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SUPPLEMENT TO 5440 GHG EMISSIONS - CO2

PROPULSION AND HULL IMPROVEMENTS

Technologies in this group focus on improving the hydrodynamic performance of the vessel. This includes solutions that reduce the resistance of the vessel and/or also improve the propulsive efficiency of the vessel. Examples include measures such as propeller polishing, hull cleaning, PIDs (Propulsion Improving Devices), air lubrication and more.

| Y? | NAME FUNCTION TI | | TECHNICAL MATURITY* | APPLICABILITY |
|----|-------------------------------------|---|---------------------|--------------------------------|
| | Air cavity lubrication | Use of air injection on the wetted hull surfaces to improve a ship's hydrodynamic performance | Semi-mature | Most vessels in deep sea trade |
| | Hull cleaning | Removal of fouling on the hull to increase the vessel's hydrodynamic performance | Mature | All vessels |
| | Hull coating | Reduction of the hull's resistance through water | Mature | All vessels |
| | Hull form optimization | Optimizing the hull for lower resistance through water | Mature | All vessels |
| | Hull retrofitting | Retrofitting of the bulbous bow, optimizing thruster tunnels or bilge keel to reduce resistance | Mature | All vessels |
| | Propeller polishing | Removal of fouling on the propeller | Mature | All vessels |
| | Propeller retrofitting | Retrofitting the propeller to increase efficiency | Semi-mature | All vessels |
| | Propulsion Improving Devices (PIDs) | Installation of propulsion improving devices | Mature | All vessels |

ENERGY CONSUMERS

Consumers are equipment or devices that use energy when operated. Technologies in this group focus on minimizing the energy consumption by improving the device or optimizing the utilization of the device. Examples of measures in this group are frequency controllers, cargo handling systems, low energy lighting and more.

| Υ? | NAME FUNCTION TE | | TECHNICAL MATURITY* | APPLICABILITY |
|----|--|---|---------------------|---------------|
| | Cargo handling systems (Cargo discharge operation) | Reduction of energy consumption while discharging crude oil by use of model-based studies of the discharge operation | Semi-mature | Tankers |
| | Energy efficient lighting system | Use of energy efficient lighting equipment, such as LED light, to increase efficiency and remove heat loss from light devices | Mature | All vessels |
| | Frequency controlled electric motors | Regulating the frequency of the motors in order to adapt the motor optimized load | Mature | All vessels |

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SUPPLEMENT TO 5440 GHG EMISSIONS - CO2

ENERGY RECOVERY

Technologies in this group focus on capturing energy from the surroundings of the vessel and using or transforming this to useful energy for the vessel. This involves measures such as application of kites, fixed sails or wings, Flettner rotors, or solar panels.

| Υ? | NAME | FUNCTION | TECHNICAL MATURITY* | APPLICABILITY |
|----|------------------------|--|---------------------|---|
| | Fixed sails or wings | Use sails or wings to replace some of the propulsion power needed | Not mature | Vessels with enough place on deck (general cargo, tankers, bulkers) |
| | <u>Flettner rotors</u> | Use Flettner rotors to generate power from wind energy | Not mature | Dependent on trading area and sufficient free deck-surface |
| | <u>Kite</u> | Use a kite to replace some of the propulsion power needed | Not mature | All vessels |
| | Solar panels | Install solar panels for conversion of solar energy to electricity | Not mature | Dependent on trading area and sufficient free deck-surface |

TECHNICAL SOLUTIONS FOR OPTIMIZING OPERATION

Semi-mature

Technologies in this group focus on improving the operation of the vessel more than improving the vessel itself. The list of suggested measures includes both technologies and suggestions for best practice (without direct application of a technology). Measures in this group include trim and draft optimization, speed management, autopilot adjustment and use, combinator optimizing, and others.

| Υ? | NAME | FUNCTION | TECHNICAL MATURITY* | APPLICABILITY |
|----|------------------------------|---|---------------------|---|
| | Autopilot adjustment and use | Use of an automatic system to control the vessel's rudder in a more energy efficient manner | Mature | All vessels |
| | Combinator optimizing | Use of optimized pitch settings and propeller speed for optimized efficiency of propulsion system | Mature | For vessels with controllable pitch propeller |
| | Efficient DP Operation | Optimize the operation in DP mode | Semi-mature | Vessels with DP mode |
| | Speed management | Management of the vessel's speed in the most efficient manner | Semi-mature | All vessels |
| | Trim and draft optimization | Optimizing the trim and draft to reduce the vessel's water resistance | Semi-mature | All vessels |
| | Weather routing | Including weather conditions when planning a voyage | Mature | All vessels |

Definitions of maturity levels according to uptake across the maritime industry, and degree of proven technology/principle

Mature Proven, new or existing technology/principle, with high uptake across the industry.

Proven, new or existing technology/principle, but with limited uptake across the

industry.

Not mature New unproven-, unproven existing- , or proven existing technology/principle but

with very few installations and little to no operational experience.

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^{*}This Information Portal is still under development and further images will be added.

