Dimitrios Mattheou:

“Green Award motivates for higher safety levels in shipping and environmental responsibility”

The voice of Greek shipping is today stronger and more respected than before due to its active involvement in the various international maritime organizations and fora that regulate and represent the industry’s interests.

One of the most important foundations that supports the values and ideas of safety in shipping and environmental responsibility is the Green Award which motivates its members to apply effective management systems and performance key indicators in all aspects of ships’ operations.

The Chairman of Green Award Foundation Mr. Dimitrios Mattheou who is also Managing Director of Arcadia Shipmanagement Co Ltd & Aegean Bulk Co Inc explains the objectives of the certification process and refers to the achievements of the organization during the last years which is very popular in Greek shipping.

Capt. Dimitrios Mattheou is a capable, result-orientated Managing Director, with experience of leading high performance teams and of successfully increasing efficiency and productivity, whilst reducing costs and inefficiencies. Demonstrating proven ability to keep a level head at all times, nurture and grow a business, evaluate opportunities and risks and also deliver innovative new solutions to challenges. Possessing first class communication skills and configuration skills and being highly successful in helping defining company direction, achieving goals and optimizing business.

Capt. Mattheou is member of board of directors of Helmeapa, member of board of Governors of Propeller club, Committee member of Norwegian Hull club, executive Committee representative of Intercargo, Corporate member of ALBA university, member of ITOSF (Informal Tanker Operators’ Safety Forum). He holds the Awards: Best Manager Award / Efkranti Awards / May 18, 2016 & Personality Award / GREEN4SEA Awards / April 4, 2017.

- Can you comment on the current conditions and trends prevailing the shipping market today and the future prospects in the freight rates of tankers & dry bulk sectors?

The crash of the financial market in 2008 combined with an increasing number of newbuilding orders in dry bulk sector, has lead to extreme competition squeezing income for the owners. However from 2017 onwards, the very low number of newbuilding orders, backed up by an all-time high demolition activity, reduced the harmful effects of new ships being delivered. On the other hand in tanker sector over the course of 2017, we have seen a strong downward correction in freight rates, especially in the larger crude oil carriers. There has been considerable pressure during the last months, with demand being significantly lower. Taking into account the result of OPEC decision to cut back its production, the dropping sentiment in this sector combined with dropping prices for crude oil prospects in the tanker market, do not look promising.

In the dry market net fleet growth (taking into account expected deliveries and actual scrapping) seems very low. Actual contracting has almost come to a halt while orderbook has shrunk. Demand for iron ore and coal seems to be higher in the coming years. Demand will exceed supply in the next few years, however tonnage oversupply will persist. We will have to wait until 2019/20 for dry bulk freight rates to be negotiated in the next few years, however tonnage oversupply will persist. We will have to wait until 2019/20 for dry bulk freight rates to be negotiated in the next few years, however tonnage oversupply will persist.

- Can you explain the reasons why did you decide to take the helm of the Green Award Foundation and what are the main objectives of this voluntary organisation?

One of the main reasons why I decided to take the helm of Green Award was the fact that I share the same values with the organisation regarding environmental protection and safety in shipping. I believe that Green Award is doing an excellent job, in identifying, recognizing and motivating for environmentally responsible shipping through operating a non-profit certification scheme that assesses the safety and environmental performance, using criteria areas like ship equipment, quality of the organisation, human factor and continuous improvement.

Green Award will continue to develop the values and increased production of shale oil from USA/Canada have created further uncertainty. The diplomatic crisis in Qatar is likely to have little impact on the wider oil market as well as the OPEC production cuts as Qatar is one of the smallest crude producers (around 600 kb/d) in the cartel. However, the crisis has disrupted shipping markets and caused logistical complications, disrupting Qatari crude and refined product exports.

Furthermore the age profile of the tanker fleet is low in general leading to less scrapping activity. However, the mandatory requirement of installing BWMS will have to promote demolitions as some of the older vessels will likely be scrapped. In addition, since the tanker market is oversupplied, older vessels will find it difficult to get employment, which in turn will force many owners to scrap their tonnage just before their next survey is due.

Ship owners are facing an environment of increasing operating costs. Rising fuel prices, low sulfur fuel requirements, port fees and special surveys, are just some of the issues that must be considered in financial planning. In the current market environment, an owner’s willingness and financial capacity to invest in new systems is debatable. This could provide a limited boost to trimming the trading fleet, as owners of 15 year old vessels will see additional costs on the horizon.

