



HOMEPORT PD

EDITION 17

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MESSAGE FROM THE BOARD IN HAMBURG

Dear **Colleagues** on board and in the offices,



Reading the draft issue of this Homeport PD it strikes me that we now have the 4th issue of HOMEPORT PD that is dealing with the pandemic. Writing my last foreword back in June 2021 we were all under the impression that vaccination is the key to overcome the catastrophe.

While writing these lines we have a remarkable vaccination rate of 95 % of our employees in the office in Hamburg and an improving vaccination rate amongst our seafarers (however, still not enough), but the infection rate in Germany is increasing day by day to rates, which were not even reached back in December 2020, when we had a lockdown. Is the vaccination campaign ineffective? By no means! It is absolutely decisive that each and every colleague is vaccinated and I appeal to all of you who are not yet vaccinated: Please get vaccinated! It is the only way to overcome this crisis. I recommend you the corresponding article of my colleague Lynn Heinrich who experiences the daily challenges of the pandemic as a Crew Superintendent day by day.

In the last months during summertime our old life without restrictions seemed to have come back. This is reflected in this issue, especially the News Ticker gives an idea about normality.

We all want our normal life back and what is the normal life? What makes life worth it?

If you read the interview with CO Tamara Shtefan you get an impression of a colleague who is really dedicated to her job. It makes me happy to read the trainee stories of two of our trainees here in the Hamburg office. It shows how young people may find their way in the shipping business, their experiences and their expectations.

Dedication is also the keyword for Nils Beltermann, who besides his demanding job at Döhle Assekuranzkontor GmbH & Co. KG, our insurance broker company, is working as a paramedic for the

emergency medical services in Kiel.

If you want to know more about his employer, read the overview about 25 years of Döhle Assekuranzkontor GmbH & Co at the end of this issue.

If you are interested in climate protection I recommend you the well written article of our colleague Christoph Wehrenberg "Climate protection challenges for shipping", although he dares to show formulas it is absolute understandable for everyone. Although the shipping industry is responsible for about 3 % of the worldwide CO₂ emissions our industry is often marked as being a dirty industry. So it might be seen as a huge step in direction of becoming a green industry when the International Chamber of Shipping announced that this industry aims at becoming climate-neutral already in 2050. ICS is representing 80 % of the global shipping industry and is pushing governments to double the ambitions of the IMO's current target which is to reduce emissions from international shipping by 50 % by 2050. It will not be realistic to think that as an industry – in comparison to others: only - contributing 3 % of the worldwide CO₂ emissions following these ambitions will have a decisive influence on the whole greenhouse gas situation but it is a statement that we as an industry care.

Needless to say that we have also implemented on our vessels a lot of measures to optimize, modify and improve our fleet with regard to energy efficiency.

It is only some weeks left of this year 2021 and although it is even due to the pandemic business wise a successful year of our company it has also been one of the most challenging years in our history.

So I take the opportunity to wish you all a Merry Christmas and a Happy and Prosperous New Year. Stay healthy and happy – may God bless you all wherever you are, wherever you go!

I like to take the outlook for 2022 with some words from Rainer Maria Rilke, an Austrian poet:
Und nun wollen wir glauben an ein langes Jahr, das uns gegeben ist, neu, unberührt, voll nie gewesener Dinge, voll nie getaner Arbeit, voll Aufgabe, Anspruch und Zumutung; und wollen sehen, dass wir's nehmen lernen, ohne allzu viel fallen zu lassen von dem, was es zu vergeben hat, an die, die Notwendiges, Ernstes und Großes von ihm verlangen... Guten Neujahrsmorgen!

And now let us believe in a long year that is given to us, new, untouched, full of things never done, full of work never done, full of task, demand and imposition; and let us see that we learn to take it without dropping too much of what it has to give to those, who demand necessary, serious and great things from it...Good New Year's morning.

Dr. Gaby Bornheim

MESSAGE FROM JOHANN DIERCKS

Dear **Colleagues**,
Dear Reader,



who would have envisioned 12 month ago where we are today. The proverb "time is money" has more meaning than it has had in the past decade and Corona seems to be the new normal.

We in Ship Management are particularly affected by it. Whether crew changes, organisation of services or transport of spare parts, there is not a single colleague who has not having increased workload.

The daily lives of our colleagues on board our vessel are even more so disturbed and despite all these challenges, we have managed to steer through this pandemic somewhat ok so far.

Our insurance statistic is down for a 4th consecutive year in a row and unplanned technical non availability (or off-hire) is hovering around a very good 0,65%, i.e. 2,4 days. Crew retention rate is at 92% and actual covid cases on board our fleet thankfully an exception. There is however a growing concern about the number of vaccinated crew members and it will only be a matter of time when we can only allow vaccinated crew on-board our managed vessels.

I am excited to report that the number of vessels under management in our group (Midocean, Splosna and PD) is increasing again and by years end, we will have 104 vessels under (technical) management and considerably more under crew management were we have also been able to win new clients. Crewing

department in Hamburg is under new leadership and we are certain that the setup will ensure that we are moving forward as a team.

We have had a number of new colleagues joining us ashore this year and we are intending to branch out to Dubai with a Technical Superintendent, a vacancy that we are currently trying to fill.

Probably one of the major projects of this year is and was the installation and commissioning of about 60 Ballast Water Treatment Systems (BWTS), a feat for the crews, project team, HSR and all colleagues in the operational fleet teams. While this will drag into next year, there will not really be a breather as EEXI compliance will follow suit.

Hence, a challenging year comes to a close and a new one dawns already.

My sincere gratitude goes out to all our colleagues in Ship Management here and abroad as well as all our seafarers who shape our ship management and handle these challenging times in such a commendable fashion!

Bravo and thank you!

Best regards

Johann Diercks

Being continuously in motion, our colleagues from our chartering and commercial operations divisions moved back into our main office building at Elbchaussee 370. Thus, our shipmanagement division moved to the office spaces, which were previously used by Ernst Russ AG. Ernst Russ AG in return moved to the premises at Elbchaussee 277, the beautiful office building formerly used by our chartering colleagues. Taking this opportunity, our colleagues installed a very special maritime deco feature. We are happy to welcome all colleagues again under one roof.

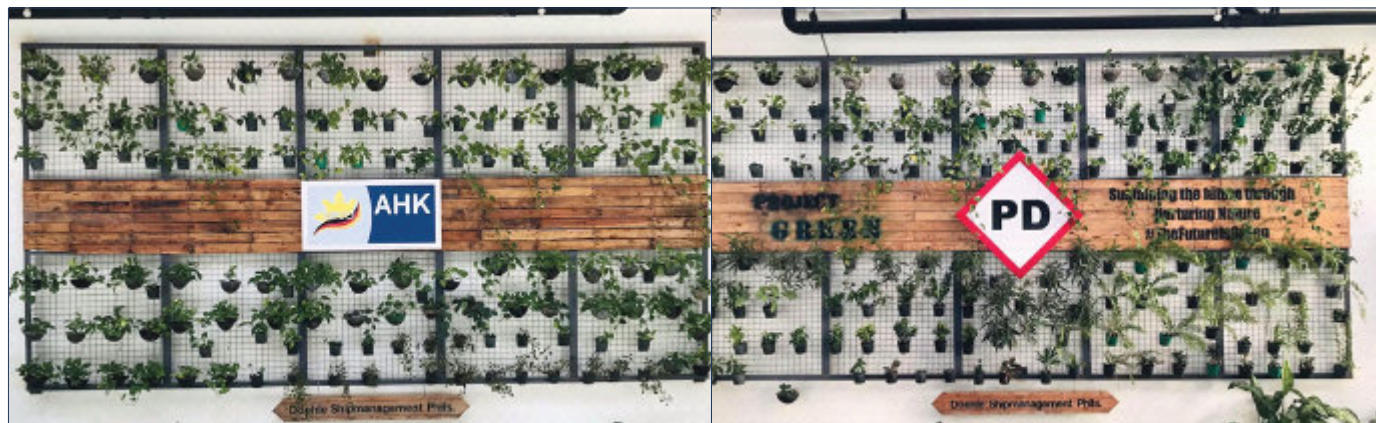


★★★★★

Every little step towards greener operations contributes to an ecological awareness. Thus, not only on board our vessels, but also in our offices, we are continuously monitoring our facilities. Throughout the past five years we reduced in Hamburg our copy paper consumption of about 25% p.a. in a year-on-year comparison. Thus, today our copy paper usage is about 15% of the amount six years ago.