APPENDIX 5

CHECKLIST - VISUAL INSPECTION - LNG CARRIER STEAM TURBINE

(LMC-10)

| | GREEN AWARD VISUAL | INSPECTION - LNG - STEAM TURBINE |
|-----------|--|--|
| | | INOTECTION - ENG - OTEAM TORBINE |
| Norm item | GREEN AWARD | Inspection Focus |
| 8100 | Machinery | |
| | Reports | |
| 8101.1 | Classification reports | Survey reports with recommendations and conditions of class, repairs |
| 8101.2 | State Authority reports | Survey reports, recommendations |
| 8101.3 | Company Reports | Inspection, repair, maintenance, planning, dry-dock reports by ship's staff and superintendents |
| 8101.4 | Inspection guidelines | Guidelines on the means of access to structures for inspection and maintenance of oil tankers and bulk carriers, |
| | | MSC/Circ.686 |
| 8101.5 | Other reports | Vetting reports by chartering companies and independent surveyors |
| | Engine Room | |
| 8102.1 | Overall tidiness of E.R. space | Unsecured and loose material, tools and E.R. spare-parts |
| 8102.2 | General cleanliness of E.R. | Oil- & gas-free environment |
| | Storage E.R. equipment | Equipment stored at designated places |
| 8102.4 | Handling of general E.R. waste | General waste stored & handled properly |
| 8102.5 | Indication of E.R. emergency escapes | Clearly visible and not obstructed |
| | Savealls | Oil, liquid and dirt free |
| | Workshop | Safety instructions near machinery (Grindstone, Lathe etc) |
| | Main Propulsion | |
| 8103.1 | Steam supply and exhaust | Leakage / condition of lagging, black spots and stripes / loose lagging |
| 8103.2 | Boiler and auxiliary machinery fuel lines Gas, H.P. & L.P. | Fuel pipes condition, protective devices, protecting pipe/cover, L.P. pipes check leakage and heating tracings |
| 8103.3 | Cleanliness of turbine | Valves, manouvering valves, hydraulic actuator and safety systems free from leakage and defects. |
| | | Instrumentation operational. |
| 8103.4 | Instructions on emergency stand | Are there clear instructions available for changing over from normal to emergency conditions |
| 8103.5 | Condition of controllers / thermo couples & wiring | Loose wires, open doors of controllers |
| 8103.6 | Gas and Fuel oil system | Gas lines and protective systems free from defect. Fuel oil system filters for leakage, purifiers cleanness, area around purifiers |
| 8103.7 | Lub. oil system | Filters and safealls, purifiers condition |
| 8103.8 | Auxiliary generator starting air system | Condition of starting air lines and valves |
| | Cooling water system | Condition of expansion bellows |
| | Auxiliary Engines | • |
| 8104.1 | General performance | |
| 8104.2 | Leakage, condition of fuel oil, lub. oil lines | Cracks, corrosion and / or pipes connections not tight |
| 8104.3 | , | Oil-, water-, corrosion- and dirt-free |
| 8104.4 | Emergency Generator | Condition and date last tested |
| 8105 | Boilers | |
| 8105.1 | Steam | |
| 8105.2 | Condition of burner front | Gas lines inspected and protective devices operational, oil fires free from leakage and air leakage. |
| | | IR and UV detection system satisfactory. |
| 8105.3 | Lagging / isolation of fuel and steam lines | Condition of lagging |
| 8105.4 | | Check possible leakages bellows / quick closing valves |
| 8105.5 | Boiler bilge / Saveall | Oil-, water-, corrosion- and dirt-free |

| | GREEN AWARD VISUAL INSPECTION - LNG - STEAM TURBINE | | | |
|------------------|---|--|--|--|
| Norm item | GREEN AWARD | Inspection Focus | | |
| 8100 | | | | |
| | Bilge System | Down of the state | | |
| 8106.1 8106.2 | Cleanliness of bilges on every platform Bilge separator, position of all valves | Presence of oil, water, corrosion and / or dirt | | |
| 8106.2 | In port overboard valve sealed | | | |
| | Condition and record regarding oily-bilge separator | Check Oil Record Book - Machinery Space Operations | | |
| | Bilge alarms | Alarms high level & high-high level in good condition | | |
| | Emergency Bilge Suction valve | Check condition / last time tested | | |
| 8106.7 | Double bottom sounding pipes | Check functioning self closing valves | | |
| | Ballast Pumps | · | | |
| 10107.1 | Condition of pumps | Check functioning of pumps | | |
| 10107.2 | Condition of ballast system | Functioning of all pumps combined | | |
| 10107.3 | Condition of supports | Corrosion, cracks, deformation of pump-supports | | |
| 8107 | Piping Systems | | | |
| 8107.1 | General condition | Check for leakage and / or temporary repairs | | |
| 8107.2 | Condition of piping supports | Check for corroded, broken and / or missing supports | | |
| | General Service Air Systems | | | |
| 8108.1 | Condition of air and oil drains | Check good working | | |
| 8108.2 | Condition of pipe lines | Check for leakage and / or temporary repairs | | |
| 8108.3 | Condition of safety valves | Check free movement | | |
| | Chemicals | To a second seco | | |
| 8109.1 8109.2 | Sufficient Personal Protecting Equipment available | Near storage place and users place | | |
| 8109.2 | Sufficient signboards available Storage of chemicals according safety rules | Near storage place and users place According makers safety instructions | | |
| | Electrical | According makers safety instructions | | |
| 8110.1 | Generator inspections during operation max. load | | | |
| 8110.1 | Examination of cables without attachments | Cable supports bulkhead and deck penetrations | | |
| 8110.3 | Electrical equipments in acc. with danger zones | Zeners barriers etc. | | |
| | Inert Gas Plant | | | |
| 8111.1 | Inert Gas system fully operational | | | |
| 8111.2 | Condition of all instrumentation | Special O2 meter | | |
| 8111.3 | Condition of all alarms and trips | High and low level alarms etc. | | |
| 8112 | Sewage Plant | | | |
| 8112.1 | Sewage Plant fully operational | Alarms, level switches etc. | | |
| 8112.2 | Position of valves correct | Check if the by-pass valves are closed | | |
| | Fire Pumps | | | |
| 8113.1 | Position of fire pump valves | Are instructions available for position of valves | | |
| 8113.2 | General check of emergency fire pump | Position of fuel valve, content of fuel tank etc. | | |
| 8114.3 | Operating instructions of fire pump and drive unit | Clear instruction board available | | |
| | Emergency Electrical Stops | | | |
| 8114.1 | Emergency stops of general service pumps | Last time tested | | |
| 8114.2 8114.3 | Emergency stops of steering gear pumps Emergency stops of fans | Last time tested Last time tested | | |
| | Independent level ESD | Last time tested | | |
| | EMERGENCY ESD | Last time tested Last time tested | | |
| | Quick Closing Valves | Education toolog | | |
| 8115.1 | Condition of closing valve station | Check for clear instructions | | |
| 8115.2 | Condition of closing valve station Condition of closing valves E.R. | Check for obstructions or other objects | | |
| 0110.2 | Toolistics of disality varies E.T. | Check for obstitudations of other objects | | |

