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EST'S DRUG AND ALCOHOL POLICY - ZERO TOLERANCE

The possession, consumption, trafficking and sale of alcohol and/or drug substances aboard is strictly prohibited during the seafarers' employment agreement. All Company's seafarers are subject to testing and screening for drugs and alcohol abuse. The Master has the authority to carry out an alcohol test whenever he suspects that a seafarer is under alcohol influence.

Any seafarer not complying with the Company's D & A Policy **shall be immediately dismissed** and will be considered non-rehireable.

Fostering a Culture of Safety: Senior Leadership Visits on M/T Energy Triumph

On April 10th, 2024, Mr. George Sarris, the Managing Director and President of EST S.A., had the opportunity to visit **MT Energy Triumph** during her call at Pachi, along with Technical Manager Mr. Evangelos Candiotis. His presence onboard provided a significant opportunity



Mr. Evangelos Candiotis-Technical Manager, Chief Engineer of M/T Energy Triumph
Sergey Khomkin, Mr. George Sarris-Managing Director & President, Mr. Antonis Polykandriotis-Technical Superintendent (Left to Right)

to connect with the vessel's Captain, Officers and crew, sharing his vision for safety and expressing gratitude for their exemplary track record in safety over the years.

Mr. Sarris shared his vision and **commitment for a zero incident industry**.

It was highlighted during the meeting onboard that in order to improve our safety performance, we need to adopt a learner's mindset, taking each and every opportunity to question ourselves, identify our own triggers, know our vulnerabilities and effectively learn from our mistakes.

However, Mr. Sarris was not alone in his efforts to reinforce safety values. In January 2024, the QHSE Manager/DPA, Ms. Katerina Gemidopoulou,

[Continue in page 2](#)

continued from page 1 “Fostering a Culture of Safety: Senior Leadership Visits on M/T Energy Triumph”



Capt. Tasos Triantafyllidis-Head of Tankers Ops, Capt. Dmitry Maximov Master of M/T Energy Triumph, Mr. Orestis Perillis-Vetting Manager, Ms Katerina Gemidopoulou-QHSE Manager/DPA Tankers (Left to Right)



Ms Katerina Gemidopoulou QHSE Manager/DPA Tankers

and the Vetting Manager, Mr. Orestis Perilis, joined forces with the Head of Tankers Ops, Capt. Tasos Triantafyllidis, for a Senior Leadership meeting aboard MT Energy Triumph during a previous call at Pachi. This meeting was an opportunity for in-depth discussions on safety protocols and procedures, fostering open communication between leadership and the crew.

We would like to take this opportunity to thank Captain Dmitry Maximov and his team on board for their great hospitality, which was much appreciated especially considering the ship's never ending workload.



EST S.A. Publishes First ESG Report

We are excited to announce the release of our inaugural ESG (Environmental & Social Governance) report for the year 2022. This milestone marks EST S.A. commitment to transparency, sustainability, and responsible business practices.

In this report, we share insights into company's environmental impact, social responsibility initiatives, and governance practices. As a leader in the maritime industry, we recognize the importance of embracing sustainable practices that not only benefit Enterprises Shipping and Trading S.A. but also contribute to a more sustainable future.

As we release this report, we are not only reflecting on our achievements but also looking ahead. We have outlined our strategic planning, goals and



ESG
REPORT
2022

ENTERPRISES
SHIPPING AND TRADING S.A.

commitments that will guide us moving forward.

We invite all stakeholders, investors, and interested parties to explore the full ESG report on our website <https://estsa.gr/wp-content/uploads/ESG-Report-2022.pdf>.

Your feedback and insights are valuable as we continue to refine our sustainability practices.



EU ETS (Emissions Trading System) / Familiarization Course at EST Premises



A familiarization course on the new EU ETS (Emissions Trading System) was carried out at ESTSA premises on 05-06 & 12/03/2024.

Its purpose was to introduce the company's employees to the new EU ETS, providing an overview of its objectives, key principles, scope, coverage, and regulatory framework.

The familiarization course was delivered by Ms Katerina Gemidopoulou, QHSE Manager-DPA Tankers Fleet.

Some Information about EU ETS:

- The EU ETS is an emissions cap-and-trade system that aims to reduce greenhouse gas (GHG) emissions by setting a limit, or cap, on GHG emissions for certain sectors of the economy.
- Each year, a limited number of EU Allowances (EUAs) is made available for trading in the market, and this is reduced yearly in order for the EU to meet its target of a 55% reduction in GHG emissions by 2030 relative to 1990, and net zero by 2050.

- The EU Emissions Trading System (EU ETS) will be extended to maritime transport emissions from 2024 and Shipping companies must surrender their first European Union Allowances (EUA) by 30 September 2025 for emissions reported in 2024.

Course's Agenda:

- ✓ Introduction to EU ETS and Regulatory Framework
- ✓ Monitoring and Reporting Requirements
- ✓ Understanding Emission Allowances (EUAs) and Trading
- ✓ Company-specific processes and Departmental Responsibilities
- ✓ Timeline of Compliance
- ✓ Q&A Session

What's New in the QHSEMS?