★★★★★

With the kind support from our colleagues, business partners and tenants, the vertical garden at our Döhle Haus Manila is further growing (literally). Thanks to everyone being involved in this Green Project and we are looking forward to the next plants to come to further fill our urban garden.



★★★★★

The first two years of “flowering the nature” are over and our project has developed well since then. Thanks to a great support (also from a lot of PD colleagues), we were able to even start a second field and grow a beautiful “buffet for our insects” in the South of Hamburg. All our supporters, close by or far away, are regularly updated via Instagram and follow the “HoneyHeroes” initiative.



★★★★★



38th Schifffahrtsregatta - Another success for the Döhle crew on the SY "VERANO".

There had never been such a long tacking with a good wind at the Schifffahrtsregatta before. However, everybody was happy that the event could take place again this year after the cancellation due to COVID 19 last year. The crew was well rewarded with a 1st place.

★★★★★

Crew changes remain a cornerstone of our operations in ship management. The flood of data and restrictions regarding each and every crew change is enormous and the frequency of changes along the way irritating.

We believe that the process of facilitating crew changes is ideal for support of digitalisation and any tools supporting us are very welcome. That is why we are starting a cooperation with Tilla. Tilla is a web-based service linked to our systems that is aimed to help our Fleet Ops and our organisation to simplify actual crew changes but also enable us to do smart decision making with regard to following:

- PLAN CREW CHANGES IN REAL TIME
- BOOK FLIGHTS, PORT AGENTS & VISA
- COLLABORATE WITH ALL STAKEHOLDERS AT ANY TIME
- TRANSPARENT REPORTING

The idea and approach has raised general interest within shipping industry. In the shipping conference Maritime 4.0 in October Matthias Blöte working in Corporate Development for Peter Döhle Schifffahrts-KG presented the concept to a shipping related audience.





Interview

with Tamara Shtefan CO of mv ANINA

Where and how did you grow up?

I was born in Odessa, Ukraine, a famous city at the Black Sea coast. Odessa is often referred to as "city of seafarers" since almost every second family has a connection to the shipping business/family members being seafarers. 16 years ago I moved to Chernomorsk, a city only 16 km away from Odessa, and also a port. Life is more quiet here and decelerated, which I enjoy.

How did you come up with the idea becoming a seafarer?

My seafarer profession is my second higher education. When I graduated from high school, I decided to study Romance-Germanic Philology at the University in Odessa. Afterwards I have worked ashore as an English Teacher for quite a long time, which I still benefit from in my current profession. When I was younger, I never thought of becoming a seafarer someday, never came to my mind. Yet, it was a family encouragement, which made me decide differently. I went on a cargo vessel as a passenger for a couple of times, which inspired me. No sooner said than done, in 2010 when I was 38 years

old I changed from being a linguist to a navigator and started my two-staged navigational education at Kiev Academy. While obtaining my Junior specialist degree, I worked as Cadet, and eventually as 3rd Officer and 2nd Officer. I was lucky enough to have a great shipping company, namely Danz & Tietjens, supporting me from the very beginning of my career, which I still highly appreciate. My entire career developed with this owner. After I obtained my bachelor degree in 2018, a year later I was given the chance to work as Chief Officer.

Shortened up, what are your responsibilities on board the vessel?

Navigational watch, which is 8 hours per day split into 2 x 4 hours. First watch starting at 4 am – 8 am and second one in the afternoon from 16 pm – 20pm. Of course, planning and controlling all activities related to loading/unloading the vessel including preparation of dangerous cargo lists, stowage planning in co-operation with planners and stevedores, related ballasting operations, calculation and control of loading conditions, ship stability, trim and stress as well as the correct disposal of wastes. In addition,

organizing and supervising maintenance and repairs on deck and in co-operation with the engine department. Instructing and training of the crew, especially for hazardous materials on board and safe working practices. Not to mention a lot of paper work! Of course, you are also delegating some duties to 2nd Officer and 3rd Officer but eventually you take the full responsibility. One has to understand that as a seafarer you live at your work – the ship is your home and your office at the same time, and especially in Chief Officer position, I am reachable 24/7. Even when sleeping, I listen with one ear. I am not complaining, I love my job, and it is also good money.

What ability is the most important in your dedication?

As a seafarer, I think most important is to understand clearly why you come on board, to define your goal and accept challenges. Physical endurance and psychological stability are very important. And ability to go on developing your skills. As Chief Officer, I think most important is to identify clearly tasks and priorities, quickly find the solution and draw on resources, give clear and proper instructions, and ability to take responsibility for your decisions and for safety of your crew.

What do you enjoy most when sailing?

I like working with different nationalities and talking with people a lot. It appears we all have stereotypes about people, but eventually, I noticed that we have much more in common than I expected. This job changed my attitude towards life & different cultures. Regular working with Filipino crew made me realize they share many thoughts with you, talk a lot about their homes, being proud of their families. FIL are such open hearted and family is not only part of their life, it's part of their heart. Traditions, education, and communication – everything differs from country to country, but in general, we all have more in common than we might believe in.

In addition, I cannot deny that the sea view is fantastic. Depending on the weather conditions, it might be also frightening at times but still awesome.

What has been the best place you have been able to visit during the past seagoing service?

I just loved Portugal during a regular trade some time ago. It inspired me to book my next vacation and go to Portugal. Same with Italy but have not yet managed to go there again for vacation.

What has been the biggest challenge during your career?

When I almost finished my first C/O contract, Covid pandemic arose and all of a sudden, all borders were closed. I was not sure when to go home and that was a bit distressing. Life on container vessels is very demanding. Sometime 2 ports during the day, 20-22 port calls during a month. It's intense and of course I like that time goes fast but it's also tiring sometimes. Eventually, it was a psychological and physical challenge being on board while Covid started. Important for a seafarer is therefore definitely to have mental stability. Especially when being responsible for other people and their safety, you cannot go after your emotions.

Did you experience problems when it comes to cooperation with any parties due to the fact you are a woman?

This is a frequent question, I am often being asked by family and friends at home. I am glad; I can answer this question with "no". The traditional idea might be that a woman comes on board and tries to rely and depute jobs on men. However, when you do your job and people understand that you are just a professional, all is fine. You are being a self-independent professional in your position and people will respect that.

When at home, what do you value the most?

The possibility to sleep as much as I can. To have rest and even to sleep without putting an alarm clock and not listening to the phone with one ear. Nothing urgent to wake you up. Once I come back from my contract on board, I will not do anything for a few days. I live 10 minutes walking distance from the seaside. People keep asking me "Arent you tired of sea?". I am not. Walks at the seaside, going to restaurants, doing a bit shopping etc. I love connecting with the people not only via whatsapp or viber, but also in person when I am home.