| | GREEN AWARD VISUAL INSPECTION - LNG - STEAM TURBINE | | | |
|-----------|---|--|--|--|
| Norm item | GREEN AWARD | Inspection Focus | | |
| | Machinery | | | |
| 8116 | Gauge Glasses Class | | | |
| 8116.1 | Condition of gauge glasses closing valves | Check proper working and if they are normal closed | | |
| 8116.2 | Condition of gauge glasses lub. oil tanks | Check proper working and if they are normal closed | | |
| | Condition of gauge glasses chemical tanks | Check proper working and if they are normal closed | | |
| | Condition of gauge glasses fuel tanks | Check proper working and if they are normal closed | | |
| | Ventilation | | | |
| | Fire flaps in trunks engine room | Check markers open/close and proper working | | |
| | Fire flaps | Check proper working | | |
| | Exhaust gases of machinery | | | |
| | Emission of main engines | Content NOX en SOX | | |
| | Steering Gear | | | |
| | SOLAS requirements | | | |
| | Steering gear unit complies with SOLAS | | | |
| | Steering gear room complies with SOLAS | | | |
| | Steering gear unit - and room cleanness | Check for hydraulic leaks, presence of water and / or oil in drip-trays | | |
| 8203 | Change over procedures | | | |
| | Emergency steering gear change over procedures | Signs posted with instructions for emergency change-over | | |
| | Procedures for emergency change over visible | Clearly visible near controls of steering gear unit | | |
| | Testing | | | |
| | Emergency steering tested recently | Check records in engine / deck logbook | | |
| | Steering Gear | Check records in engine / deck logbook. Testing before arrival and departure. | | |
| | Charging emergency header tank | T | | |
| | Emergency header tank fully charged Fixed storage tank installed | Tankers over 10.000 GT must have fixed tank with sufficient capacity to recharge min. one unit | | |
| | Compass | | | |
| | Compass Compass present in steering gear room | _ | | |
| | Compass present in steering gear room Compass clearly visible from control-station | | | |
| | Bridge Communications | | | |
| 8207.1 | Satisfactory communications with bridge | | | |
| 8207.1 | Telephone available and working | | | |
| | Sound powered telephone available and working | | | |
| | Visibility of Rudder Angle Indicator | | | |
| | Rudder angle indicator present | | | |
| | Rudder angle indicator visible at steering position | | | |
| | Access to Steering Gear | <u>'</u> | | |
| | Entrance door to steering gear room closed | Door to be kept closed at all times and not lashed or blocked in open position | | |
| | Access to steering gear unit unobstructed | Steering gear room should be uncluttered with easy access to all components of the system | | |
| | Safety and protection measures fitted | Vessels > 10.000 GT should have railings around the steering gear and deck non-slip surface | | |
| | Bilge alarms | Alarms high level & high-high level in good condition | | |
| | · · | | | |

| | CDEEN AWARD VISUAL | INCRECTION LINE STEAM TURDING | |
|---|--|--|--|
| GREEN AWARD VISUAL INSPECTION - LNG - STEAM TURBINE | | | |
| Norm item | GREEN AWARD | Inspection Focus | |
| 8300 | Cargo / Ballast System | | |
| | Drawings / Diagrams in Cargo Control Room | | |
| 10301.3 | All relevant drawings and diagrams available Drawings visible inside CCR Loading manual / history reports Functioning of Cargo systems and Ballast Pumps | Pipeline diagrams, mimic diagrams etc should be available in CCR Drawings clearly visible and understandable for operation Check for typical loading / unloading sequences | |
| 8302.1 | Ballast pumps working | | |
| 8302.2 8302.3 | Main Cargo and stripping pumps with temperature sensors readout in CCR Tank protection and containment systems monitored with readout in CCR High duty compressor systems fitted with monitoring and safety systems. Running condition monitored in CCR Tank pressure control system fitted with monitoring, control and safety devices. Running condition monitored and controlled from CCR | | |
| 8302.6 8302.7 | Fuel gas delivery system fitted with control, monitoring and safety devices. Running condition monitored from CCR and/or ECR Is all equipment combined working | Malfornation in a sface indicator | |
| | Functioning Pump Controls/Turbine Controls | Malfunctioning often indicator | |
| 8303.1 | Pump controls functioning Pump alarms functioning Turbine trips functioning Regular tests conducted | N/A | |
| 8303.5 | Tests recorded | | |
| | Gauges and Tachometers | | |
| 8304.1 8304.2 | Cargo / Ballast pump gauges operational Cargo / Ballast pump tachometers operational | | |
| 8305 | Engine / Pump Room Seals | | |
| | | | |
| 8306 | Cargo Control Room Communications | | |
| 8306.1 | Communication satisfactory | Communication between Cargo Control Room / ECR | |
| 8306.2 | Communication operational | Communication Setwoon Oargo Control (Coom) Ecit | |
| | Cargo / Ballast System | | |
| | Meters / Displays Inside Compressor House and E.R. | | |
| 8307.1 8307.2 | Suction, discharge, temperature and control instruments. Continuous monitoring of gases Ballast equipment bearings / pump casing instrumentation Bilge alarms in ER, cofferdams and side passage ways | | |
| 8308 | Electrical Equipment | | |
| 8308.1 | Equipment installed explosion-proof | Light,control equipment, cargo machinery interlocks etc | |
| 8308.2 | Ventilation and cargo system interlocked | Ventialtion stops with failure of ventilation. | |
| 8308.3 | Condition of electrical safety barriers | Intrinsically safe barrier interface | |
| | Oil Discharge Monitoring Equipment | | |
| 8309.1 | Oil discharge monitor | N/A | |
| | Recorder | N/A | |
| | Vapour return system | According IMO guidelines | |
| 8310.1 | Cargo vapour return system | According IMO guidelines | |