Tankers QHSEMS

1. PM Chapter 03_Organization-version 0.5
2. PM Chapter 08_NCs_Accidents_Near Misses-version 0.4
3. PM Chapter 09_Maintenance of the ship and equipment-version 0.6
4. PR09_Accidents_Hazardous Occurences Reporting-version 0.2
5. WIM Part II Section A_Safety and Health-version 0.7
6. MLC TRAINING MANUAL_TANKERS-version 0.3
7. Tankers Form Index-version 0.12
8. ESTSA 495 Defect Report Form-version 1.0
9. ESTSA 803 NC report-version 1.0
10. ESTSA 818 Incident Report-version 0.2
11. FORM 1124 Defect Report-version 1.0
12. FORM 1154 Weekly Emergency Generator Test Record -version 0.3
13. EMM_Section B_Appendix E-version 0.2

Blocks-version 0.4

New Uploads (Bulkers)

1. NTVRP Core_Change 26
2. SEEMP PART III (Imperius)

Office QHSEMS

1. QHSE Office_Plans for Office Evacuation-version 0.3
2. ESTSA 911 Shore Staff QHSE Training Matrix-version 0.5

New Uploads (Tankers)

1. Vetting and Audits Observations_Q4 2023
2. VRP Core_Change 35
3. SMPEP (Energy Achilles, Energy Afrodite, Energy Apollo, Energy Ariadne, Energy Artemis, Energy Athena)
4. WIM, Part II, Safety -MSCAT_RCA tool
5. MRV Monitoring Plans (All Tankers)

Safety Awareness Handbook

1. QHSE Alert 02_24_Company's Zero Tolerance Drug and Alcohol Policy
2. QHSE Alert 03_24_Vessel Entered in Incorrect Traffic Separation Scheme
3. QHSE Alerts inventory
4. Safety Update_Issue 2_2024
5. Safety Update Inventory
6. CLIP 01_2024_D and A Policy Compliance

SIRE 2.0 (Tankers)

1. ESTSA - SIRE 2.0 Instructions for Uploading Photographs_revised

GMS Client Advisories

1. Client Advisory_06_24_GMS and ECM Merger_Email Comms Changes
2. Client Advisory_07_24_Flighted Spongy Moth Complex
3. Client Advisory_08_24_GMS and ECM Merger_Communication Changes
4. Client Advisory 10_24_USCG Enhanced Examination Program_Aprill_June 2024
5. GMS Arrivals Checklist_NonTank_14Mar2024
6. GMS Arrivals Checklist_NonTank_14Mar2024_Change-Items
7. GMS Arrivals Checklist_Tanker_14Mar2024
8. GMS Arrivals Checklist_Tanker_14Mar2024_Change-Items
9. Client Advisory_11_24_USCG Guidance_Reporting of Security Incidents

Bulkers QHSEMS

1. WIM_Section B_Safety and Health-version 0.6
2. WIM_Section C_Bridge and Deck Instructions_Appendix III_Navtor Services-version 0.3
3. WIM_Section F_Port and Cargo Operations_Dry Cargo-version 0.5
4. WIM_Section G_Shorebased Contingency Plan-version 0.10
5. WIM_Section H_Shipboard Contingency Plan-version 0.2
6. Policy Manual-version 0.5
7. MLC TRAINING MANUAL_BULKERS-version 0.6
8. Bulkers Operations Manual-version 0.10
9. FORM 32 Inventory of Ships Wires_Ropes and Cargo

We take this opportunity to remind you that any feedback, suggestions for revisions or QHSEMS improvement are more than welcome and can be submitted to the QHSE department through a DCR ([Nav-Dynamics](#) → [DM Library](#) → [New Change Request](#)) or via the Master's Review.

“Near Miss Rewarding” Program

We are pleased to announce the seafarers entitled to \$100.00 reward this month.

Key to this is to reward diligent crew members who contribute in a responsible manner to their own safety and that of their fellow workers.

- MV Taurus - **Messman Leomel Sirineo**
- MV Warrior - **2nd Engineer Volodymyr Rybiy**
- MV Divinus - **Chief Officer Volodymyr Khomenko**



BEST PRACTICE



Hazard:

Newly supplied garbage bins in the galley have sharp pedals.

Risk:

Risk of cuts, punctures, or other wounds if someone inadvertently comes into contact with the sharp edge of the pedal.

Best Practice:

Illuminating stickers were installed on the pedal of the garbage bins ensuring visibility both during daylight and blackout conditions, effectively drawing the attention of anyone passing by the area.

BEST PRACTICE



Hazard:

During repair works in the engine room, the tools were placed on the grated floor.

Risk:

High potential for tools to fall through the grates and injure seamen below.

Best Practice:

Centralize tools in a designated container, such as a toolbox or tool chest, in order to reduce the risk of them being accidentally knocked over or misplaced

BEST PRACTICE



Hazard:

Spare wires' labels provided by the manufacturer/supplier, lack sufficient information concerning the spare wires' intended use.

Risk:

Confusion or error during maintenance, repairs, or emergency situations.

Best Practice:

New labels have been created, laminated and attached to all spare wires, encompassing all necessary information regarding the wires.


Best Practice Received by MT Energy Athena

We would like to thank the **2nd Engineer Alexander Sychev** of **MT Energy Athena** for providing us this Best Practice.


At EST S.A., we understand the significance of implementing Best Practices and firmly believe in the power of sharing knowledge and experiences within our fleet. As such, we kindly request you to share the Best Practice you are implementing onboard through our Near Miss software. This will enable us to disseminate your insights to the rest of the fleet, allowing them to benefit from your expertise and contribute to further enhancing our safety standards.

Furthermore, we would like to remind you that EST S.A. rewards the four most meaningful near misses, best practices, or ideas every month. Your contribution may have a significant impact and be recognized as one of the most valuable submissions.

BEFORE



AFTER



During inspection of the lifting tools on M/T Energy Athena, it was discovered that they were not marked with the required weight.

Without the required weight markings, there is a heightened risk of exceeding the tools' weight capacity during lifting operations. Overloading can lead to equipment failure, structural damage, or even catastrophic accidents, endangering the safety of crewmembers and others in the vicinity. Properly marked tools help ensure that they are used within their safe operating limits, reducing the risk of accidents and injuries.

The crew of M/T Energy Athena addressed this issue by marking the tools with their correct weight capacity according to relevant safety standards.

“IDEA” Program



We would like to thank once again the crew of the following vessels for submitting the last three months their IDEA as well as the Captains for supporting them to do so:

- MV Puma Max
- MV Furious
- MT Energy Commander
- MV Warrior

For those who are about to submit their ideas, please check our issue 133 for more information. Having in mind that all of us have good ideas for improving our job and the Company as a whole, we anticipate receiving the ideas from all ranks.