What would you recommend to other seafarers, especially women, when deciding to follow career path at sea?

The main thing is to understand the reason behind doing this job. People often tend to have a romantic idea about becoming a seafarer and that they see many countries. Mostly, they will see container terminals and the sea. All working in the business, know for sure it is a hard job. If women intend to find

a husband on board the ship, of course they can try. However, that should not be the intention behind this job. My job became simply part of my life, and my friends think I have changed. It affects your attitude, your relationships, character and life style. I spend 4 months at sea & 4 months at home – of course it made me change. Nevertheless, I would never make a step back.

Lynn Heinrich

YOUNG & SMART

...a trainee story

I was born into a traditional ship owning family, where everyone works or worked in shipping, my parents, my grandparents, my great-grandparents, my uncles and cousins. Shipping has always been around me.

All the shipping around me gradually took its toll and I was finally hooked by an internship at Blue Net Chartering (Döhle) in 2018. I was happy when – after passing the on-line assessment and surviving the apprenticeship interview- I received the good news that I could start my career at Döhle.

I have not regretted my decision ever since. Not only did I learn a lot about the shipping industry itself, the variety of different jobs this industry offers but I also started to feel the fascination that comes with it – in spite of all the obstacles imposed by Corona. Within the past two years I have already figured out what I enjoy more and what less in this industry and it has become clear that I really want to stay in the shipping business.

With my final exams coming up in May/June 2022, I am still trying to figure out how to carry on after my apprenticeship¹⁾. There are a lot of different possibilities to add value to an apprenticeship and I am not yet sure as to how to proceed.

On the one hand I would like to continue working to gain more practical experience. This, however, depends on the offers I might or might not get and of course, at some stage, I would love to work abroad.

On the other hand, I would like to widen my theoretical knowledge by attending a shipping related Bachelor and Master course. Then again, the question is what



Bachelor/Master degree I would like to achieve, which university I should attend and what benefits I would gain from it.

Also, completion of an apprenticeship puts everyone into a position where one needs to know what one would like to do afterwards. Thus, the number of competitors is quite high. Since the shipping industry is very international, the question on how to get into different Bachelor or Master studies is confusing and one often needs to know precisely where, when and what one would like to do in the future.

What I do know for sure is that completion of apprenticeship at Döhle will provide me with an excellent start into my future career in shipping, no matter what my next steps will be.

Rasmus Jacobsen

¹⁾ German apprenticeship: Vocational training in Germany is largely carried out in the dual system. This means that you acquire the necessary skills and knowledge on the one hand in a training company and on the other hand in the vocational school.



A colleague on duty



Nils Beltermann, Döhle Assekuranzkontor GmbH & Co. KG



How exactly one is calling the position you are doing your job in regularly on weekends?

I am working as a paramedic for the emergency medical service in Kiel. We are dealing mainly with illness of all kinds as well as accidents at work, on the street and at home. With the port of Kiel close to our ambulance station, we are on board of ferries, cruise ships and cargo ships on a regular basis.

Since when are you doing this emergency service?

I passed my exam as paramedic in 2004 and do that job since then.

What makes you sacrifice you free time for this service?

Indeed, it takes some time which is not available for other activities. There are cases which are medically challenging, but there are others which are interesting because of other circumstances. You find yourself in situations you would never experience in your private

life and you have to deal with it, no matter what it is. Teamwork is essential and you have to rely on your team partner. Always a good feeling when that works and the job has been completed successfully.

What has been the worst experience?

The resuscitation of a newborn was certainly one of the cases I will never forget and is one those you do not want to experience. Nevertheless, we are trained for that and you are aware that you might end up in such a situation but they are extremely rare.

You have seen many incidences and accidents – any sport or habit you have given up after that?

No, that is not the case. Maybe I am a bit more careful than others in certain situations but I am doing sports and eat junk food from time to time. Maybe life is a bit too boring when you try to eliminate all possible risks. Everybody should find the right balance.

What prevails: gratitude for what you do or the opposite in the meantime?

Definitely gratitude! Most of the patients appreciate our attendance and are grateful for the support in their situation. It goes without saying that there are patients which are aggressive and refuse any assistance. Fair enough, we do not take it personal and accept that.

Did you realize that the emergency medical treatment has changed since you started in 2004?

Absolutely, there are various changes every year. New equipment is available, other medications introduced and new diagnostics are implemented. In particular, the trauma management has been reinvented the last 17 years and there were significant changes in diagnostic and treatment. All these innovations are part of the regular trainings which are compulsory for keeping the license to work as a paramedic.

Are you still excited when the pager is ringing and you are getting the basic information for the next job?

Not any more. Based on the available information you are having a certain expectation about the situation when driving to the patient. Quite often that corresponds with what you discover on site. However, sometimes it is completely different and you have to adapt your strategy accordingly.

CI-Team



out of the box

Read about the welcome point which is only a few miles down the river Elbe from the headquarter and has the unique position of a 'Welcome Captain'.



What is a ship "Greeting Captain"?

At the world-famous Willkomm-Höft ship welcoming system (Welcome Point) in the Schulauer Fährhaus in Wedel-Schulau on the Lower Elbe, there are five colleagues who alternate daily all year long with a musical greeting to all seagoing ships sailing to and from Hamburg with a measurement bigger than 1000 GT permit. They are "captains without a license" who have usually acquired their know-how through a career in shipping. In retirement, they are now doing this as part-time job.

How do you get such a position?



The welcome captain Wolfgang Eder grew up in Wedel (suburb of Hamburg) since 1953. From 1971 to 1973 he completed an apprenticeship as a shipping agent and ship broker at the shipping company Hamburg Süd. Later he worked for more than three decades in Hamburg as deputy editor-in-chief of the shipping specialist newspaper "Daily Port Report" in German Täglicher Hafenbericht. Wolfgang Eder has been involved in the Willkomm-Höft in his spare time since the mid-1960s and supported his numerous predecessors in their work. Even then, he had the idea of becoming the welcome captain himself in retirement. But this was first achieved by his father

Dietrich Eder, who wore the uniform of the welcoming captain in the Schulau Fährhaus for a total of 19 years. It was not until June 2019, at the age of 67, that his son Wolfgang took up this interesting job.

Since when has the ship greeting system been in place in the Schulauer Fährhaus?

The Willkomm-Höft was inaugurated on June 12, 1952, exactly one week later "Captain" Wolfgang Eder was born. So in June 2022 there will be a 70th anniversary celebration for both of them.

Are there any reactions on board, are the crews happy about the greeting?

We notice again and again that the seafarers are happy about the greeting or farewell in Schulau. Especially when they hear the anthem of their home country. You can observe this very well with binoculars. One can see that the crew leave the navigating bridge or come from the cabin and wave. Often there is a greeting from board with the ship typhoon, even if not allowed. Of course, that goes down very well with the guest of the Fährhaus.

How does a ship greeting look like?

The Fährhaus guests from all over the world receive extensive information about the respective ship after the musical welcome ceremony. Not only dimensions and loading capacity, details of the shipping company, year of construction and shipyard, machine performance and speed, but also origin or travel destination and details of the cargo are passed on to the visitors via loudspeaker after thorough research. Each ship is welcomed or is getting a farewell with the national anthem of the flag state or the home country of the crew via a loudspeaker system aimed at the Elbe fairway. If possible, the welcome captain is trying to find out about the nationality of the seafarers before the arrival of a ship and are also in contact with the Elbe pilots on board. The desire for a Filipino, Indian, Ukrainian, Chinese or Polish greeting comes from on board more and more frequently. The flag of Antigua, Liberia, Madeira, Malta, Panama or Cyprus is then no longer relevant.