| | GREEN AWARD VISUAL INSPECTION - LNG - STEAM TURBINE | | |
|------------------|---|--|--|
| Norm item | GREEN AWARD | Inspection Focus | |
| 8400 | | | |
| | Drawings | | |
| 8401.1 | Review of all relevant structural drawings | Overview structural design and scantlings | |
| | Reports | | |
| 8402.1 8402.2 | Classification reports State Authority reports | Survey reports with thickness readings, recommendations and conditions of class, repairs Survey reports, recommendations | |
| 8402.3 | Company Reports | Inspection reports, repair, maintenance and dry-dock reports by ship's staff and superintendents | |
| 8402.4 | Inspection guidelines | Guidelines on the means of access to structures for inspection and maintenance of oil tankers and bulk carriers, | |
| | | MSC/Circ.686 | |
| 8402.5 | Other reports | Vetting reports by chartering companies and independent surveyors | |
| 8403 | External Hull | | |
| 8403.1 | Shell plating | Check for indents, cracks, corrosion, pitting, paint condition, local rust and / or cargo stripes | |
| 8404 | Cargo Tanks | | |
| 8404.1 | Structural integrity | Docking inspection. Cold spot at sea | |
| 8404.2 | Corrosion condition | Cold spot inspection | |
| 8404.3 | Corrosion protection system | Condition of coating and / or sacrificial anodes | |
| 8404.4 | Pipelines and valves Miscellaneous equipment | Condition pipes, supports, coupling, flanges, deformations and leakages | |
| 8404.5 | Ballast Tanks | Condition of cargo control, heating systems and access facilities | |
| 8405.1 | Structural integrity | Deformations, cracks, leakages of bulkheads, stringers, webs, girders | |
| 8405.2 | Corrosion condition | Corrosion and / or corrosion pattern of structural design | |
| 8405.3 | Corrosion protection system | Condition of coating and / or sacrificial anodes | |
| 8405.4 | Pipelines and valves | Condition pipes, supports, coupling, flanges, deformations and leakages | |
| 8405.5 | Miscellaneous equipment | Condition ballast pumps, ballast control, access facilities | |
| 8406 | Void spaces / Cofferdams | | |
| 8406.1 | Structural integrity | Deformations, cracks, leakages of bulkheads, stringers, webs, girders | |
| 8406.2 | Corrosion condition | Corrosion and / or corrosion pattern of structural design | |
| 8406.3 | Corrosion protection system | Condition of coating and / or sacrificial anodes | |
| 8406.4 | Pipelines and valves | Condition pipes, supports, coupling, flanges, deformations and leakages | |
| 8404.5 | Miscellaneous equipment Pump Room / UNDER PASSAGE SPACES | Condition emergency pumps / controls, access facilities | |
| 8409.1 | Structural integrity | Condition check, deformation, cracks, corrosion | |
| 8409.2 | Sea-inlet boxes | N/A | |
| 8409.3 | Pipelines, valves, couplings, overboard connection | Check corrosion, working conditions and leakages | |
| 8409.4 | Bilge level monitoring devices and bilge alarms installed | | |
| 8409.5 | Ventilation system | Condition fans, trunking and closing devices | |

| | GREEN AWARD VISUAL I | NSPECTION - LNG - STEAM TURBINE |
|---|---|--|
| Norm item | GREEN AWARD | Inspection Focus |
| 8400 | Structural | |
| 8407.1 | Main Deck & Fittings | |
| 8407.2 8407.3 8407.4 8407.5 8407.6 | Deck plating - Deformations Deck plating - Fractures Deck plating - Damages Deck plating - Corrosion Tank entrances and deck openings Pipeline couplings, flanges, branches and supports | May indicate problems from underneath, stiffeners or underneath deck-plating May indicate substantial corrosion and / or local stress areas Caused by collisions and / or under-/overpressure cargo tanks If substantial indicate pattern, density and locations Condition check of covers and closing devices Condition check, deformation, cracks, corrosion, thightness |
| 8407.7 8407.8 8407.9 8407.10 8407.11 | Ventilation - pipes / ducts Inert Gas valves, non return valves, P/V breaker, mast riser P/V valves on every separate tank Bunker connections fwd & aft at SB & PS cargo-manifold Emergency stop at cargo manifold | Condition check of covers, closing devices, flame screens, floating locks Condition check Condition check and check double means for P/V Condition check |
| 8407.12 8407.13 8407.14 8407.15 8407.16 | Permanent drip-trays on open deck where spills may occur Are these drip-trays clean and properly closed Distance presentation flanges - ship's side > 4,6 mtr Manifold spill-tank length extending beyond bunker connection Manifold spill-tank 1,8 mtr. in width and reaching 1,2 mtr beyond reducer | |
| 8407.17 8407.18 8407.19 8407.20 8407.21 8407.22 8407.23 | presentation flanges Manifold spill-tank minimum depth of 300 mm Suitable means provided for draining manifold spill-tank Manifold spill-tank clean and empty Manifold spill-tank well maintained Continuous deckedge fishplate height / deck scupper closing devices Emergency pump fixed or portable Dropvalves from spill-tanks to sloptanks on deck | |
| 8407.24 8407.25 8407.26 8407.27 8407.28 8407.29 | Arrangements for continuous draining of rain water Hose handling, stores handling Sufficient tank-openings for portable COW to reach all shadow areas Safe access to bow and main deck railing Adequate supports installed abeam of manifold for cargo-hoses Bunker and oil tank derating pipes | Check certificates and working order In accordance with shadow diagram class Check condition and compliance new rules Fitting of cargo hose rail Check flame screens and coamings |
| | Accomodation & Machinery Spaces | |
| 8410.1 8410.2 8410.3 8410.4 8410.5 8410.6 | Structural integrity Doors, windows, ventilation ducts, closing devices Stairs and platforms Pipelines, valves, couplings, overboard connection Safety equipment Certificates for safety equipment | General condition, damages & defects Condition check and water tightness Condition check, corrosion / deformations Condition check Condition check Condition check CO2, Halon system, extinguishers, fire hoses, alarms etc. |
| | Mooring equipment | |
| 8411.1 8411.2 8411.3 | Mooring lines Winches Condition winch-brakes | Condition mooring lines Foundation bolts firm, casing crack-, corrosion-free, no leakages and saveall Check last test report and thickness linings |
| 8412.1 8412.2 8412.3 | Anchoring equipment Anchors, anchor shackles and chain Anchor winch and associated gear Anchor securing | Wear, corrosion, clearances inside hawser pipe Foundation, no leakages, condition of brakes, hinges and hinge plates Condition and workable |
| | Emergency towing system | |
| 8413.1 8413.2 | Condition emergency towing equipment aft ship Condition emergency towing equipment fore ship | Check wires etc. |

