EUROPEAN CLEAN MARINE AWARD 2004
ENTRY FORM

Please complete this form as fully and clearly as possible, either electronically or in black ink. Entries in any EU language will be considered.

The deadline for receipt of entries is 20 April. Winners will be notified by 20 May, and invited to attend the EU Environmental Award ceremony with Commissioner Wallström in Brussels on 1 June.

Please submit entries electronically, including any attachments, to: env-ships@cec.eu.int

Or send six hard copies by post, including any enclosures, to:

Clean Marine Award
c/o Nicola Robinson
European Commission
200 rue de la Loi
1049 Brussels
BELGIUM

Please indicate the category to which this entry refers:

a)	**EU ship operator** which has a policy or procedure of low-emission operation beyond regulatory requirements (eg EU-based or EU-flagged shipping company)	X
b)	**EU shipper** which has a policy or practice of using low-emission ships to transport their goods (eg EU-based manufacturing or retail company)	
c)	**EU authority** which has a policy or procedure to facilitate low-emission shipping or shore-side activity in port (eg EU-based port, local or national government authority)	

1. Full formal or legal name (person, company or organisation) STELMAR TANKERS (MANAGEMENT) LTD
2. Address STATUS CENTRE, 2A AREOS STREET, GR-16671 GREECE
3. Head of entering unit (company/organisation) PETER R. GOODFELLOW - CHIEF EXECUTIVE OFFICER

4. Name of policy, practice or procedure (please keep this as brief as possible):

Name of Policy: Health, Safety & Environmental Policy
Name of Procedure: Environmental Protection procedure incl. Environmental issues - Instructions for the protection of the Environment
Environmental Aspects Reporting Guidance

5. Description of the policy, practice or procedure (max 500 words), including a brief history of its development. Give enough information for the Committee to assess the achievement. ALL entries must include an accurate summary, and no entry will be considered if this summary is not provided.

Stelmar Tankers is the first Greek ship management company that was awarded an ISO9002 certification and the first shipping company worldwide that received ISM certification by ABS in Jan 1994. After 10 years of successful implementation of the ISM code & ISO9001 requirements and the rapid changes on the legislative framework that applied in the shipping industry during the last decade, the company's management took the decision to widen the Stelmar's quality certification spectrum and include the provisions of ISO14001 code, for which the formal certification was obtained in November 2003.

Stelmar is committed in continual improvement of its environmental performance. Being a shipping company that operates oil and chemical tankers we understand that our job includes inherent risks that need to be identified, assessed and properly monitored, including that of environmental impact caused by an operational incident.

Managing risk is a laborious task in which we need key system components that will enable us to control our environmental impact as a result of our everyday operations. Certified with the ISO14001 international standard we use the most widely accepted methods for establishing the baseline to identify, assess and monitor all actual and potential impacts from the company's activities since it ensures that environmental issues are well incorporated into our normal business practices.

The need for limitation of air pollution goes back in 1998 during the early phase of the development of our Marine Operating Instructions manual. In its present form the environmental section provides inter alia instructions for:

- *Control of air pollution caused by the ship's Main Engines operation. The section makes explicit reference for the importance of both operating engines under a load corresponding to peak efficiency and voyage planning for minimizing unnecessary fuel consumption and thus exhaust emissions.*
- *Vapour emissions control from cargo tanks. The section contains provisions for closed cargo gauging since our vessels are equipped with appropriate gauging devices, prohibition of tank opening during cargo operations (loading/discharging) and mandatory conditions for opening cargo tanks to the atmosphere. In addition the 90.2% of our fleet is equipped with a Vapour Emission Control System (VECS), which has the ability to process and return the cargo-generated emissions to the oil terminal for further processing ashore.*
- *Bunkers quality. According to the relevant section the specification of all bunkers replenished on Stelmar managed vessels are in accordance with ISO 8217:1996 with the exception on sulphur content which is further reduced at 4.0% m/m (in ISO8217 it is 5.0% m/m) for reducing the SOX emissions during passages, which is below the global cap of 4.5% m/m proposed by the International Maritime Organization.*
- *Fuel analysis scheme. In order to ascertain the quality of the bunkers replenished onboard our vessels we have established a fuel analysis scheme with one of the most reputable laboratories in the world for analyzing every fuel that is about to be consumed on every Stelmar managed vessel. Should a fuel is of inferior quality and includes health and/or environmental risks it is retuned to the supplier and is not consumed onboard our vessel.*