Do you have a special experience on site?

I only saw a few days ago that a Filipino captain, whom I had greeted in the morning with his incoming ship, stood in front of my welcome cabin at the Fährhaus a few hours later and thanked me warmly. It was his first attempt in Hamburg. Immediately after the mooring, he set off with the port agent for Schulau. He really wanted to have a look at the welcome point and of course I gave him extensive information. And then there was a recent call from a shipowner I personally knew from Drochtersen in Lower Saxony: The captain of my container feeder ship "A.P." comes from Poland and has been on the oceans for the shipping company for exactly 20 years. He is calling at Hamburg today, and I would like a Polish greeting especially for him, even though the ship is flying the Antigua & Barbuda flag. Is that feasible? Of course, the request was granted, and there was a loud "3 x long" on board.

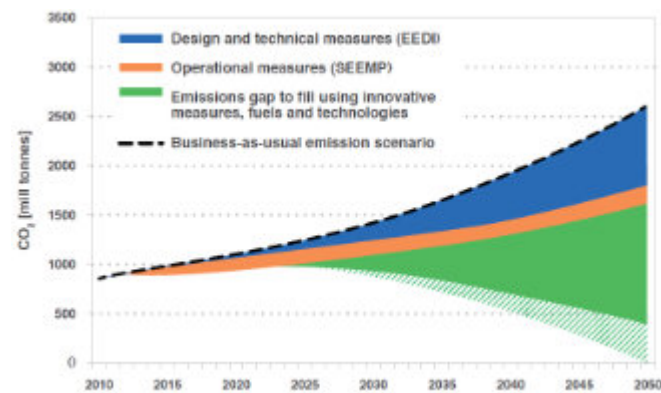
What has changed over the years?

In the early years of the Willkomm-Höft, the music came from records and later from music cassettes. Today the welcoming and farewell ceremonies with hymns from around 150 countries are saved on the computer hard disk. The constantly updated ship positions from "Marine Traffic" or "Harbor Radar" are a great help in daily work. If a Fährhaus guest would ask "When is the next ship coming?", I can at least predict this fairly accurately for incoming ships, and I can also follow the units leaving Hamburg on the screen after leaving the berth. Binoculars are still an indispensable.

Climate Protection - Challenges for Shipping

In today's news the headwords '*Climate Change*', '*Global Warming*' and '*Emission Reduction*' characterize the daily agenda. The world is trying to find ways and solutions to reduce the emissions with a focus on greenhouse gases and in particular CO₂. To cope these worldwide challenges the UN with its 196 parties adopted the Paris Agreement as a global framework in December 2015 already. Its goal is to limit the global warming to below 2°C, preferably to 1.5°C, compared to pre-industrial level. The further aim is to achieve a climate neutral world with mid and long-term measures and strategies.

Beside the industrial sector with manufacturing and construction, the private sector with electricity and heat, the transportation and mobility is a significant source of CO₂ emission. The shipping industry is responsible for about 3% of the worldwide CO₂ emissions and other climate changing emissions such as black carbon and sulphur. Therefore regulators and many other stakeholders in the maritime industry are intensifying their efforts to cut emissions. The IMO, as part of the UN and being the regulatory body responsible for the international shipping, adopted the IMO Green House Gas (GHG) Strategy in 2018. With the GHG Strategy towards 2050, the IMO has set the goal to reduce carbon intensity by 40% up to 2030 and by 70% up to 2050. These reductions are related to the emission baseline 2008.



Already in the past years several requirements and regulations were published and adopted by the IMO and had to be implemented by managers and operators.

- ▷ Ship Energy Efficiency Plan (SEEMP) to be developed for each individual vessel including operational measures to increase the energy efficiency
- ▷ Energy Efficiency Design Index (EEDI) limiting the CO₂ emission for new buildings since 2015 with different phases and decreasing limits
- ▷ IMO Data Collection System (DCS) requiring managers and operators to report the yearly fuel oil consumption with distances and cargo transported.

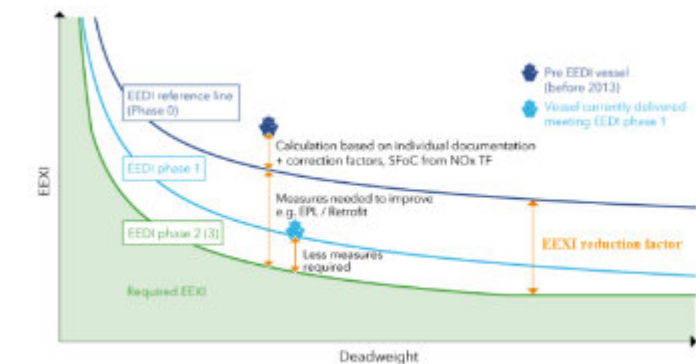
Following the GHG Strategy the IMO drafted further short-term measures in 2020 applicable for all existing vessels and not new buildings only as in the past. The resulting regulations were adopted during the IMO MEPC 76 in June 2021 as amendments to MARPOL Annex VI. Some details are not yet decided finally and deferred to the MEPC 77 in November 2021. Details for further emission reductions after 2026 might be even pushed to the MEPC 78 in the next year. The following short-term measures will be set in force by 1st January 2023:

- ▷ Energy Efficiency Existing Ship Index (EEXI) addressing the technical efficiency of ships
- ▷ Carbon Intensity Indicator (CII) rating scheme addressing the operational efficiency
- ▷ Enhanced Ship Energy Efficiency Management Plan (SEEMP) addressing the management system

The EEXI is a technical design index for vessels ≥ 400 GT and falling under MARPOL Annex VI regulations; comparable to the earlier EEDI regulations for new buildings. Depending on the vessel type and size, the EEXI limits can be lower than earlier EEDI limits for new

buildings. Therefore even younger and EEDI certified vessels might exceed the EEXI limits.

The required EEI is the limiting value and calculated with defined reduction factors by vessel type and size, and considering the EEDI base line Phase 0 as reference. The required EEI is applicable for vessels with ≥ 10.000 Dwt only.



Ship type	Size (dwt or gt)	Reduction factor
Bulk carrier	10,000 – 19,999	0 – 20%*
	20,000 – 199,999	20%
	200,000+	15%
Container ship	10,000 – 14,999	0 – 20%*
	15,000 – 39,999	20%
	40,000 – 79,999	30%
	80,000 – 119,999	35%
	120,000 – 199,999	45%
	200,000+	50%

The attained EEXI is calculated with the below EEXI formula and using vessel's individual design parameters.

$$\frac{\left(\sum_{i=1}^n \beta_i \sum_{j=1}^m P_{\text{Main}} \cdot C_{\text{Main}} \cdot \text{SFC}_{\text{Main}} \right) + \left(P_{\text{Aux}} \cdot C_{\text{Aux}} \cdot \text{SFC}_{\text{Aux}} \right) + \left(\left(\sum_{i=1}^n \beta_i \sum_{j=1}^m P_{\text{Main}} \cdot \sum_{k=1}^n P_{\text{Aux}} \cdot P_{\text{Main}} \right) C_{\text{Aux}} \cdot \text{SFC}_{\text{Aux}} \right) - \left(\sum_{i=1}^n \beta_i \sum_{j=1}^m P_{\text{Main}} \cdot C_{\text{Main}} \cdot \text{SFC}_{\text{Main}} \right)}{\beta_1 \beta_2 \beta_3 \text{Capacity} \cdot f_{\text{ref}} \cdot \eta_{\text{ref}}}$$

