



REDERIET STENERSEN AS
ESG REPORT 2021

— A modern and environmentally friendly chemical/product tanker fleet

Our clients value us as their *reliable* and *preferred* partner

Our overall goal is **zero loss** of life or personnel injuries, **zero harm** to the environment, and **zero damages** to assets or third-party property.

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REDERIET STENERSEN AS

We care

Safety and ***quality*** is always our priority.

Each employee is responsible for proper execution and safety control of their own work. Master and his ship management team members are responsible to verify that this is done. The company will allocate time, resources, and efforts required to develop and implement its safety management system, and to develop safety awareness and management skills inductive to continued safety improvements.

Our Values

Hands-on, caring, responsible

We believe that the best results are achieved through know-how, active involvement, and curiosity.

We believe that respect and commitment create long term values.

We believe that being reliable is an effect of our integrity and accountability.

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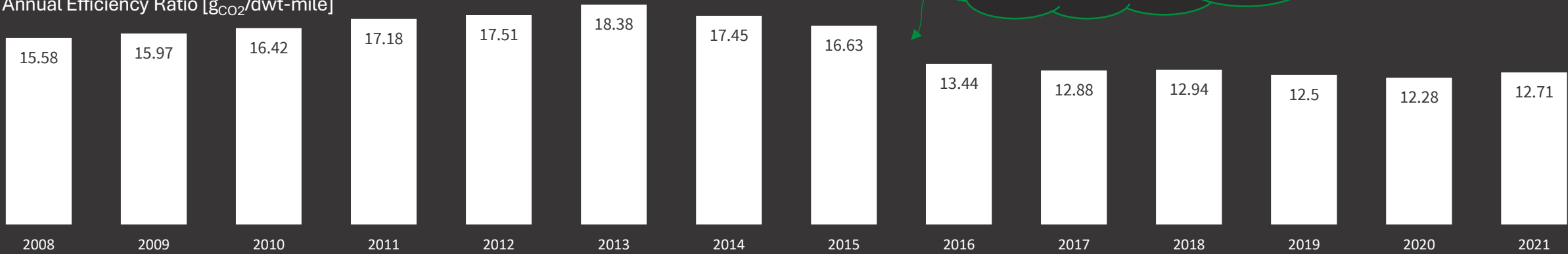


REDERIET STENERSEN AS

GRI 300: Environmental

Disclosures & Key Figures

Annual Efficiency Ratio [g_{CO2}/dwt-mile]



Vessel name	Deadweight	Distance sailed	Transport work	CO2 emitted	Attained EEOI	Sea Cargo Charter reference	Attained AER	Poseidon Principal reference	Attained CII	CII reference	CII rating
-	[dwt]	[nm]	[nm * ton]	[ton]	[g/nm*ton]	[g/nm*ton]	[g/nm*dwt]	[g/nm*dwt]	[g/(nm*dwt*cr)]	[g/nm*dwt]	-
Sten Arnold	16 578	42 526	326 206 819	9 282	28.493	19.03	13.166	14.854	-	13.72	C
Sten Aurora	16 596	41 562	450 677 519	8 608	19.504	19.03	12.479	14.854	-	13.71	B
Sten Baltic	16 607	46 656	374 529 557	10 295	27.230	19.03	13.287	14.854	-	13.70	C
Sten Bergen	16 655	40 171	284 346 656	8 484	28.653	19.03	12.681	14.854	-	13.68	B
Sten Bothnia	16 611	47 878	380 569 849	9 049	23.591	19.03	11.378	14.854	-	13.70	B
Sten Frigg	16 587	44 209	342 948 421	9 184	27.165	19.03	12.525	14.854	-	13.71	B
Sten Hidra	16 670	42 063	316 689 812	9 153	28.962	19.03	13.053	14.854	-	13.67	C
Sten Idun	16 614	45 019	382 550 675	9 560	25.225	19.03	12.782	14.854	-	13.70	C
Sten Moster	16 670	39 139	356 779 274	8 553	28.486	19.03	13.109	14.854	-	13.67	C
Sten Nordic	16 657	36 120	281 906 004	8 330	29.401	19.03	13.846	14.854	-	13.68	C
Sten Suomi	16 619	37 960	281 702 173	8 526	29.034	19.03	13.515	14.854	-	13.70	C
Stenberg	16 626	44 121	348 609 671	8 682	24.356	19.03	11.836	14.854	-	13.69	B
Stenheim	16 614	41 793	430 014 763	8 281	25.367	19.03	11.927	14.854	-	13.70	B
Fleet Average	-	42 247	350 579 323	8 922	25.449	19.03	12.705	14.854	-	13.70	B

