

Energy Conservation Policy

Following energy conservation policy are used:

Vessels:

- Benefits of slow steaming with respect to fuel savings and consequently less exhaust gases.
- Always adjust speed to fit charterers cargo laydays/commencement.
- Always use self-polishing coating for outer hull in order to increase speed, save fuel and reduce emissions to atmosphere.
- Based on the experience with the vessel – Optimize trim.
- Evaluate the need for propeller polishing afloat in order to increase speed, save fuel and reduce emission to atmosphere.
- System for planned maintenance of engines for optimized fuel consumption.
- Keep log on refrigerant consumption in order to monitor and early identify leaks to reduce emissions to atmosphere and optimize compressor operations.
- Not run more auxiliary engines than is necessary for the operation in progress.
- Plan voyages for best achievable current and wind directions to increase speed and save fuel.
- Use of shaft generator in order to save fuel and emission to atmosphere.
- SEEMP implemented for all ships.
- Fuel management and sampling of all fuel during bunkering for proper analysis of the fuel quality prior to use.

Office:

- Plan for crew change in groups of people, rather than one by one, to minimize need for transportation.

Energy Conservation – Tank:

- Always use closed loading in order to reduce emissions to atmosphere. (When required for the type of cargo)
- Operation of boilers for best possible efficiency.

Energy Conservation Training:

- Various makers are giving training to the crew during visits to the vessels.
- CBT training – Flue gas operation.
- Officers are participating at ship handling training in order to improve efficiency of ship handling.
- Engineers are participating in various courses in order to increase knowledge of operation of various machinery.



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