GREEN AWARD VISUAL INSPECTION - LNG - STEAM TURBINE Norm item Inspection Focus **GREEN AWARD** 8500 Safety / Rescue 8501 Safety equipment 8501.1 Check certificates, reports and safety drills Certificates 8501.2 Safety plan Check available and clearly visible 8502 Rescue equipment 8502.1 Life boat + davits Check condition (incl. Cathodic wear) and working order 8502.2 Rescue boat + davits Check condition (incl. Cathodic wear) and working order 8502.3 Life rafts + release system Check condition (incl. Cathodic wear) and working order 8502.4 Accommodation ladders, pilot ladders and gangway Check condition and working order Check condition and working order 8502.6 Life jackets Check condition (incl. Cathodic wear) and working order 8502.7 Life buoys 8503 Fire fighting 8503.1 CO2 / Halon system Pressure gauges / indicators on bottles / pipelines / nozzles Content / Filling 8503.2 Foamtank 8503.3 Foam monitors on deck Check condition and working order 8503.4 Fire control plans Check available and clearly visible Check ready for use, last check date 8503.5 Portable fire extinguishers 8503.6 Fireman's outfit Check ready for use, easy accessable Breathing Apparatus charging compressor Check ready for use, easy accessable 8503.7 International Ship/Shore Fire connection Check available both sides 8503.8 8503.9 Fire alarm system and detectors Check test records, condition in accommodation, ER and boiler room 8503.10 Fire flaps and vent stops Check condition on deck, accommodation, ER and boiler room and clearly marked Check condition on deck, accommodation, ER and boiler room 8503.11 Fire lines 8503.12 Fire hoses Check condition on deck, accommodation, ER and boiler room 8503.13 Fire system for scavenging air receiver and boiler front Check condition and working order separate fire fighting system 8504 Escape routes 8504.1 Free access Check free access without obstructions 8504.2 Indicators Check clear markers / positioning 8504.3 Emergency lighting Check clear markers / positioning 8505 Oil Spill Response Equipment 8505.1 Oil Pollution Emergency Plan Check availability 8505.2 Emergency equipment Check content and working order

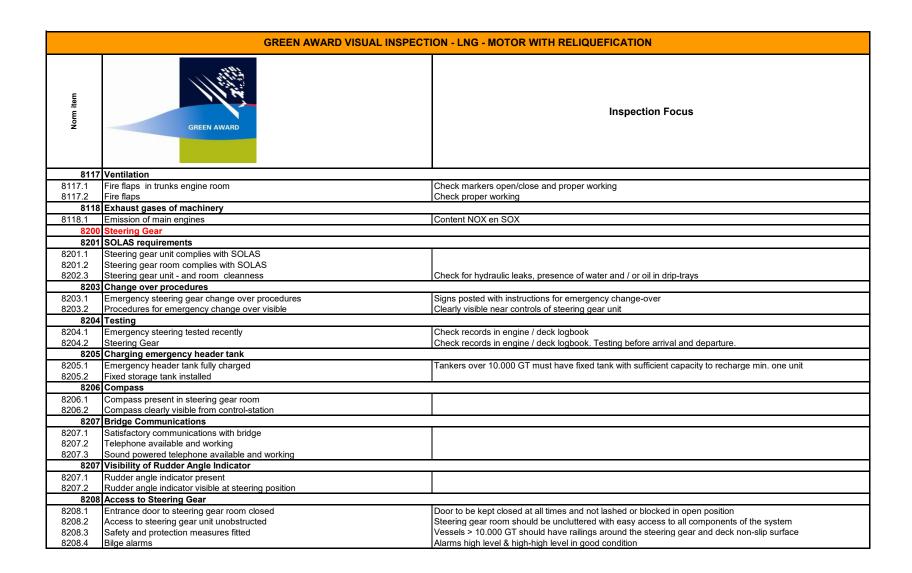
APPENDIX 6

CHECKLIST - VISUAL INSPECTION - LNG CARRIER MOTOR WITH RELIQUEFICATION

(LMC-10)