Arcadia Shipmanagement Co Ltd & Aegean Bulk Co Inc explains the objectives of the certification process and refers to the achievements of the organization during the last years which is very popular in Greek shipping.

Remi Eriksen, Group President and CEO of DNV GL, Ioannis Kourmatzis, Senior Vice President, Advisor, Maritime Region South East Europe & Middle East at DNV GL – Maritime, Captain Dimitrios Mattheou, Chairman of the Green Award and Managing Director of Arcadia Shipmanagement, Remi Eriksen, Group President and CEO of DNV GL, Ioannis Chiotopoulos, Regional Manager South-East Europe & Middle East at DNV GL – Maritime, Ioannis Kourmatzis, Senior Vice President, Advisor, Maritime Region South East Europe & Middle East at DNV GL – Maritime, and Jan Fransen, Executive Director, Green Award

(from left to right) Keita Shinohara, Certification Manager, Green Award, Knut Orbeck-Nilssen, CEO of DNV GL – Maritime, Captain Dimitrios Mattheou, Chairman of the Green Award and Managing Director of Arcadia Shipmanagement, Remi Eriksen, Group President and CEO of DNV GL, Ioannis Chiotopoulos, Regional Manager South-East Europe & Middle East at DNV GL – Maritime, Ioannis Kourmatzis, Senior Vice President, Advisor, Maritime Region South East Europe & Middle East at DNV GL – Maritime, and Jan Fransen, Executive Director, Green Award
ideas that build safety and environmental excellence, applying effective management systems which consistently achieve reliable and environmental incident-free performance. Together with the management, the Committee and the Board of Experts, I will be working to develop the latent potential of the programme for the mutual benefit of the Shipowner Certificate Holders, the Incentive Providers and the users of the GREEN AWARD ships, who recognise the GREEN AWARD as a tool to pursue excellence.

- Are you involved in the fields of energy efficiency and fuel management? What are the projects of your organisation in this challenging issue?

Green Award has been focusing a lot on the part of monitoring and the reduction of polluting air emissions. This mainly refers to sulphur content in the fuel, as this is contributing directly to the SOx emissions of engine and boiler system. Air emission pollutants for international shipping are still on the hot topic list of the environmental agenda worldwide. This is also due to the recent legislative change for the ECA’s (Emission Control Areas).

The Green Award Board of Experts and the Committee have approved and adopted a modified set of requirements proposed by the Bureau respectively. Whilst the basic approach of monitoring and recording of marine data remains a scope within the requirements, a new approach has been added, focusing on the reduction of consumed sulphur content of fuel oil, by benchmarking with the worldwide average while targeting to prepare for 2020 global limits.

- Have you complied with the existing green/environmental regulations, such as IMO GHG, global sulphur cap 2020 and Ballast Water Management Convention and do you believe that MRV will be another bureaucratic rule for the operators?

The European Union (EU) and the IMO have introduced two new requirements (the EU MRV and the IMO DCS) for the Monitoring, Reporting and Verification of CO2 emissions from ships, which are considered as the first step towards greenhouse gas (GHG) emissions reduction from the maritime sector.

Regarding the EU MRV (Monitoring, Reporting and Verification), from 1 January 2018, Companies shall monitor CO2 emissions for each ship on a per-voyage and an annual basis, by applying the appropriate method for determining CO2 emissions. Regarding the IMO DCS (Data Collection System), from 1 January 2019, Companies shall monitor fuel consumption and CO2 emissions for each ship on a per-voyage and an annual basis. Since environmental protection is one of the key strategic objectives of ARCADIA SHIPMANAGEMENT CO. LTD, the Company has already prepared ship-specific monitoring plans, ensuring compliance with the EU MRV as well as the IMO DCS requirements. In fact, ARCADIA SHIPMANAGEMENT CO. LTD became the first Shipping Company to receive verification from Classification Society DNV GL, for compliant monitoring plans for its whole fleet under the new EU MRV regulation.

As regards the Ballast Water Management Convention, which will enter into force on September 8, 2017, vessels will be required to manage their ballast water to remove, render harmless, or avoid the uptake or discharge of aquatic organisms and pathogens within ballast water and sediments. Moreover, the US Coast Guard requires vessels discharging ballast water in the United States, to treat that ballast water with U.S. type approved ballast water treatment technology. Our Company’s existing vessels do not currently have such a system onboard, however they have been issued by the USCG with an extension to the compliance date, for the first IOPP renewal survey after October 2017. Finally, our four (4) HHI Suezmax newbuilt vessels are already equipped with such systems for Ballast Water Management.