Notes:

* Carbon Intensity Indicator correction factors (cr) not available

** Data based on verified IMO DCS and EU MRV

*** Preliminary CII rating based on AER, Fleet Reference Rating based on estimation

**** Includes ships under Rederiet Stenersen AS Ship Management 2021

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REDERIET STENERSEN AS

GRI 300: Environmental

Disclosures & Key Figures



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GRI 400: Social

Disclosures & Key Figures



0

Lost time incidents (LTI)



0

Lost time incident frequency (LTIF)



2

Restricted work cases (RWC)



0

Serious operational related incidents

Allision	0
Collision	0
Grounding	0
Fire incident	0
Mooring incident	0
Explosion incident	0
Cargo and ballast	0
Alcohol	0



4

Medical treatment cases (MTC)



0

Fatalities



0

Permanent total or partial disabilities suffered

Human Resources	Result
Officer Retention Rate	95.5%
Senior Officer Retention Rate	95.8%
Junior Officer Retention Rate	95.0%
Ratings Retention Rate	85.2%
Shore Retention Rate	86.5%
Sick leave office	3.9%



5

First aid cases (FAC)



6

Total recordable cases (TRC)



2.94

Total recordable cases frequency (TRCF)

Hour of rest violation	Result
Number of 2 violations per person	2
Number of 3 violations per person	0.3

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REDERIET STENERSEN AS

GRI 400: Social

Disclosures & Key Figures

Office Personnel, Rederiet Stenersen	24
Ship Management	19
Finance and Accounting	5
Percentage of Female personnel	29%
Office Personnel, Stenersen Chartering	7
Chartering	4
Operation & Claims	3
Percentage of Female personnel	0%

Officers, Vessel	205
Master	30
Chief Officer	30
Chief Engineer	30
2 nd Engineer	30
Junior Officers	85
Female Officers	0.5%
Ratings, Vessel	199
Ratings & Cadets	199
Female	9.5%

GRI 200: Economic

Disclosures & Key Figures



0

Number of incidents where bribes have been reported



0

Total amount of monetary losses as a result of legal proceedings associated with bribery and corruption



0

Number of port calls in countries with the lowest ranking CPI



0

Reported violation(s) of our Ethical Code & Anti-Corruption policy

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REDERIET STENERSEN AS

*Full overview of Economic Performance is available in the Consolidated Financial Statement 2021

Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

Message from the owners

We would like to take this opportunity to reflect on our performance in 2021 – but as we are writing this – our thoughts go out to everyone affected by the invasion of Ukraine, and the challenging times in Europe. We hope the issues will be resolved swiftly and peace to be restored. We follow and support the sanctions put in place by the Norwegian and European governments.

Throughout 2021, the pandemic continued to affect us all. We are grateful that we have such a strong organisational culture and all the personnel who have been able to work through this – and continue our good progress and development.

To us, sustainable development means responsible growth – we aim to create value for our investors, partners, and employees – but not on the expense of the environment, societies, or the economy. We recognise the impact our operation has on the environment and take responsibility to reduce our direct negative impact as our objective is to give stakeholders an environmentally friendly, reliable, and preferred solution for their transportation and supply chain. We believe that the shipping industry – and transportation at sea in general – is one of the most energy efficient methods of transporting large tonnage and will play a huge role in reducing the overall GHG emissions as required to meet the Paris Climate Agreement targets.

Our objective is to be a substantial player in the 16 500 – 20 000 DWT segment, and we must balance this with the green-transition our industry and company is currently going through – especially with the uncertainty regarding the fuel of the future. Currently we are focussing our research on gas-solutions for our new-build projects, however, current LNG-prices and the uncertainty around availability of alternative fuels like ammonia and hydrogen – especially the green version of these fuels – definitely influences our decision-making process. We are quite careful and considerate that we do not end up building vessels based on “flavour of the month solutions”, but rather industry and company research. Our obligation is to find the best solution for our partners, ourselves, and the environment.