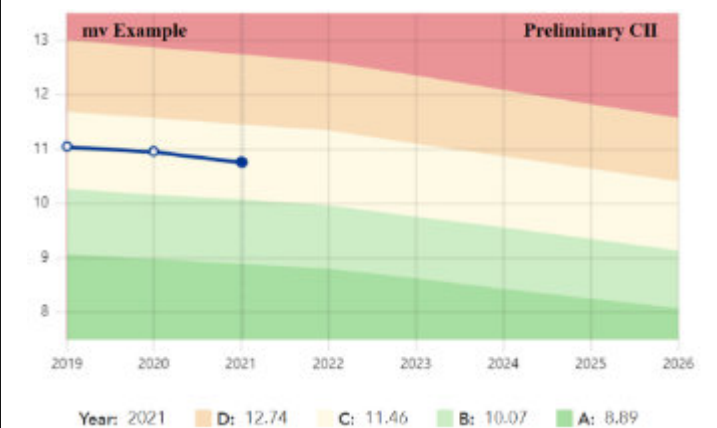
Transport work
(capacity * reference speed * correction factors)

The CII is an operational index for all vessels $\geq 5,000$ GT. While EEXI is a one-time measure considering the design parameters, the CII addresses actual emissions during operation. The CII measures the efficiency of the vessel indicating how many grams of CO₂ were emitted based on actual consumption, distance travelled and cargo carrying capacity; grCO₂/t*nm. Based on this calculation an annual CII rating with categories A to E will be implemented. The limit of the categories will be reduced year by year; the annual reduction rates for

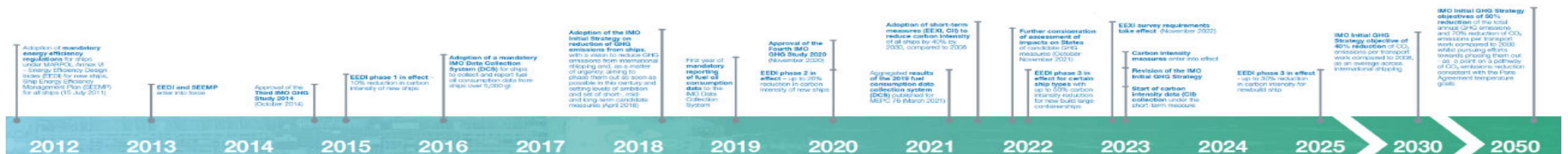
2020-2022 are 1% and followed by 2% for each year in 2023-2026. The reduction rates for the years 2027-2030 will be decided as part of a review to be concluded by 1st Jan 2026 only.

As from 2023, vessels rated as cat D in 3 consecutive years or once as cat E have to develop a corrective action plan with measures in the following year to achieve minimum category C. However, it is presently unclear and undefined what kind of limitation or potential penalty will be imposed, if failing to reach the improvement.

Most probably the CII rating will be based on data from the IMO DCS fuel consumption reporting and in detail the Annual Efficiency Ratio (AER). Using this data a preliminary CII rating can be calculated to draw up the vessels annual efficiency of the last years in relation to the categories, see below diagram (values in grCO₂/t*nm).



For all vessels under PDS and Midcocean management, a classification society was selected to carry out the EEXI calculation (attained EEXI, required EEXI, improvement calculation), certification and development of the required Technical File. A major part of vessels will have an attained EEXI value exceeding the required EEXI. The preferred most effective measure will be an engine power limitation (EPL) limiting the maximum continuous rating (MCR) of the main engine. This will result in a lower maximum vessel's speed and sounds scary in the first instance. Nevertheless, looking to the present operation of the vessels we see vessels utilized by operators with an



engine power up to abt 50-60% MCR only. Accordingly, a required EPL to a MCR of 80% or even lower will not influence the present operation entirely or limit the utilization of the vessel. In most cases, power limitations of 10-15% will not have any influence on the speed at all, as the main engine operation range is limited to 85-90% MCR from the initial design anyhow.

Beside the EPL other design optimizations such as propeller exchange, increase of draft, energy saving ducts etc will reduce the attained EEXI as well. However, the reduction effects are rather small and in most cases not giving the required benefit to reach compliance.

Once the exact measures for the individual vessel are selected, they have to be realized and implemented on board. The final step will be the approval by the classification society vessel and the amendment of the International Air Pollution Prevention Certificate during the first survey on or after 1st Jan 2023. This can be the annual, intermediate or renewal survey, whichever comes first. In this way there will be no chance for a significant postponement by advancing surveys. All vessels will have to comply latest until beginning 2024 considering the survey range for the above certificate.

Beside international efforts and requirements by the IMO, as well local strategies with separate requirements were developed and established to the shipping industry. A major role represents the EU Greenhouse Gas Strategy with the aim to include as well shipping to the evaluation of EU emissions. The EU established the CO₂ reporting system known as EU MRV (Monitoring, Reporting, Verification) starting from 1st January 2018. The goal was to determine the CO₂ emission from shipping, followed by further regulations and potential CO₂ taxations. The taxation was drafted recently by the EU but not adopted yet. The EU is as well awaiting and looking for a global regulation of CO₂ emissions and taxation by the IMO.

Summarizing, the shipping industry can expect further and stricter rules to reduce the environmental impact by shipping and especially the climate effect by emissions. These rules will be influenced essentially and are in correlation with the development of new and alternative fuels and technologies such as LNG, methanol, biofuel, hydrogen, and ammonia but as well fuel cells, batteries and wind propulsion. Not all of them will turn out to be suitable for shipping and all areas of this industry, but it might be solution to reduce the emissions at a certain point in order to reach the goals set by the Paris Agreement.

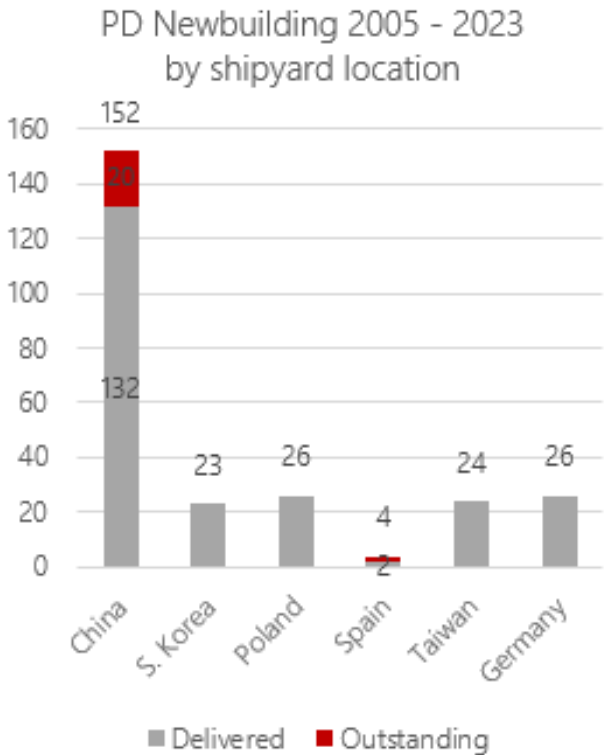
Christoph Wehrenberg



PD NEWBUILDING

A successful history and promising future

Within the past decades Peter Döhle Schiffahrts-KG has been able to grow up a successful, professional and loyal newbuilding setup. From the Hamburg based head office we manage newbuilding supervision as well as project management tasks all around the world.