6. Details of any particularly innovative features, with a focus on environmental benefits. (Or attach supporting material separately).

Please refer to the attached supporting material.

7. Contact details to obtain further information if necessary

Name: Zaharoula Lebessi (Mrs.) / Quality Assurance Manager

Telephone number: 210-8917295

E-mail address: zlk@athens.stelmar.com

Website: www.stelmar.com

8. Declaration

I submit our entry for the EU Clean Marine Award 2004. I certify that the information given here, and in any accompanying statements, is correct to the best of my knowledge. I agree that details can be made publicly available on the European Commission's website. I also agree that if successful, a representative of my company or organisation will attend an award ceremony in Brussels on 1 June 2004.

Name : Zaharoula Lebessi / Quality Assurance Manager

Date : 14/4/2004

Display stand at Green Week

Whether or not we are successful, we would be interested in promoting our initiative with a free display stand in Brussels throughout Green Week from 1-4 June. ☐

(Note that one person must attend the stand at all times. The Commission can provide the stand itself, PC, locker, and pay travel and accommodation expenses for the exhibitor. A limited number of stands will be available; interactive displays demonstrating environmental benefits for climate change and/or the marine environment will be given priority. For more details contact env-ships@cec.eu.int or see the Green Week website: http://europa.eu.int/comm/environment/greenweek)

Innovative features incorporated in our Quality & Environmental Management System focusing on atmospheric emissions reduction

- ✓ **Environmental Protection / Environmental Safety class notations.** Our company is in the middle of a large-scale newbuildings program in Korea where 11 new oil/product carriers will be delivered during 2004. These ships are constructed with the highest technical standards as far as environmental protection is concerned. As a result of this the vessels have been granted and operating under the Environmental Protection (EP) and Environmental Safety (ES) notations from the Lloyds Register (LR) and American Bureau of Shipping (ABS) classification societies respectively. Ships operating under these notations have restricted their nitrous oxides (NO_X) emissions from the ship's exhaust to 17g/kWh at maximum, which is the non-mandatory IMO recommendation. In addition to that the fuel's maximum sulphur content has been further reduced to 3.5%m/m for LR and 3.0% for ABS classed vessels. As far as the diesel oil is concerned its sulphur content will not exceed 1.5% m/m.
- ✓ **The reduction of SO_X emissions is a company target.**
  Under the auspices of our ISO14001 code we have introduced a SO_X emissions reduction program, which has an impact on the 27% of our tanker fleet.
- ✓ **Refrigerant management.**
  Refrigerant or cooling media have been recognized to have an adverse effect on the ozone depletion process. For that purpose our new vessels employ either the R-407C or the R-404A cooling media with Ozone Depleting Potential (ODP) equal to zero. Apart from this the vessels are equipped with refrigerant gas leakage detection system and in case that the latter occurs with a refrigerant recovery system in order to collect fugitive emissions.
- ✓ **Halon decommissioning**.
  It is widely accepted that halon, apart from its excellent fire extinguishing characteristics, is one of the most significant ozone depleting gases. At present, a portion of 17% of our managed fleet employs Halon 1301 as fire extinguishing medium in its engine room's fixed fire fighting system. In the light of recent technological developments on Halon 1301 substitutes, our company has initiated a research programme in order to decommission the halon systems and replace them with a system that has comparable performance to that of Halon 1301, maintains the onboard safety at its original level and employs an environmentally neutral medium.