| | GREEN AWARD VISUAL INSPECTION - LNG - MOTOR WITH RELIQUEFICATION | | |
|-----------|--|--|--|
| | | | |
| Norm Item | GREEN AWARD | Inspection Focus | |
| 8100 | Machinery | | |
| | Reports | | |
| | Classification reports | Survey reports with recommendations and conditions of class, repairs | |
| | State Authority reports | Survey reports, recommendations | |
| | Company Reports | Inspection, repair, maintenance, planning, dry-dock reports by ship's staff and superintendents | |
| | Inspection guidelines | Guidelines on the means of access to structures for inspection and maintenance of oil tankers and bulk | |
| | | carriers, MSC/Circ.686 | |
| | Other reports | Vetting reports by chartering companies and independent surveyors | |
| | Engine Room | | |
| | Overall tidiness of E.R. space | Unsecured and loose material, tools and E.R. spare parts | |
| | General cleanliness of E.R. | Oil- & gas-free enviroment | |
| | Storage E.R. equipment | Equipment stored at designated places | |
| | Handling of general E.R. waste | General waste stored & handled properly | |
| | Indication of E.R. emergency escapes | Clearly visible and not obstructed | |
| | Savealls | Oil, liquid and dirt free | |
| | Workshop | Safety instructions near machinery (Grindstone, Lathe etc) | |
| | Main Propulsion | | |
| | Exhaust gas lines | Leakage / condition of lagging, black spots and stripes / loose lagging | |
| | Fuel lines H.P. & L.P. | H.P. pipes condition of protecting pipe/cover, L.P. pipes check leakage and heating tracings | |
| | Cleanliness of cylinder heads | Fuel oil, cooling water, lub. oil and exhaust gas leaks | |
| | Instructions on emergency stand | Are there clear instructions available for changing over from normal to emergency conditions | |
| | Condition of controllers / thermo couples & wiring | Loose wires, open doors of controllers | |
| | Fuel oil system | Filters for leakage, purifiers cleannes, area around purifiers | |
| | Lub. oil system | Filters and safealls, purifiers condition | |
| | Starting air system | Condition of starting air lines and valves | |
| | Cooling water system | Condition of expansion bellows | |
| | Auxiliary Engines | | |
| | General performance | Cracks correction and / or nines connections not tight | |
| 8104.2 | Leakage, condition of fuel oil, lub. oil lines | Cracks, corrosion and / or pipes connections not tight Oil-, water-, corrosion- and dirt-free | |
| | Emergency Generator | Condition and date last tested | |
| | Boilers | Toolinian and date last tested | |
| | Steam or Thermal oil | | |
| | Condition of burner front | Oil leakage, and air leakage | |
| | Lagging / isolation of fuel and steam lines | Condition of lagging | |
| | Thermal Oil | Check possible leakages bellows / quick closing valves | |
| | Boiler bilge / Saveall | Oil-, water-, corrosion- and dirt-free | |
| | Bilge System | | |
| | Cleanlines of bilges on every platform | Presence of oil, water, corrosion and / or dirt | |
| | Bilge separator, position of all valves | | |
| | In port overboard valve sealed | | |
| | Condition and record regarding oily-bilge separator | Check Oil Record Book - Machinery Space Operations | |
| | Bilge alarms | Alarms high level & high-high level in good condition | |
| | Emergency Bilge Suction valve | Check condition / last time tested | |
| | Double bottom sounding pipes | Check functioning self closing valves | |

| GREEN AWARD VISUAL INSPECTION - LNG - MOTOR WITH RELIQUEFICATION | | |
|--|--|--|
| Norm Item | GREEN AWARD | Inspection Focus |
| 8100 | Machinery | |
| 10107 | Ballast Pumps | |
| 10107.2 | Condition of pumps Condition of ballast system Condition of supports | Check functioning of pumps Functioning of all pumps combined Corrosion, cracks, deformation of pump supports |
| 8107 | Piping Systems | |
| 8107.1 8107.2 | General condition Condition of piping supports | Check for leakage and / or temporary repairs Check for corroded, broken and / or missing supports |
| | General Service Air Systems | |
| 8108.1 8108.2 8108.3 | Condition of air and oil drains Condition of pipelines Condition of safety valves | Check good working Check for leakage and / or temporary repairs Check free movement |
| 8109 | Chemicals | |
| 8109.3 | Sufficient Personal Protecting Equipment available Sufficient signboards available Storage of chemicals according safety rules | Near storage place and users place Near storage place and users place According makers safety instructions |
| 8110 8110.1 | Electrical Generator inspections during operation max. load | |
| | Examination of cables without attachments Electrical equipments in acc. with danger zones | Cable supports bulkhead and deck penetrations Zeners barriers etc. |
| | Inert Gas Plant | |
| 8111.1 8111.2 8111.3 | Inert Gas system fully operational Condition of all instrumentation Condition of all alarms and trips | Special O2 meter High and low level alarms etc. |
| | Sewage Plant | Allows to the state of |
| 8112.2 | Sewage Plant fully operational Position of valves correct Fire Pumps | Alarms, level switches etc. Check if the by-pass valves are closed |
| 8113.1 8113.2 8114.3 | Position of fire pump valves General check of emergency fire pump Operating instructions of fire pump and drive unit | Are instructions available for position of valves Position of Fuel valve, Content of fuel tank etc. Clear instruction board available |
| | Emergency Electrical Stops | |
| 8114.1 8114.2 8114.3 | Emergency stops of general service pumps Emergency stops of steering gear pumps Emergency stops of fans | Last time tested Last time tested Last time tested |
| 8114.5 | Independent level ESD EMERGENCY ESD Quick Closing Valves | Last time tested Last time tested |
| 8115.1 | Condition of closing valve station | Check for clear instructions |
| 8115.2 | Condition of closing valve station Condition of closing valves E.R. Gauge Glasses Class | Check for clear instructions Check for obstructions or other objects |
| 8116.1 8116.2 8116.3 | Condition of gauge glasses closing valves Condition of gauge glasses lub. oil tanks | Check proper working and if they are normal closed Check proper working and if they are normal closed Check proper working and if they are normal closed |
| 8116.3 8116.4 | Condition of gauge glasses chemical tanks Condition of gauge glasses fuel tanks | Check proper working and if they are normal closed Check proper working and if they are normal closed |