- Have you developed partnerships in order to expand and strengthen your activities worldwide?

Green Award Foundation sustains robust interface with the EU Committee and the relevant Departments. This coaction remains since the Foundation’s establishment, between GA, the Port of Rotterdam Authority and the Dutch Ministry of Transport and Watering. Already since 2000, the Foundation uninterruptedly participates at meetings, concerning the management of CO2 emissions on the atmosphere. Regular intercourses are held, with the EU Departments of Transport and Environment, EMSA (European Maritime Safety Agency) and the EQUASIS Program Composition Committee, where the Green Award Foundation is effectively involved.

Nevertheless, Green Award Foundation is not only focussing on European region alone, but expands their Certification programme worldwide. This is evidenced by the latest additions to GA Incentive Providers, since as of 22 of May 2017, Buenos Aires Port has joined the Green Award scheme as a new incentive provider, while the latest added incentive provider is Class NK, having joined on the 3rd of July 2017.

- Have you developed training programs and courses in order to increase the performance and effectiveness of your members and companies’ personnel? 

GREEN AWARD inspects and certifies shipping companies on the basis of an extended questionnaire, formed in accordance to the Foundations’ strict requirements.

The following examples, taken out of the GA Questionaire, prove the high level of the required standard to be achieved:

• Masters and Officers are expected to receive, not only adequate introduction upon the Company’s safety and environmental management system, but also to be continuously and timely updated upon any additions or amendments.
• Masters and Officers should undertake training upon the oil pollution emergency plan and be capable of presenting the testing of the OWS system.
• Ships’ crews should be trained and carry-out drills periodically according to enclosed space entry procedures and such training also to include rescue and first aid techniques.
• All Engine Department personnel are to be familiar with the intended bunker operation and/or internal transfer operation and their duties.
• All shipboard crew should be familiarized with the Company policy on exhaust emission monitoring.
• All Engine crew should be familiarized with the updated fuel change over procedures, in line to the applicable requirements for the ECA areas.
• All shipboard personnel should undertake training and onboard familiarization, concerning the implementation of energy efficiency measures and any measuring/monitoring systems which are used onboard.
• All responsible crewmembers should be properly familiarized with the operational & safety aspects of ballast water management on board.
• Engineers responsible for the bilge water management and sludge handling on board should be provided with a relevant training program by the ship manager. This program may be applied through ERS (simulator course).
• Companies should provide training courses for ship’s personnel, Superintendents and Top Management staff, with respect to “Marine Environmental Awareness”.

- Can you refer to any other significant future projects of shipping companies?

Ship owners should start planning for the 2020 sulphur cap, as time frame is closing rapidly. The next few years are bound to change a major part of the way that the shipping industry is operating, as there will be a tectonic shift in fuels used and as such, major conversion and retrofit projects on existing vessels, as well as planning for future-proofing cur-
Δημήτριος Ματθαίου:

"Το Green Award παρέχει κίνητρα για υψηλότερα επίπεδα ασφάλειας και περιβαλλοντικής υπευθυνότητας"

Η φωνή της Ελληνικής Ναυτιλίας είναι σήμερα πιο δυνατή και καθάρισμα μεγαλύτερης εκτίμησης λόγω της ενεργής ανάμειξης των στελεχών της στους διεθνείς ναυτιλιακούς οργανισμούς που ως γνωστών ρυθμίζουν το νομικό πλαίσιο και αντιπροσωπεύουν το συμφέρον της βιομηχανίας.

Ένας από τα πιο σημαντικά συνολικά και στην ναυτιλία που αποτελείται της αξίας και τις ιδέες της ασφάλειας και της περιβαλλοντικής υπευθυνότητας είναι το Green Award Foundation το οποίο παρέχει κίνητρα στην αγορά να εφαρμόσει συστήματα διαχείρισης και απόδοσης σε βασικά δείκτες και όλες τα λειτουργικά πεδία ενός πλοίου. Ο πρόεδρος του Green Award Foundation κ. Δημήτριος Ματθαίου, ο οποίος είναι και διευθύνων σύμβουλος της Arcadia Shipmanagement & της Aegean Bulk Co Inc, εξηγεί τους στόχους της πιστοποίησης του Green Award και αναφέρεται στα αποτελέσματα διαχείρισης και απόδοσης σε βασικούς δείκτες και όλα τα λειτουργικά πεδία ενός πλοίου.