Easter Barbeque Party Onboard m/v Livorno

We would like to thank Capt. Baltazar S. Carpio, the Officers and Crew of MV Livorno for sharing with us the photos taken during the Easter barbecue party that was organized onboard.

During the party, the crew also engaged in discussions regarding safety procedures, while everyone were encouraged to share their personal wishes by writing them on a poster displayed on the wall and dropping coins into the "Good Luck" bottle.

The crew took the opportunity to celebrate 2/E's birthday as well.



Promoting Safety On Board - STAY SAFE...

The Near Misses and Best Practices that are received monthly from our ships provide a wealth of safety related information and lessons learnt. Not all can be published in this edition but will be used in future issues. Thank you for your participation!

- In this month's issue, the contributors are:
- ✓ Chief Off. Keith Oscar M. Llauderer of MV Citius
 - ✓ 2nd Eng. Fletcher O. Acibido of MV Livorno
 - ✓ 2nd Eng. Hermo E. Royana of MV Puma Max
 - ✓ 2nd Eng. A. Motruk of MV Colossus
 - ✓ O/S Albert C. Perez of MV Livorno
 - ✓ Captain Mark Safonichev of MT Energy Centaur
 - ✓ 2nd Off. Vadim Zhilyakov of MT Energy Achilles
 - ✓ 2nd Off. Anton Davydov of MT Energy Apollo
 - ✓ Chief Petty Officer V. Sorokin of MV Dynamic Striker

UNSAFE CONDITIONS

What happened: A lighter along with other item were left inside the washing machine.



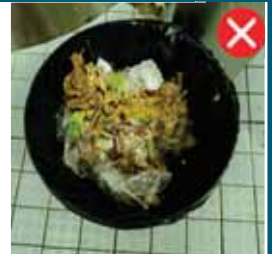
Checking and emptying pockets before loading clothes into the washing machine is a crucial in preventing damage to both the clothing and the washing machine itself.



What happened: A gas/kerosene tank was left unattended inside E/R workshop.



What happened: Plastic wrapper and tissue paper were disposed in the food waste bin.



Proper waste disposal is crucial for environmental sustainability and cleanliness. Plastic wrappers and tissue papers should be disposed of in the appropriate recycling or trash bin.

UNSAFE ACTS

Failure to use proper PPE



What happened: Engine staff were handling chemicals without wearing proper personal protective equipment.

Risk of chemical burns, respiratory issues, and eye damage.



Properly fitting goggles, masks, rubber gloves and chemical resistant coveralls create a barrier between the skin, eyes, and respiratory system and the chemicals, helping to prevent injury or illness.

What happened: Engine crewmember was using the bench grinder without proper PPE.

Possible injury to eye, face and hands.



Safety goggles or a face shield should be always worn when using the bench grinder to protect the eyes and face from sparks and debris.



Gloves should also be worn to protect the hands from abrasions and burns.

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UNSAFE CONDITION

LSA



What happened: During maintenance, it was found that the rubber gasket on the entrance door of the Freefall Lifeboat had been flipped off from the lip of the entrance door.

Compromised watertight integrity of the lifeboat.

Without a properly sealed entrance door, there's a risk of water entering the lifeboat, especially during launch or in rough sea conditions. This can endanger the crew and compromise the buoyancy and stability of the lifeboat.

BEST PRACTICE



What happened: Fire flaps were painted in white colour.

Restricted visibility in an event of emergency.



Painting fire flaps in red enhances their visibility, making them easily identifiable during emergency situations. Red is a universally recognized colour for indicating fire-related equipment.

UNSAFE CONDITION

Slipping and Falling



What happened: While preparing the combination ladder, it was noted that the ladder was not properly secured to the deck.

An unsecured ladder poses a significant risk of slipping or falling. If not properly secured, the ladder may shift or slide during use, leading to accidents and injuries.

UNSAFE CONDITIONS

Emergency Response Delay



What happened: The speaker in the galley, designated for the public address system, has been turned off.

During emergencies, not being able to hear instructions can slow down response efforts.



What happened:

During routine inspection, unreadable stencils of crew members at the muster station were discovered.

Muster stations are designated locations where crewmembers gather in the event of an emergency, therefore prompt identification of any missing persons is crucial.

Ships with Zero PSC Deficiencies

We would like to congratulate the following Vessels & Crews for the successful PSC Inspections!

January					
No.	Ship	Captain	Date	Port	Country
1	Delphi Ranger	Yuriy Rogach	03/01/2024	Douala	CAMEROON
2	Delphi Ranger	Yuriy Rogach	11/01/2024	Owendo	GABON
3	Energy Ariadne	Igor Dzhioev	26/01/2024	Amsterdam	NETHERLANDS
February					
4	Dynamic Striker	Sergiy Gorbenko	27/02/2024	Damietta	EGYPT

IMPORTANT REMINDER !

Rightship Finding-Electrical Insulation Mats

During a recent Rightship Inspection onboard an under management vessel, the following finding was issued:

Inspection Item 13.22: Are the main, emergency switchboards and local starter panels surrounded by non-conducting matting and are the mats in good order?

Finding: Insulation mats around the main and emergency switchboards not approved type and not any certificate was available for those mats.

SOLAS Regulation

As per SOLAS / Chapter II-1 / Part D - Electrical installations / Regulation 45 - Precautions against shock, fire and other hazards of electrical origin / Paragraph 2: "Main and emergency switchboards shall be so arranged as to give easy access as may be needed to apparatus and equipment, without danger to personnel. The sides and the rear and, where necessary, the front of switchboards shall be suitably guarded. Exposed live parts having voltages to earth exceeding a voltage to be specified by the Administration shall not be installed on the front of such switchboards. Where necessary, non-conducting mats or gratings shall be provided at the front and rear of the switchboard."

Company actions and instructions to vessels:

In order to be on the safe side and to avoid potential problems / deficiencies during 3rd parties inspections in the future, it is recommended that the main and emergency switchboards as well as all other local electrical power, starter and distribution panels onboard which may require maintenance or may need service / repair are fitted with proper electrical insulation mats.