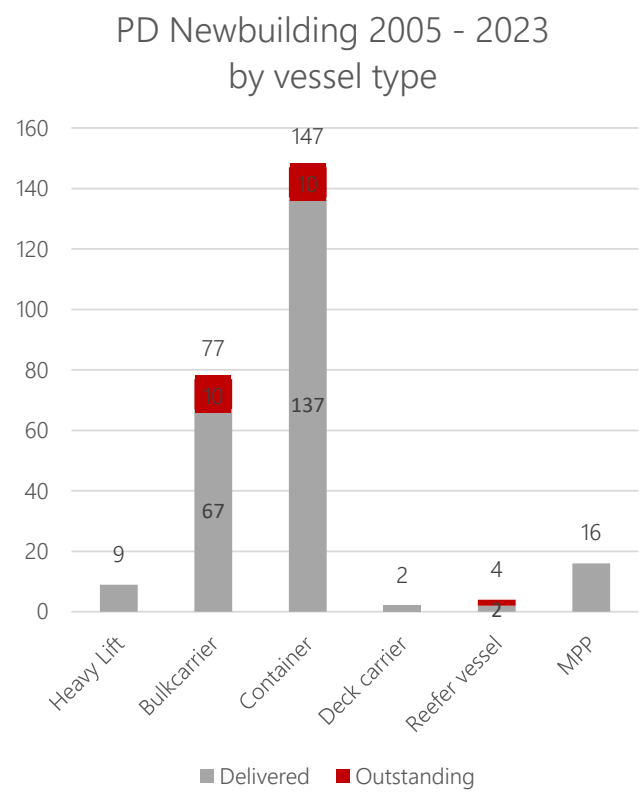
The scope of services includes all tasks around a newbuilding or modification project. For newbuilding it starts with first thoughts about which type and size of a vessel is to be projected. It proceeds with specification and makers list development, new technology assessments, makers selection, drawing approval and on site supervision up to the post-delivery guarantee period.

The pre-contract, the subsequent maker selection and the drawing approval period within a project define eighty percent of all costs and the quality level of the final product, hence this is a part of special attention. Our contacts to the major classes, suppliers, designers and yards form a valuable background for a proper control of vessels CAPEX and OPEX.

Our project management covers the majority of optimizations, modifications and efficiency improvements in the fleet. Ballast water treatment plant retrofits, lashing bridge extensions, new lashing rules, stack weight increases, draft boosts, intake improvements, propeller and propeller cap retrofits, flow equalizing ducts, bulbous bow redesigns and others. These are just parts of the big toolbox we utilize to keep the Döhle fleet and managed vessels as environmental friendly, efficient and rule compliant as required. The most recent item to add on the list is the application of EEXI and CII requirements which will be realized in cooperation by the project, the performance and the fleet teams. (See as well the EEXI article of Mr. Wehrenberg being part of this Homeport Edition about upcoming vessels modifications.)

Independent whether we talk about newbuilding or projects our main driver is the focus on customer needs. That applies to Döhle owned vessels and the once of our clients in same manner. Our view on newbuilding is truly thru the eyes of an operating owner and not of a pure service provider. We always consider environmental aspects, sustainability, total costs of ownership, hull and propulsion performance, engine room machinery efficiency, maintainability, crew comfort, rule compliance and reliability of the final product.

For sure this is only possible with our highly dedicated colleagues in Hamburg and at each of the individual sites. In that regard we concentrate on professional, direct and long term employed staff in our different teams.



Beside the internal short ways of communication, cloud-based documents and knowledge sharing, our guarantee and supplier database as well as the exchange with ship management colleagues in Hamburg, the above mentioned approach enables to learn lessons from each project with the target to improve from vessel to vessel. Either it's how to design a specific installation, deal with a certain shipyard, designer or owner or simply how to resolve resistance or minimize costs by making your ideas the once of your counterpart.

Having this chance to write some lines, I would like to take this opportunity to thank colleagues who retired within the last pretty special year. Without them we would not have been able to grow up our present exceptional setup. Exceeding together 75 years of Peter Döhle employment Mr. Manfred Stockhaus as previous Chief Engineer, Site Manager and Hamburg based machinery expert, as well as Mr. Eckhart Heinsius and Mr. Jürgen Gottschalk as long-term Site Managers and previous Chief Engineers have definitely been a foundation of our success. They earned my highest respect and I wish them all the best for their second life after shipping business.