| | GREEN AWARD VISUAL INSPECT | ION - LNG - MOTOR WITH RELIQUEFICATION |
|------------------|--|--|
| Norm item | GREEN AWARD | Inspection Focus |
| 8300 | Cargo / Ballast System | |
| | Drawings / Diagrams in Cargo Control Room | |
| 8301.1 | All relevant drawings and diagrams available | Pipeline diagrams, mimic diagrams etc should be available in CCR |
| 8301.2 | Drawings visible inside CCR | Drawings clearly visible and understandable for operation |
| 10301.3 | Loading manual / history reports | Check for typical loading / unloading sequences |
| 8302.1 | Functioning of Cargo systems and Ballast Pumps Ballast pumps working | |
| 8302.1 | Main Cargo and stripping pumps with temperature sensors readout in CCR | |
| 8302.3 | Tank protection and containment systems monitored with readout in CCR | |
| 8302.4 | High duty compressor systems fitted with monitoring and safety systems. Running | |
| | condition monitored in CCR | |
| 8302.5 | Tank pressure control system fitted with monitoring, control and safety devices. | |
| | Running condition monitored and controlled from CCR | |
| 8302.6 | Gas burning system (GCU) fitted with control, monitoring and safety devices. | |
| | Running condition monitored from CCR and/or ECR | |
| 8302.7 | Is all equipment combined working | Malfunctioning often indicator |
| 8300 | Cargo / Ballast System | |
| | Functioning Pump Controls/Turbine Controls | |
| 8303.1 8303.2 | Pump controls functioning Pump alarms functioning | |
| 8303.3 | Turbine trips functioning | N/A |
| 8303.4 | Regular tests conducted | NVA |
| 8303.5 | Tests recorded | |
| 8304 | Gauges and Tachometers | |
| 8304.1 | Cargo / Ballast pump gauges operational | |
| 8304.2 | Cargo / Ballast pump tachometers operational | |
| 8305 | Engine / Pump Room Seals | |
| | | |
| 0000 | O-man O-mata-LB O-mana-la-atta-ra | |
| 8306.1 | Cargo Control Room Communications Communictaion satisfactory | Communication between Carra Control Doom / ECD |
| 8306.1 | Communication satisfactory Communication operational | Communication between Cargo Control Room / ECR |
| | Meters / Displays Inside Compressor House and E.R. | |
| 8307.1 | Suction, discharge, temperature and control instruments | |
| 8307.2 | Continouos monitoring of gases | |
| 8307.3 | Ballast equipment bearings / pump casing instrumentation | |
| 8307.4 | Bilge alarms in ER, cofferdams and side passage ways | |
| | Electrical Equipment | |
| 8308.1 | Equipment installed explosion-proof | Light,control equipment, cargo machinery interlocks etc |
| 8308.2 | Ventilation and cargo system interlocked | Ventialtion stops with failure of ventilation. |
| 8308.3 | Condition of electrical safety barriers | Intrinsically safe barrier interface |
| | Oil Discharge Monitoring Equipment | INIA |
| 8309.1 8309.2 | Oil discharge monitor Recorder | N/A N/A |
| | Vapour return system | IIV/A |
| | Cargo vapour return system | According IMO guidelines |
| 0010.1 | Todigo vapodi letulli system | Procedural in American |

GREEN AWARD VISUAL INSPECTION - LNG - MOTOR WITH RELIQUEFICATION Norm item Inspection Focus **GREEN AWARD** 8400 Structural 8401 Drawings 8401.1 Review of all relevant structural drawings Overview structural design and scantlings 8402 Reports 8402.1 Classification reports Survey reports with thickness readings, recommendations and conditions of class, repairs 8402.2 State Authority reports Survey reports, recommendations Company Reports Inspection reports, repair, maintenance and dry-dock reports by ship's staff and superintendents 8402.3 8402.4 Inspection guidelines Guidelines on the means of access to structures for inspection and maintenance of oil tankers and bulk carriers, MSC/Circ.686 8402.5 Other reports Vetting reports by chartering companies and independent surveyors 8403 External Hull 8403.1 Shell plating Check for indents, cracks, corrosion, pitting, paint-condition, local rust and / or cargo stripes 8404 Cargo Tanks 8404.1 Structural integrity Deformations, cracks, leakages of bulkheads, stringers, webs, girders 8404.2 Corrosion condition Corrosion and / or corrosion pattern of structural design 8404.3 Corrosion protection system Condition of coating and / or sacrificial anodes 8404.4 Pipelines and valves Condition pipes, supports, coupling, flanges, deformations and leakages 8404.5 Miscellaneous equipment Condition cargo pumps, cargo control, tank cleaning / tank heating systems, access facilities Structural 8405 Ballast Tanks 8405.1 Structural integrity Deformations, cracks, leakages of bulkheads, stringers, webs, girders 8405.2 Corrosion condition Corrosion and / or corrosion pattern of structural design Condition of coating and / or sacrificial anodes 8405.3 Corrosion protection system 8405.4 Pipelines and valves Condition pipes, supports, coupling, flanges, deformations and leakages Condition ballast pumps, ballast control, access facilities 8405.5 Miscellaneous equipment 8406 Void spaces / Cofferdams 8406.1 Structural integrity Deformations, cracks, leakages of bulkheads, stringers, webs, girders Corrosion and / or corrosion pattern of structural design 8406.2 Corrosion condition Condition of coating and / or sacrificial anodes 8406.3 Corrosion protection system 8406.4 Pipelines and valves Condition pipes, supports, coupling, flanges, deformations and leakages Condition emergency pumps / controls, access facilities 8404.5 Miscellaneous equipment 8409 Pump Room / UNDER PASSAGE SPACES 8409.1 Structural integrity Condition check, deformation, cracks, corrosion 8409.2 Sea-inlet boxes 8409.3 Check corrosion, working conditions and leakages Pipelines, valves, couplings, overboard connection Bilge level monitoring devices and bilge alarms installed 8409 5 Ventilation system Condition fans, trunking and closing devices