All such insulation mats should be in accordance with international standards, stamped and/or certified and be able to withstand the maximum voltage onboard (which is AC 440V) as per the following description:

ELECTRICAL INSULATION MAT, IEC 61111:2009, CLASS 0, WORKING VOLTAGE 1.000V, WITHSTAND VOLTAGE 10.000V, 10 x 1 MTR ROLL, MINIMUM THICKNESS 2.0mm, STAMPED & CERTIFIED

A new item with Catalogue Number 51108103 has been added in Navision for this purpose so as to ensure that the proper insulation mats will be always requested and supplied.

Requisitions for electrical insulation mats should never be included in the 3-months requisitions. They should be always submitted separately and independently from any other requested item and be accompanied with defect reports with justification if/as applicable.



Harassment Incident on board Vessel

What happened?

A harassment incident occurred onboard another company's vessel whilst berthed at an Rio Tinto Marine facility on the East Coast, Australia.

An Ordinary Seaman stationed on gangway watch duty, discreetly took a photo of a shore based female employee and obtained her name from the vessel's Gangway logbook. Using this information, he tracked her on social media (Facebook and Instagram) and sent her two messages along with the photo taken.

The female employee informed a team member who in turn informed the Berth Foreman. Immediate action was taken by the Berth Foreman by carrying out a welfare check with the female employee and documenting all details of the incident. The Berth Foreman visited the ship where he held a meeting with the Chief Officer and Captain. He also interviewed the crew member responsible, who admitted doing what he was reported for and was apologetic for any harm done by his actions. The crew member was informed that based on the complaint a sexual harassment complaint will be filed with the Maritime Industry Authority.

Following an investigation by the owners, disciplinary action was initiated against the crew member for violations/offenses committed in line with Company Policy.

Harassment is a form of discrimination which has the purpose or effect of violating the dignity of a person and of creating an intimidating, hostile, degrading, humiliating, or offensive environment.

EST S.A. SHIPBOARD HARASSMENT AND BULLYING PREVENTION POLICY

We take this opportunity to remind you of com-



pany's policy with regards to bullying and harassment onboard, which extends to visitors and contractors.

ENTERPRISES SHIPPING AND TRADING S.A. is committed to providing a working environment in which there is respect for the dignity and well-being of all seafarers. For this purpose, we have developed policies and procedures to ensure the elimination of all forms of harassment and bullying of seafarers on company's ships.

ENTERPRISES SHIPPING AND TRADING S.A. will not tolerate any form of harassment or bullying.

All employees, shore based and seafarers, are responsible to ensure that harassment and bullying do not take place onboard. All employees shall comply with company's "harassment and bullying prevention" policy and procedures. They shall also, become familiar with company's guide on how to eliminate shipboard harassment and bullying which has been developed taking into account ICS and ITF guidelines that can be found in the MLC Training Manual.

[Source: HSE Notification issued by Rio Tinto Marine](#)

USCG: Enhanced Examination Program (April-June 2024)



An **Enhanced Examination Program (EEP) on Engine Room Fire Safety** will be launched by the U.S. Coast Guard. An EEP is similar to a Concentrated Inspection Campaigns (CIC) of other Port State Control regimes.

Beginning on **1st of April 2024 and continuing until 30th of June 2024**, USCG Officers have been directed to carry-out an enhanced exam to verify **engine room fire safety**.

The enhanced exam will take place during every USCG PSC A and PSC B exam conducted onboard cargo ships.

The USCG PSC team has been directed to:

1. Verify proper operation of at least one (1) fuel oil shutoff valve via remote operation. (SOLAS II-2/4.2.2.3.4)
2. Verify proper operation of control of stopping power ventilation for machinery spaces from outside the machinery space. (SOLAS II-2/5.2.1.2)
3. Verify presence and condition of protection against hot surfaces (i.e., lagging). (SOLAS II-2/26.1)

PSCOs are instructed to not test operation of fuel oil shutoff valves which would affect current operation of a ship's machinery, to ensure that engines are not starved of fuel.

If available engine room fuel oil shutoff valves cannot be operationally tested without affecting engine or ship operations, PSCOs shall visually examine the material condition of each valve, but not instruct the ship's crew to carry out operational testing.

Actions Required by the Vessels:

- ✓ Verify full functionality of remote and local operation of fuel oil shutoff valves and power ventilation stopping arrangements.
- ✓ Ensure that engine room lagging of pipes and hot surfaces are clean, not contaminated with oil and provide adequate protection.

AMSA Bans Bulk Carrier For a Year



The Australian Maritime Safety Authority (AMSA) has issued a 'refusal of access Direction' to the Liberian-flagged bulk carrier KMAX Leader, effective 15 February 2024, banning the ship from entering Australian ports for 12 months.

According to AMSA, the ban was issued as a result of serious safety violations and breaches of Australian legislation committed by the ship's Master and owner while in Gladstone Harbour. KMAX Leader first experienced mechanical issues on 26 October 2023, reporting unidentified engine room vibrations.

On 28 October the ship's agent advised work had commenced on the mechanical issues and would take 8 to 10 days to complete. These repairs were not completed in this timeframe, AMSA notes.

The bulk carrier was left disabled in the Port of Gladstone during cyclone season, presenting a very real risk to safety within the port. Since the ship's arrival in Gladstone, two cyclones impacted the Queensland coast.

Multiple Direction Notices were issued requiring the ship's classification society to conduct a damage survey and report on repair work and requiring the ship to advise AMSA of towage arrangements and an updated repair plan.

The ship did not comply with these Direction Notices, and the owners repeatedly failed to engage with AMSA about the situation.

"The lack of information forthcoming from the owners of KMAX Leader has been very disappointing. AMSA expects all ship operators and Masters to engage promptly, transparently and meaningfully. International standards exist to protect the lives of seafarers, and our precious marine and coastal environments. They are not 'optional'"... said AMSA Executive Director Operations, Michael Drake.