Manfred Stockhaus

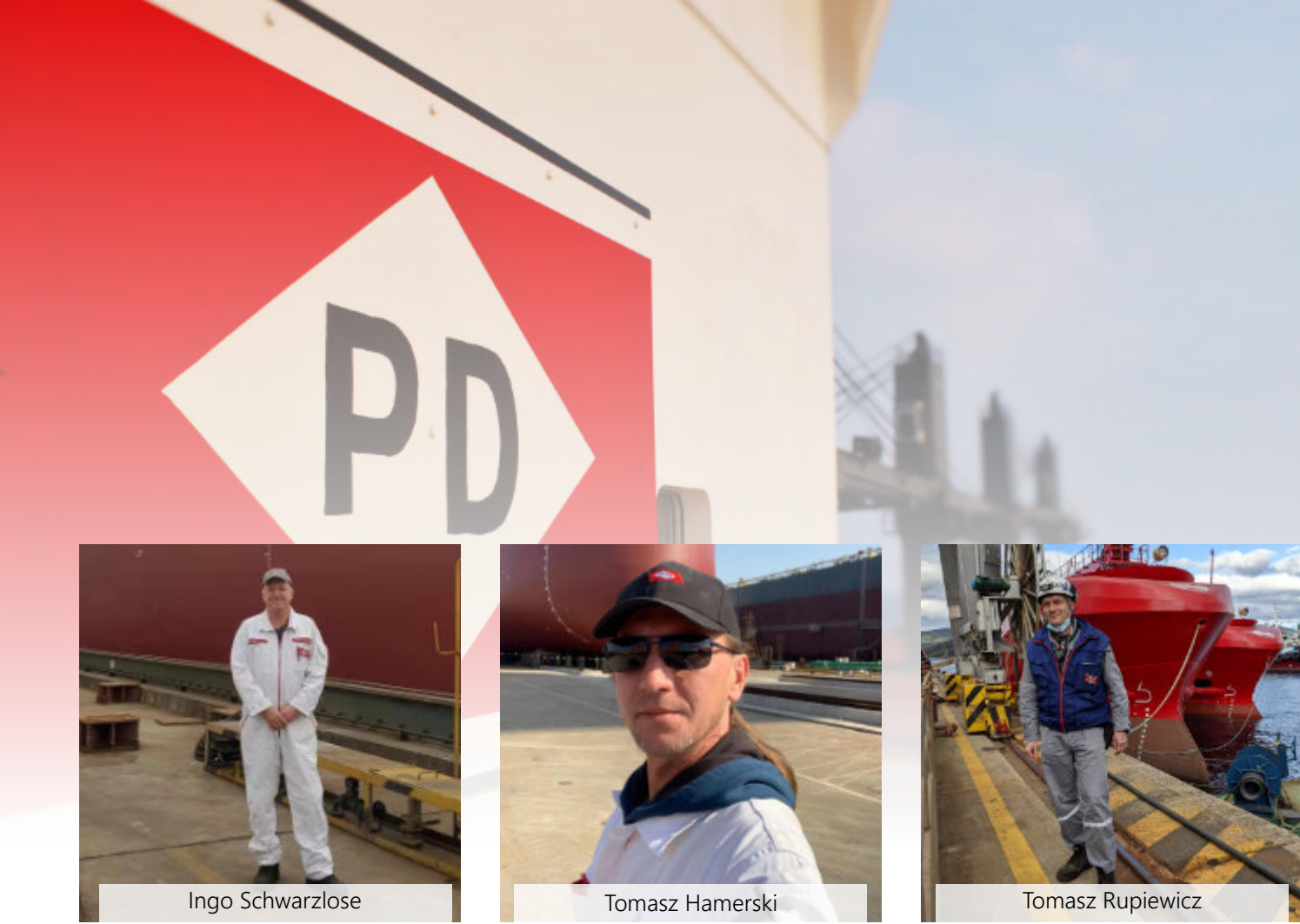


Eckhart Heinsius

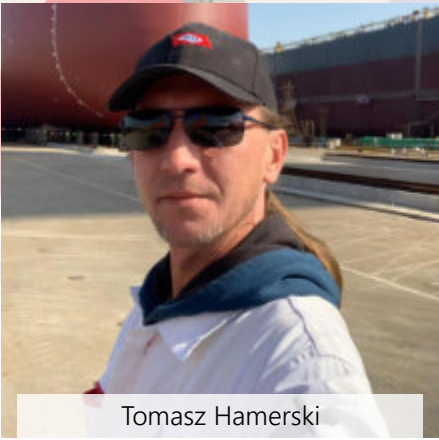


Jürgen Gottschalk

Turning from the foundation to the present and the future we would like to thank as well all presently worldwide employed colleagues for the great jobs they do in these exemptional COVID-19 harmed days to lead our fleet projects and newbuilding to a success. Despite the strong COVID-19 restrictions and quarantine periods (especially for our China sites), we are happy that we are still well represented at the



Ingo Schwarzlose



Tomasz Hamerski



Tomasz Rupiewicz

shipyards by our three main Site Managers Mr. Ingo Schwarzlose, Mr. Tomasz Hamerski, Mr. Tomasz Rupiewicz with their international teams.

Challenges like the decision for a future proof vessel design, the right shipping fuel, CO2 emission reduction measures and as well other sustainability aspects lay in front of us and we look forward to ride these waves greatly together.

- Last but not least -

Dear crews, site teams and superintendents. Please see this article as a request for feedback regarding our services, too. We would be happy to raise the value we create for all stakeholders and that's best possible with your input.

All the best,

Jan Görke
Head of
Newbuilding Department



For Feedback use: newbuilding@doehle.de

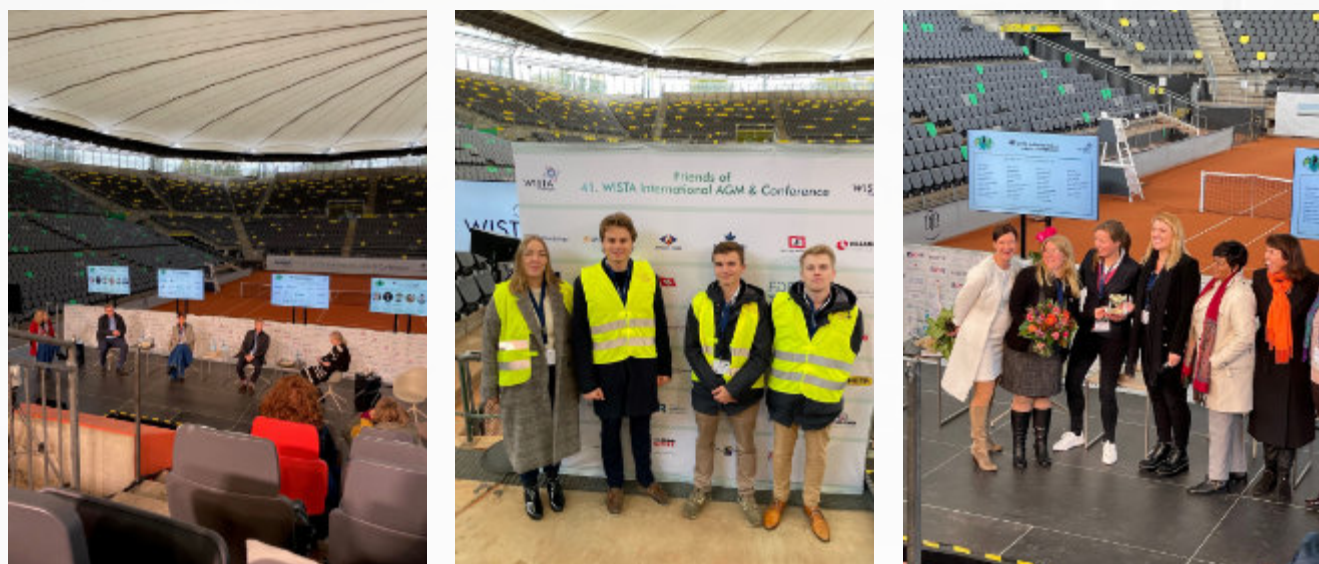


For four days, Hamburg was the venue for the 41st meeting of the **Women's and Shipping & Trading Association (WISTA)**.

Around 150 participants from 20 countries were on site in a very special location, namely the Rotherbaum tennis stadium. In order to carry out such an event under the special COVID-19 conditions, all meetings took place more or less in the fresh air. But quite a few participants were also connected via live stream. Finally, another face-to-face event and exchanging ideas in person was the goal. Kitack Lim, Secretary General of the IMO opened the conference with a speech broadcast live. This was followed by exciting lectures and panel discussions on the topic of 'New economy 2025 for the maritime industry'. In the discussions it became clear which challenges the shipping industry is facing, because the speed of technical

progress, digitalization, and changing job descriptions are all challenging the industry. The topic of climate change and its effects was clearly in focus and the panel dealt with the topic of 'Climate change and its impact on maritime business models'. Zero carbon vs neutral carbon, green ammonia, what will be the fuel in 2025? Questions about questions and different approaches and perspectives from the various stakeholders could be heard. Marine protection was taken up in an exciting lecture by André Wiersig. He is an extreme swimmer and has impressively dealt with the subject of ocean pollution. Four apprentices from Peter Döhle Schiffahrts-KG accompanied the conference with their work in the stadium and were thus able to get to know the exciting topics. A win-win situation.

CI-Team



Lisa Ditzte, Jona Schües, Ludwig Roelfs, Jannik Görz

YOUNG & SMART

...another trainee story



My passion always has been and always will be sailing all kinds of boats and vessels across every ocean, river or puddle you could imagine. As a result it was always clear to me I wanted to pursue a career that would be in close connection to the oceans and the vessels sailing it.

The prospect presented itself as a very broad field of potential avenues, hence I needed to narrow down my options by focusing on what was truly important to me when choosing my future profession. It not only had to be a job, on or around the water but it was inevitable for me to work on something bigger. I wanted to connect and help people around the world and have an influence on how my second home, the oceans, is treated and perceived.

Having cleared these points up, it became obvious that I wanted to pursue a career in shipping, the industry that quietly transports 90% of all goods with a minimal carbon footprint on a per-ton basis compared to competing industries.

Here in the Hamburg office I see daily proof that I have made the right decision.

Since day one, I was able to do my part in making vessels more efficient and eco-friendlier by supplying them with needed spare parts and new technologies. In turn, supporting shipping in its ongoing effort to decarbonise and fight climate change. In addition to this I had the opportunity to assist seafarers in further education on variety of topics such as the new MARPOL and SOLAS regulations and therefore protecting lives at sea.