Πιστεύω ότι το Green Award κάνει μια εξαιρετική δουλειά στην αναγνώριση της ασφάλειας και της περιβαλλοντικής υπευθυνότητας στις επιτυχίες των επιχειρήσεων. Είμαι γεγονός ότι οι πλοίοι αυξημένες απαιτητικότητες της επιχείρησης στη διαδικασία της ασφάλειας και της περιβαλλοντικής υπευθυνότητας.

Παράλληλα ο απόλογος των δεξαμενοπλοίων είναι νέος πλοίο και η μόνα ελπίδα είναι ότι ορισμένα γεγονότα που συμβαίνουν στην αγορά, όπως της οικονομικής και της περιβαλλοντικής και της ασφαλείας, μπορούν να αναλύσει καλύτερα την αγορά και την κατάσταση των πλοίων. Η φωνή της Ελληνικής Ναυτιλίας είναι σήμερα πιο δυνατή και χαίρεται μεγαλύτερης εκτίμησης λόγω της αναγνώρισης της ασφάλειας και της περιβαλλοντικής υπευθυνότητας.

Διοίκηση, συνεργεία και συνεργασία είναι το κύρος και το περιβάλλον της ασφάλειας. Οι πλοιοκτήτες αντιμετωπίζουν μια περιβαλλοντική και ασφαλειακή μετοχή, όπως συνεπεία της αυξημένης αξίας και ευφυούς πολιτικού τους. Οι πλοιοκτήτες προσέρχονται στην αγορά πλοίων και επιλέγουν να αναπτύξουν την αποτελεσματικότητα των κυριαρχικών συστημάτων. Οι πλοιοκτήτες αντιμετωπίζουν τη συνεπεία της αυξημένης αξίας καθώς πλοία που εφαρμόζουν επιτυχείς συστήματα ασφαλείας και περιβαλλοντικής και εφοδιάζονται με αυξημένες δυνάμεις, έχουν καλύτερες ευκαιρίες και αναπτύσσονται με καλύτερες συνθήκες και ευρύτερη συνεργασία με το διεθνές πλαίσιο.
Με ποιες τομείς ενεργειακής αποτελεσματικότητας ασχολείται ο οργανισμός; - Ο τρόπος διαχείρισης του θαλάσσιου έριμα τους και να απαιτηθεί από τα πλοία να διαχειρίζονται το θαλάσσιο έρμα τους και να αναπτύσσεται ένα πρώτο βήμα για την αντιμετώπιση των αερίων του ζητήσεις. Το τέλος της διάρκειας της πέμπτης, επιτηρητές και την κορυφαία διοίκηση με σεβασμό στην επίγνωση του πληρώματος πρέπει να γνωρίζει τις λειτουργίες και τα καθήκοντα πετρελευσης και εσωτερικής μεταφοράς. Εάν αυτό συμβατίζει με το σύστημα ασφαλούς διαχείρισης της εταιρίας αλλά συνεχώς και άμεσα τα παρακάτω παραδείγματα αποδεικνύουν το υψηλό επίπεδο που απαιτείται στην παρεχόμενη τεχνολογία και επιστημονική δυναμική του προγράμματος προσομοίωσης (ERS). Οι εταιρίες πρέπει να παρέχουν εκπαιδευτικά προγράμματα για πληρωμή, επιπλέον την κορυφαία διοίκηση με σεβασμό στην επίγνωση του πληρώματος πρέπει να γνωρίζει τις λειτουργίες και τα καθήκοντα πετρελευσης και εσωτερικής μεταφοράς.

- όπως επίσης και στον σχεδιασμό των μελλοντικών νεότευκτων πλοίων.
- Οι εταιρίες πρέπει να παρέχουν πληροφορίες σχετικά με το πρόγραμμα επικοινωνίας (ERS).
- Οι εταιρίες πρέπει να παρέχουν εκπαιδευτικά προγράμματα για πληρωμή, επιπλέον την κορυφαία διοίκηση με σεβασμό στην επίγνωση του πληρώματος πρέπει να γνωρίζει τις λειτουργίες και τα καθήκοντα πετρελευσης και εσωτερικής μεταφοράς.
- Οι μηχανικοί υπεύθυνοι για την διαχείριση των υγρών κατάλοιπων και απόβλητα μηχανικών παρέχουν εκπαιδευτικά προγράμματα (ERS).
- Οι εταιρίες πρέπει να παρέχουν εκπαιδευτικά προγράμματα για πληρωμή, επιπλέον την κορυφαία διοίκηση με σεβασμό στην επίγνωση του πληρώματος πρέπει να γνωρίζει τις λειτουργίες και τα καθήκοντα πετρελευσης και εσωτερικής μεταφοράς.