To remind, AMSA recently announced that it will no longer accept any remote survey from an Recognized Organization for a ship detained in Australia.

Source: <https://safety4sea.com>

IFC Annual Infographic 2023



MARSEC SITUATION IN IFC'S AREA OF INTEREST (AOI) FOR 2023

In 2023, the IFC recorded a total of 2,972 incidents, which is almost equal to 2022 with 2,960 incidents. The number of incidents involving IUUF rose the most due to improved outreach efforts in implementing anti-IUUF measures and stepped-up enforcement by authorities, while IHM saw the biggest drop due to the improving political situation in countries like Sri Lanka.

THEFT, ROBBERY, AND PIRACY AT SEA (TRAPS)

Total number of reported incidents: 117 (104 in 2022)

13% ↑

3 main areas of concern (by incident numbers)



Types of incidents:



Types of vessels targeted:



Effects on seafarers:



OBSERVATIONS

- There has been an increase in the number of incidents, with the majority being petty theft and non-violent in nature. 4 hijacking incidents occurred in Bangladesh (2), Papua New Guinea (1), and Indonesia (1), with 3 involving fishing vessels and 1 involving a small boat. The incident off Bangladesh involved guns and led to death and serious injuries of fishermen.
- The 58 incidents in Singapore Strait (SS) recorded in 2023 is higher than that of 2022 (55), with incidents occurring in the Phillip Channel, and waters off Bintan and Batam islands. Number of incidents fell by 47% in the second half of the year. This is assessed to be due to stepped-up enforcement efforts by regional authorities.
- The IFC expects the number to remain within similar levels in 2024, or even decline, especially if ongoing enforcement efforts and improvement in socio-economic situation continue in the areas around SS where perpetrators may originate from.

MARITIME INCIDENTS (MI)

Total number of reported incidents: 1,023 (999 in 2022)

2% ↑

(In 2023, the IFC streamlined its SOP to exclude incidents involving medical evacuation, work accidents and man overboard incidents as they were irrelevant to maritime security. 193 incidents were removed from 2022 numbers.)

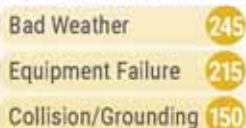
Total number of:



Top 3 vessel types with number of Dead/Missing and Rescued:



Top 3 main incident causes:



Types of vessels:



Top 3 types of incidents:



OBSERVATIONS

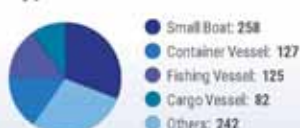
- There has been a slight increase in the number of incidents as compared to last year, with main causes being bad weather and equipment failure, with these incidents typically occurring in waters off Indonesia, Philippines, and Vietnam.
- Majority of the incidents involved fishing vessels, which accounted for the most dead and missing persons. The incidents were mainly attributed to bad weather and equipment failure, due to their small size and the prolonged exposure of equipment to external elements at sea.
- The IFC expects the incident numbers in 2024 to be similar or higher than 2023, as maritime activities remain high and weather patterns becoming more unpredictable due to climate change.

CONTRABAND SMUGGLING (CS)

Total number of reported incidents: 834 (823 in 2022)

1% ↑

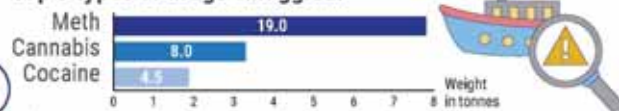
Types of vessels:



Types of contraband:



Top 3 types of drugs smuggled:



OBSERVATIONS

- The number of reported CS incidents in 2023 is comparable to 2022, with the high numbers attributed to rising costs of living, in turn driving people to substantiate their income through the black market, and the effectiveness of enforcement efforts leading to more incidents being reported.
- While smuggling of Domestic Products and Drugs accounted for the majority of reported incidents, there was a decline in incidents compared to 2022. However, Tobacco and Fuel smuggling incidents increased compared to the previous year.
- The IFC expects the number of CS incidents to remain high in 2024 due to the challenging global economic and regional political situation.

continued from page 14 “IFC Annual Infographic 2023”

ILLEGAL, UNREGULATED, AND UNREPORTED FISHING (IUUF)

Total number of reported incidents: 708 (559 in 2022)

27% ↑

Top 3 IUUF incidents in waters off:

Australia 222 Malaysia 161 Sri Lanka 112

Top 3 local incidents in waters off:

Malaysia 121 Sri Lanka 95 Indonesia 32

Top 3 poaching incidents in waters off:

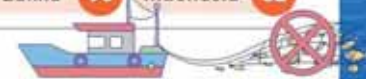
Australia 222 Malaysia 40 Sri Lanka 17

Top 3 nationalities of vessels involved with poaching:

Indonesian 189 Chinese 37 Vietnamese 28

OBSERVATIONS

1. There has been an increase in the number of incidents, mainly in waters off Australia, Malaysia, and Sri Lanka, with better outreach efforts in implementing anti-IUUF measures and the stepped-up enforcement efforts by authorities contributing to the increase.
2. Increase in poaching IUUF incidents is primarily due to increase in incidents reported in waters off Australia, with incidents involving Indonesian fishing vessels detained off North-west Australia seeing a continued rise in 2023 due to ongoing collaboration efforts between the regional authorities.
3. The IFC expects an increase in incidents for 2024 due to the strong enforcement efforts from regional and local authorities.



IRREGULAR HUMAN MIGRATION (IHM)

Total number of reported incidents: 218 (253 in 2022)

14% ↓

Top 3 departure locations (number of migrants):

Bangladesh 2,840
Indonesia 493
Philippines 137

Top 3 migration routes (number of incidents):

Myanmar/Bangladesh to Indonesia/Malaysia 73
Indonesia to Malaysia 57
Philippines to Malaysia 20



OBSERVATIONS

1. There has been a decrease in incidents witnessed in 2023 due to the improving political and economic situations in countries like Sri Lanka.
2. Malaysia continues to be the destination of choice for most IHM incidents originating from Myanmar, Indonesia and the Philippines due to the better economic opportunities and high demand for labor in Malaysia.
3. The IFC expects factors such as displacement of minorities, conflict and economic insecurity to continue acting as catalysts for the mass migration of people in 2024. However, trends may shift, given the dynamic and evolving nature of regional situations.