The unrivalled working atmosphere in the Döhle group continues to reaffirm my decision to travel along my chosen career path. In addition, countless other reasons have reiterated my decision while increasing my desire to continue in this industry be it in the ship management or the commercial side which is a decision I have yet to made.

Morten Raecke



10 Years



Döhle Haus



Manila
23.11.2011



#vaccinated...

PD VACCINATION CAMPAIGN 2021

Ever since the global Covid-19 pandemic started in the beginning of 2020, it has caused major impacts not only in the daily life amongst many people worldwide, but also when referring to our business routines in the trading/shipping industry. Until now, it is our seafarers with their endless commitment and perseverance assuring the global supply chain continues to deliver our essentials in life such as food, our most valued goods and herewith maintaining certain quality in life.

Considering the fact that many of the ports worldwide ordered strict measures resulting in denials of any shore-leaves towards the crew, our seafarers can surely be called heroic for their discipline and their tireless level of energy. Surely we would not be able to go this path without them; hence, they are our most valuable asset yet; always been and will be.

In order to fight this global pandemic of Covid-19 virus, Peter Döhle Schiffahrts-KG has investigated carefully from the very beginning in possible solutions to assure our seafarers safety and health. With all above in mind, our crewing department along with our husbandry agents, and most relevant service providers, have eagerly developed a "Vaccination campaign" in place since May 2021.

Following a strict guideline established by our quality management, numerous ports around the globe supported our crew and helped us to get them vaccinated during port calls contributing with each vaccine to make our vessels a safer working place. In a responsible manner and by bundling power of involved parties, vaccinations took place globally on our vessels and resulted in many of our seafarers responding with a huge gratitude towards this offer. Looking particularly at other countries, which implemented major lockdowns or faced a lack in the vaccines supply, our crew felt blessed by being receiving all the necessary support whilst still on board. This made them feel better and safer to return home to their beloved ones. As some of our main hubs in

Europe, Hamburg and Bremerhaven promoted a successful vaccination process, which was brought to life by the Hamburg and Bremen Shipbrokers' Association with Managing Director Dr. Alexander Geisler in charge. Numerous of our crews benefitted from same offer.

We have asked Dr. Geisler to provide us with some data and experience about their valued project.

Geisler herewith states that Bremerhaven was the first German port, which placed a successful vaccination campaign. He stresses a "Thanks to ambitious initiative by the Port Authority, the German Red Cross, the Port Health Center, the Mission to Seafarers and other groups in Bremerhaven, a vaccination concept was created there very quickly".

Many of our vessels calling BRV made use of same very convenient concept, whereas they send a "vaccination bus" supplying the terminals/vessels with their vaccine services free of charge.

Furthermore, Dr. Geisler reports on the vaccination process in our homeport Hamburg. With the support of our loyal port agent Menzell & Döhle, the Mission to Seafarers and the German Red Cross, crews were provided appointments at the international seaman's club, namely Duckdalben, located in the middle of the port.

Geisler says: "The common ambition of all parties involved is to enable as many seafarers as possible to be vaccinated during their port call. For many seafarers, the vaccination was also associated with the hope of returning to their families in their homeland." He adds "the Kiribati sailors who waited in the sailor's home for their return were among the first group to benefit from a vaccination".

Eventually, it is estimated that more than 10.000 seafarers benefitted from the vaccination offers taking into account all German ports participating.



"Germany sent a strong signal of solidarity with the seafarers on board, which was also noticed." adds Geisler.

"Contrary to our assumptions, there is still a lack of coordination at the international level on the mutual recognition of vaccinations. For example, there were cases of seafarers who were vaccinated with BioNTech in Singapore but received neither a QR code nor a signed confirmation of the vaccination there. In any case, it would be helpful if the practical questions of

vaccination certificates and mutual recognition were addressed again at the international level. Based on the experience gained, there is a real need for action in order to make the process safer and more transparent," concluded Geisler.

Consequently we shall source for all available opportunities to get our crew vaccinated. Kindly be guided to follow our advice in below box.

Lynn Heinrich

Get vaccinated!

With the Covid-19 vaccination you can...

! protect yourself against Covid 19 disease and a possible severe course
! avoid the long-term consequences of a Covid 19 disease
! help reduce the burden on the healthcare system, reduce the burden of disease,
bring back the freedoms of everyday life and combat the effects of the pandemic

Your respective Crewing department is happy to assist you with vaccination arrangements once on board. Please contact your Manning agents to assist in your home country.



"For me getting vaccinated is not about getting free pass to go ashore or to be an excuse to not wear a mask. It's about protecting everyone on board during pandemic making our vessel a more safe working space for everyone on board!"

-3/O Espiel MV JAN





Döhle Assekuranzkontor GmbH & Co. KG



This year we have reached our 25th anniversary and we are looking back to a successful past when every single day presented a new challenge, small or big, for the entire team.

It goes without saying that the most valuable asset of any company is its members of staff. And despite the first impression one may have when looking at insurance possibly perceiving that this business is rather old-fashioned based on complex terms and conditions in contracts which have been developed over centuries, it is in reality a dynamic working space.

Therefore, DAK has always been able to attract highly motivated people to join the team either after their successful completion of their PD apprenticeship program or from outside the Döhle Group. Today, we consist of 26 colleagues from various countries. We are happy to say some of them have been with us since the beginning. We are therefore very proud to have a team to whom we owe the experiences in placing insurance and handling claims and casualties and in providing the well-recognised services to our international clientele.

We appreciate that our support is needed 24/7/365 and in order to comply with this need we continuously improve the way we work. This includes using up-to-date communication and software tools, digitalisation of documentation, and providing modern working facilities.

Thereby, we create an environment in which any form of task can be managed. So what is our scope of work? Given a few basic examples:

A ship under arrest or in distress needs immediate assistance and it is our duty to appoint the right experts (e.g. lawyer and/or H+M surveyor) within a very short period of time. If a vessel is drifting and needs urgent tug assistance, we search for and hire suitable tugs. In case the casualty develops into a salvage operation, we appoint the salvors and provide all relevant information about the situation on-board. Should a sick or injured seaman require immediate medical support, we organise it through the local P&I correspondent.

Furthermore, if a proposed contract of carriage or charter party contained doubtful terms and conditions, we provide legal advice and propose clauses more suitable for the underlying contract. Any yacht issues obtain their careful attention in the manner required by the customer. And, of course, the arrangement of an adequate insurance cover (marine or non-marine) is equally our core business, which includes the release of the relevant documents without delay.

All the collected data on insurance coverage and claims are safely stored and can be provided to and evaluated by our clients. Hence, the digitalisation of our work is of paramount importance for delivering on demand reliable insurance data.

The support of some of these tasks is not only coming from our service providers and insurance companies respectively P&I Clubs, but also from our colleagues of the Döhle organisation. In case of need, nautical and technical advice is rapidly obtained from the ship management team, answers regarding crew issues quickly received from the CSI, and moreover information about the shipping market are collectable on demand.

The type of our clientele has also changed and developed over the years. In addition to traditionally operated ship-owning companies, we now also look after global operating shipping lines, investment houses, agency networks, yachts, charterers, freight forwarders, and a growing portfolio of non-marine business.

In a nutshell: DAK, as part of Döhle Group, is well embedded in the organisation taking advantage of the enormous wealth of talents and intelligence, but nevertheless playing a successful role as a reliable insurance broker.

We are therefore confident to look into a bright future expanding our business slowly but surely. No doubt for the next 25 years we also expect no day being the same.

Tom Sommerwerck

IMPRINT

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