GREEN AWARD VISUAL INSPECTION - LNG - MOTOR WITH RELIQUEFICATION Norm item Inspection Focus **GREEN AWARD** 8407 Main Deck & Fittings 8407.1 Deck plating - Deformations May indicate problems from underneath, stiffeners or underneath deck-plating 8407.2 Deck plating - Fractures May indicate substantial corrosion and / or local stress areas 8407.3 Deck plating - Damages Caused by collisions and / or under-/overpressure cargo tanks Deck plating - Corrosion If substantial indicate pattern, density and locations 8407.4 8407.5 Tank entrances and deck openings Condition check of covers and closing devices 8407.6 Pipeline couplings, flanges, branches and supports Condition check, deformation, cracks, corrosion, thightness Ventilation - pipes / ducts 8407.7 Condition check of covers, closing devices, flame screens, floating locks 8407.8 Inert Gas valves, non return valves, P/V breaker, mast riser Condition check 8407.9 P/V valves on every separate tank Condition check and check double means for P/V Bunker connections fwd & aft at SB & PS cargo-manifold 8407.10 8407.11 Emergency stop at cargo manifold Condition check 8407.12 Permanent drip-trays on open deck where spills may occur 8407.13 Are these drip-trays clean and properly closed Distance presentation flanges - ship's side > 4,6 mtr 8407.14 8407.15 Manifold spill-tank length extending beyond bunker connection 8407.16 Manifold spill-tank 1,8 mtr. in width and reaching 1,2 mtr beyond reducer presentation flanges 8407.17 Manifold spill-tank minimum depth of 300 mm Suitable means provided for draining manifold spill-tank 8407.18 8407.19 Manifold spill-tank clean and empty 8407.20 Manifold spill-tank well maintained 8407.21 Continuous deckedge fishplate height / deck scupper closing devices 8407.22 Emergency pump fixed or portable 8407.23 Dropvalves from spill-tanks to slop tanks on deck Arrangements for continuous draining of rain water 8407.24 8407.25 Hose handling, stores handling Check certificates and working order Sufficient tank-openings for portable COW to reach all shadow areas 8407.26 In accordance with shadow diagram class 8407.27 Safe access to bow and main deck railing Check condition and compliance new rules 8407.28 Adequate supports installed abeam of manifold for cargo-hoses Fitting of cargo hose rail 8407.29 Bunker and oil tank derating pipes Check flame screens and coamings **Accomodation & Machinery Spaces** 8410.1 Structural integrity General condition, damages & defects Doors, windows, ventilation ducts, closing devices Condition check and water tightness 8410.2 Stairs and platforms 8410.3 Condition check, corrosion / deformations 8410.4 Pipelines, valves, couplings, overboard connection Condition check 8410.5 Safety equipment Condition check CO2, Halon system, extinguishers, fire hoses, alarms etc. Certificates for safety equipment 8410.6 8411 Mooring equipment 8411.1 Mooring lines Condition mooring lines 8411.2 Winches Foundation bolts firm, casing crack-, corrosion-free, no leakages and saveall 8411.3 Condition winch brakes Check last test report and thickness linings

| GREEN AWARD VISUAL INSPECTION - LNG - MOTOR WITH RELIQUEFICATION | | |
|--|--|---|
| GREEN AWARD VISUAL INSPECTION - LING - WICH RELIQUEFICATION | | |
| Norm item | GREEN AWARD | Inspection Focus |
| | Anchoring equipment | |
| 8412.1 | Anchors, anchor shackles and chain | Wear, corrosion, clearances inside hawser pipe |
| | Anchor winch and associated gear | Foundation, no leakages, condition of brakes, hinges and hinge plates |
| 8412.3 | Anchor securing | Condition and workable |
| | Emergency towing system | |
| | Condition emergency towing equipment aft ship. | Check wires etc. |
| | Condition emergency towing equipment fore ship | |
| | Safety / Rescue | |
| | Safety equipment | |
| 8501.1 | Certificates | Check certificates, reports and safety drills |
| 8501.2 | Safety plan | Check available and clearly visible |
| | Rescue equipment | |
| 8502.1 | Life boat + davits | Check condition (incl. Cathodic wear) and working order |
| | Rescue boat + davits | Check condition (incl. Cathodic wear) and working order |
| | Life rafts + release system | Check condition (incl. Cathodic wear) and working order |
| | Accommodation ladders, pilot ladders and gangway | Check condition and working order |
| | Life jackets | Check condition and working order |
| 8502.7 | Life buoys | Check condition (incl. Cathodic wear) and working order |
| | Fire fighting | |
| | CO2 / Halon system | Pressure gauges / indicators on bottles / pipelines / nozzles |
| | Foamtank | Content / Filling |
| | Foam monitors on deck | Check condition and working order |
| | Fire control plans | Check available and clearly visible |
| | Portable fire extinguishers | Check ready for use, last check date |
| | Fireman's outfit | Check ready for use, easy accessable |
| | Breathing Apparatus charging compressor | Check ready for use, easy accessable |
| | International Ship/Shore Fire connection | Check available both sides |
| | Fire alarm system and detectors | Check test records, condition in accommodation, ER and boiler room |
| | Fire flaps and vent stops | Check condition on deck, accommodation, ER and boiler room and clearly marked |
| | Fire lines | Check condition on deck, accommodation, ER and boiler room |
| | Fire hoses | Check condition on deck, accommodation, ER and boiler room |
| | Fire system for scavenging air receiver and boiler front | Check condition and working order separate fire fighting system |
| | Escape routes | Charlefus assess with sut-shetmatisms |
| | Free access Indicators | Check free access without obstructions |
| | Emergency lighting | Check clear markers / positioning Check clear markers / positioning |
| | Oil Spill Response Equipment | Totleck clear markers / positioning |
| | | Cheek eveilebility |
| | Oil Pollution Emergency Plan | Check availability |
| 8505.2 | Emergency equipment | Check content and working order |