ENVIRONMENTAL SECURITY (ENVSEC)

Total number of reported incidents: 52 (32 in 2022)

63% ↑



Types of incidents: Maritime Pollution (MARPOL) 33 Maritime Illegal Exploitation (MIE) 15 Others 4

OBSERVATIONS

1. There has been an increase in incidents as MARPOL continues to be the most commonly reported incident, primarily due to oil leakages from land-based infrastructure and damaged tankers.
2. The rise in MIE incidents can be attributed to illicit sand mining activities, mainly by unlicensed companies, following the lifting of ban on sea sand export by Indonesian authorities in May 2023.
3. The IFC expects an increase in incidents for 2024 as the industry improves its reporting and collating of ENVSEC information, and as the global economy improves.

CYBER SECURITY (CYBSEC)

Total number of reported incidents: 20 (3 in 2022)

7x ↑



OBSERVATIONS

1. There has been an increase in the incidents with malware attacks, accounting for more than half of cybersecurity incidents.
2. The IFC expects cybersecurity incidents to increase in 2024 due to the greater connectivity of digital systems and the evolving sophistication of cyberattacks.

MARITIME TERRORISM (MT)

Total number of reported incidents: 0 (0 in 2022)



OBSERVATIONS

1. No Maritime Terrorism (MT) incidents was recorded in 2023.
2. Initiatives such as the Trilateral Cooperation Arrangement between Indonesia, Malaysia, and the Philippines is likely to have a positive deterrent effect against terrorist activities through the regular conduct of joint patrols in their respective areas.

Information Fusion Centre

Changi Naval Base, 103 Tanah Merah Coast Road #02-01, Singapore 498750

Tel: +65 6594 5728 (Office Hours) +65 9626 8965 (24/7 Hotline) ifc_do@defence.gov.sg



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@Info_Fusion_Ctr



Information Fusion Centre

The Information Fusion Centre (IFC) serves as the regional Maritime Security (MARSEC) information-sharing hub covering most of the Indo-Pacific region. With a team of 24 International Liaison Officers from navies / coast guards and 133 worldwide linkages (31st Jan 2024), the IFC facilitates MARSEC information sharing and collaboration between its partners to cue operational responses, provide maritime situational awareness and enables collaboration beyond its Area of Interest. To get access to data trending and analysis in the IFC's Area of Interest, please visit our website or IFC MARSEC interactive dashboard.

Preventing Drug & Alcohol Abuse Onboard

At the heart of any effective maritime drug and alcohol policy lies the commitment to fostering a healthy working environment. Recognizing that drugs and alcohol impair the ability of seafarers to perform their duties safely, Enterprises Shipping and Trading S.A. has firmly established a policy that leaves no room for compromise, prioritizing prevention over reaction.

Comprehensive Approach to Prevention

Prevention is not a one-time effort but a continuous commitment. Our policy embodies this philosophy through a multi-faceted approach:

- **Stringent Prohibitions:** The policy leaves no ambiguity - drugs and alcohol have no place onboard. By strictly prohibiting possession, consumption, trafficking, and sale of these substances, the company creates a clear boundary that safeguards the well-being of all personnel.
- **Regular Testing:** Regular testing, both pre-employment and ongoing, serves as a proactive measure to identify and address potential issues before they escalate. Monthly routine tests, quarterly unannounced tests, and biannual tests conducted by third-party contractors ensure accountability and adherence to the policy.
- **Education and Awareness:** Prevention thrives on knowledge. By educating seafarers about the risks associated with drug and alcohol use and providing resources for support and assistance, the company empowers its workforce to make informed decisions that prioritize safety.
- **Prescribed Medication Protocol:** Recognizing the importance of medical treatment, the policy outlines clear guidelines for the use of prescribed drugs onboard. Through proactive communication and collaboration with medical professionals, seafarers can navigate medical needs while maintaining safety standards.

Empowering Through Prevention

Prevention is not just about enforcing rules; it's about empowering individuals to make choices that prioritize safety and well-being. Our policy does precisely that by:

- ✓ Providing a framework of accountability that encourages responsible behaviour.
- ✓ Upholding a culture of safety where prevention is not just a policy but a shared commitment among all stakeholders.

Enterprises Shipping and Trading S.A. sets a standard of excellence that prioritizes seafarers well-being and the integrity of maritime operations by implementing a ZERO TOLERANCE Drug and Alcohol Policy.



Body Workout

SPRINGBOARD

DAREBEE WORKOUT © darebee.com

LEVEL I 3 sets LEVEL II 5 sets LEVEL III 7 sets REST 2 minutes



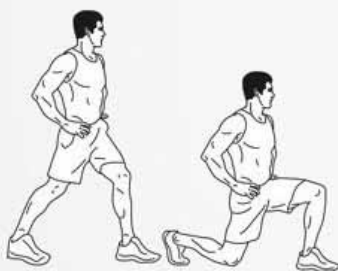
10 squat hops



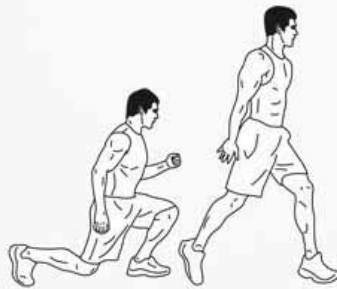
10 jump squats



30sec elbow plank



10 split lunges



10 jumping lunges



30sec elbow plank



10 squats



10 jump knee tucks



30sec elbow plank

SPOT THE 6 DIFFERENCES:



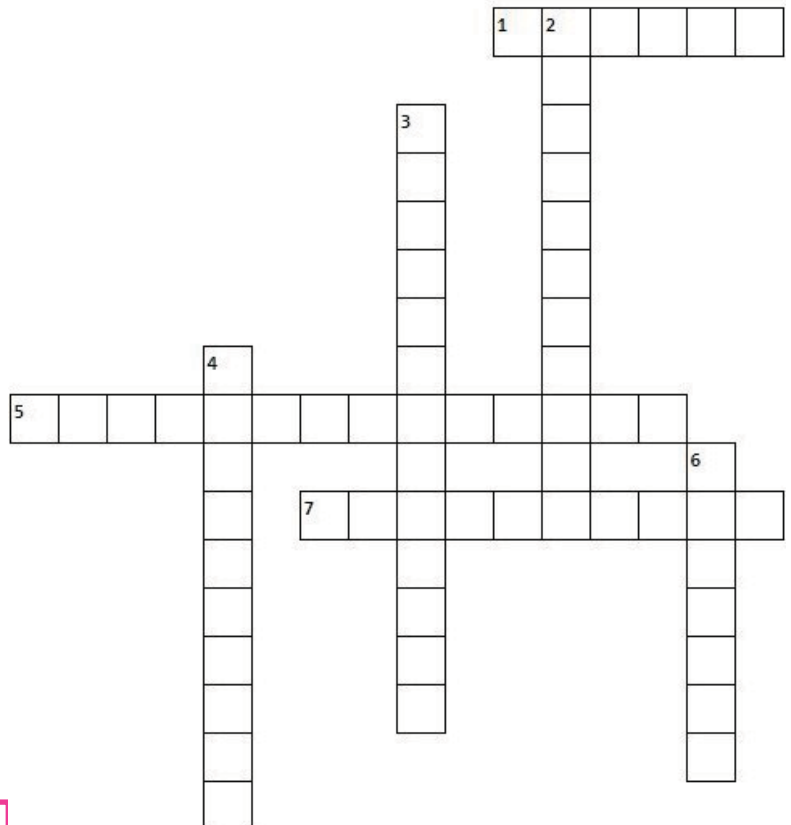
EST Crossword:

Across

- 1. During inspection of the lifting tools on M/T Energy Athena, it was discovered that they were not marked with the required ____
- 5. Harassment is a form of ____ which has the purpose or effect of violating the dignity of a person and of creating an intimidating, hostile, degrading, humiliating, or offensive environment.
- 7. EST S.A. has firmly established a policy that leaves no room for compromise, prioritizing ____ over reaction.

Down

- 2. An Enhanced ____ Program (EEP) on Engine Room Fire Safety will be launched by the U.S. Coast Guard.
- 3. In the ESG report, we share insights into company's ____ impact, social responsibility initiatives, and governance practices
- 4. The EU ETS is an emissions cap-and-trade system that aims to reduce ____ gas (GHG) emissions
- 6. Miami Open Women winner



Answers:
 Across: 1. weight, 5. discrimination, 7. prevention
 Down: 2. examination, 3. environmental, 4. greenhouse, 6. Collins

Baltimore bridge collapse: Six presumed dead after ship collides with bridge



(BBC) — Six people are missing and presumed dead after a container ship hit the landmark Francis Scott Key Bridge in the US city of Baltimore, causing it to collapse.

The bridge, which is more than 2.6km (1.6 miles) long, was destroyed after the vessel hit a support. Officials say the ship suffered a "power issue" and sent out a distress call moments before the crash. Boats and helicopters were part of a huge search and rescue effort looking for the six missing people. Two others were pulled from the water, with one in a serious condition.

Authorities said the men were part of a construction crew repairing potholes at the time the bridge snapped.

The focus is now turning to the investigation into what went wrong, with a team of transportation safety experts hoping to board the stricken ship and recover its data recorder.

The world wastes more than 1 billion meals every day as hundreds of millions go hungry, UN report finds

(CNN) — More than 1 billion meals are wasted across the world each day while nearly 800 million people go hungry, a new United Nations report has found.

The world wasted 1.05 billion metric tons of food in 2022, meaning about a fifth of the food available to people was squandered by households, restaurants and other parts of the food service and retail sectors. This is on top of the 13% of the world's food lost

as it makes its journey from farm to fork. In total, about a third of all



food goes to waste during the production process. These waste figures are particularly stark when contrasted with the report's findings that about a third of the world's population faces food insecurity and 783 million are affected by hunger.

The staggering statistics, published Wednesday in the UN Environment Programme (UNEP) Food Waste Index Report 2024, raise questions about the world's ability to distribute the food it produces and highlights the role of food waste as a driver of climate change, according to UNEP Director Inger Andersen.

"Food waste is a global tragedy. Millions will go hungry today as food is wasted across the world," Andersen said. "Not only is this a major development issue, but the impacts of such unnecessary waste are causing substantial costs to the climate and nature."

Catherine, Princess of Wales, announces she has cancer

(BBC) Catherine, Princess of Wales, revealed Friday she has been diagnosed with cancer and is in the "early stages" of chemotherapy treatment.



The announcement, which the princess described as a "huge shock," came in a video message. Kate did not say what type of cancer she had been di-

Continue on page 20

Continued from page 19

agnosed with. The news came two months after she had stepped away from public life temporarily following what Kensington Palace said at the time was surgery for a non-cancerous abdominal condition.

"In January, I underwent major abdominal surgery in London and at the time, it was thought that my condition was non-cancerous," said Catherine, 42, who is married to the heir to the British throne, Prince William. "The surgery was successful. However, tests after the operation found cancer had been present. My medical team therefore advised that I should undergo a course of preventative chemotherapy and I am now in the early stages of that treatment." Kate continued that "William and I have been doing everything we can to process and manage this privately for the sake of our young family."

Titanic 'door' prop that kept Rose alive sells for \$718,750



(BBC) The floating piece of wood that kept Titanic's Rose alive has been sold for \$718,750 (£569,739) at auction.

Ever since the release of the 1997 film, fans have wondered whether the panel was big enough to fit her love interest Jack as well, saving him from an icy death.

The listing noted the prop "has caused much debate from fans". The sale was made during an auction of props and costumes owned by restaurant and resort chain Planet Hollywood.

In the blockbuster, the fictional Jack, played by Leonardo Di Caprio, insists the panel - part of a door frame - was only big enough for his lover Rose, played by Kate Winslet. He later died in the freezing Atlantic,

with his body falling into the depths of the ocean. The prop, often mistaken for a door, was based on a complete piece of debris salvaged from the 1912 tragedy, according to auctioneers Heritage Auctions.

And addressing the debate over whether the panel could have accommodate both, the listing states: "The prop measures approx. 8' long (2.4m) and 41" (1m) wide."

European flying car technology sold to China



(BBC) The tech behind a flying car, originally developed and successfully test-flown in Europe, has been bought by a Chinese firm.

Powered by a BMW engine and normal fuel, the AirCar flew for 35 minutes between two Slovakian airports in 2021, using runways for take-off and landing.

It took just over two minutes to transform from a car into an aircraft.

Now vehicles made based on its design will be used within a "specific geographical region" of China.

Hebei Jianxin Flying Car Technology Company, headquartered in Cangzhou, has purchased exclusive rights to manufacture and use AirCar aircraft inside an undisclosed area.

The firm has built its own airport and flight school after a previous acquisition from another Slovak aircraft manufacturer, said Anton Zajac, cofounder of KleinVision, the company which created AirCar.

Having led the way in the development of the EV revolution, China is now actively developing flying transport solutions.

Miami Open Results

US Star Danielle Collins Takes Shock Miami Open Win in Emotional Farewell Season.

Danielle Collins enjoyed a fairytale Miami Open this week, winning one of the biggest titles of her career and accomplishing one of her major goals before she retires at the end of the season.

The 30-year-old American, who reached the 2022 Australian Open final, stunned No. 4 seed Elena Rybakina in Saturday's final to win her first ever WTA 1000 event, and her first title at any level since 2021.

Collins has endured much adversity over the years, battling a number of health issues including rheumatoid arthritis and endometriosis, and announced in January that this would be her farewell season.

Despite this, she has achieved much in her career, including becoming the world No. 7 and highest



ranked American female player at one point.

"I have always wanted to win every tournament that I have signed up for, but I do think that because it is my last year, I'm like, I really want to try to win a [WTA] 1000 this year," Collins said afterwards, per the WTA. "That's really important to me. That's something that I talked a lot about with everybody close to me."

Jannik Sinner Continues Stunning 2024 with Straight Sets Victory Over Grigor Dimitrov in Miami Open Final.

Italian tennis star Jannik Sinner will rise to a career-high world No. 2 after brushing aside Grigor Dimitrov in straight sets to win his first Miami Open title. After losing in the final in 2021 and 2023, Sinner dispatched Dimitrov in just one hour and 14 minutes as he cruised to a 6-3 6-1 victory.

"I'm really proud obviously about the result," Sinner said, per the ATP. "I started off struggling a little bit this week. I haven't had so much time to adapt on this court, so I knew in the beginning that it's going to be tough.

As the tournament went on, I felt better and better. Today's performance was really, really good. I'm just proud how I handled the situation. It was not easy, so it was a very, very good two weeks."

Sinner's record for the year now stands at 22-1 – which



includes his first grand slam title at the Australian Open in January – as he continues to cement his place as one of tennis' biggest stars.

His only defeat so far this season came against Carlos Alcaraz in the quarterfinals of Indian Wells. Victory in Miami brings Sinner the second Masters 1000 title of his career after his triumph at the 2023 Toronto Masters and he becomes the first Italian to reach No. 2 in the world.

	Vessel	Flag	Class		Vessel	Flag	Class
1	Alora	BMA	BV	16	Energy Chancellor	IOM	DNV
2	Braverus	IOM	BV	17	Energy Commander	IOM	DNV
3	Citius	IOM	BV	18	Energy Triumph	IOM	BV
4	Colossus	IOM	BV	19	Furious	IOM	BV
5	Constantia	IOM	BV	20	Gladiator	BMA	BV
6	Delphi Ranger	BMA	BV	21	Heroic Striker	IOM	BV
7	Divinus	IOM	BV	22	Imperius	MADEIRA	BV
8	Dynamic Striker	IOM	BV	23	Jaguar Max	BMA	BV
9	Energy Achilles	IOM	BV	24	Livorno	IOM	BV
10	Energy Afrodite	IOM	BV	25	Magic Striker	IOM	BV
11	Energy Apollo	IOM	BV	26	Panther Max	BMA	BV
12	Energy Ariadne	IOM	BV	27	Puma Max	BMA	BV
13	Energy Artemis	IOM	BV	28	Taurus	IOM	BV
14	Energy Athena	IOM	BV	29	Virtuous Striker	IOM	BV
15	Energy Centaur	IOM	DNV	30	Warrior	BMA	BV

Affiliated vessel

EST - New Building Orderbook

	Vessel	Flag	Class
1	Good Hope Max	IOM	BV

#	Hull Nr	Expected Delivery Date
1	5095 tbn Energy Delos	December 2024
2	5096 tbn Energy Dione	January 2025

Calling all our seamen onboard:

We are looking for new ideas, themes & articles of your interest (e.g. hobbies, events onboard, favorite recipes, safety concerns, environmental matters, etc.) to include in the company's monthly Newsletter.

If you'd like to be featured in the next issue, please email ism@ensh.com.



Enterprises Shipping & Trading S.A.

11, Poseidonos Avenue, Elliniko,
GR 167 77, Athens.

Tel: 0030 210 8910111
Fax: 0030 210 8945716
E-mail: ism@ensh.com
www.estsa.gr

Editing Team:

- ats:** Anna Tsesmeloglou
- bp:** Bella Politis
- cb:** Christoforos Bissias
- kg:** Katerina Gemidopoulou
- sz:** Sofia Zogana