We have recently started our journey towards full transparency, and the purpose of our ESG-report is to shine some light on what we are doing to reduce our negative environmental impact and create transparency in our organisation and operation. We recognise that our ESG-report is not fully aligned with the Global Reporting Initiative (GRI) Standards, but we intend to disclose on the material topics which are relevant to us and our industry. To improve our ESG-reporting, we are strengthening our strategic and policy documents and aim to align with ISO standards for quality (9001) and environment (14001). Throughout this process, we will conduct a materiality analysis on our whole operation which will be crucial to improve our reporting and we hope that our 2022 report will align more consistently with the GRI-standards as well as other similar frameworks – to better show our contribution towards the United Nations Sustainable Development Goals (UN SDGs).

Safety first is a common saying in the shipping industry and we are very proud of our safety-performance in 2021. We reached our target of zero serious operational related incidents or lost-time incidents, and we will continue to work towards maintaining and improving our safety performance for 2022. Safety, Quality, and Reliability is always our priority, and even with the challenges presented by the covid-19 pandemic, we were able to achieve our goals – this is a testament that our organisational culture is well embedded in all aspects of our operation, from owners to the crewmembers onboard.

For 2022 we look forward to seeing our colleagues and crew face-to-face again and continue our progress towards zero and be the reliable and preferred partner.



Best Regards,

A handwritten signature in black ink, appearing to read 'S. Stenersen', written over a horizontal line.

Sigve Stenersen, Chief Executive Officer

A handwritten signature in black ink, appearing to read 'John R. Stenersen', written over a horizontal line.

John R. Stenersen, Director Ship Management

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REDERIET STENERSEN AS

Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

General Disclosures

Rederiet Stenersen AS is a privately owned company with headquarters located in Bergen, Norway. We specialise in offering our customers innovative and efficient shipping solutions within the transportation of liquid products in the northern Europe, Baltic area.

This ESG-report will focus on the operational side of Rederiet Stenersen AS (Ship Management), however, Ship-owner and chartering entities will indirectly be included in the scope;

- Stenersen Chartering AS
- Stentank AS
- Stenship KS
- Stenoil KS
- Stenstraum AS
- Stenersen Crewing AS

The audited consolidated financial statements of the Rederiet Stenersen Group also consist of the subsidiaries Stenersen Shipsinvest AS, Stenoil AS, and Rolf Kjøde Skip I AS. These entities are investment companies with limited activity and are therefore not in the scope of this ESG report.

Sten Skagen and Sten Fjell have been throughout 2021 managed by OSM Ship Management, and Stenstraum is on bareboat contract – and therefore not included in this report.

The ESG-report follows Norwegian Shipowners Associations guidelines for ESG-reporting and aim to be in reference to the Global Reporting Index (GRI) standards and Sustainability Accounting Standards Board (SASB), although full alignment is not achieved – we aim to continuously improve our ESG-reporting eventually to fully align with these standards. For 2022 we are working on ISO 9001 and 14001, and our objective is to incorporate ESG-reporting and materiality in our environmental and quality assurance strategies.

Emission data for this report is sourced from the verified (verifier: Det Norske Veritas, DNV) IMO DCS and EU MRV dataset. To further assure and improve our report in the coming years, we will seek to receive external verification of all reported figures and content for the 2022 ESG-report.

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REDERIET STENERSEN AS

Fleet

SK5054	Flag	DWT	Ice class	Owner	Coating	Delivered
Sten Arnold	GIB	16 578	1A	Stenship KS	Epoxy	2008-01-03
Sten Aurora	NIS	16 596	1A	Stentank AS	Marineline	2007-09-17
Sten Baltic	NIS	16 607	1A	Stenoil KS	Marineline	2005-08-31
Sten Bergen	NIS	16 655	1A	Stentank AS	Marineline	2009-04-07
Sten Bothnia	NIS	16 611	1A	Stenship KS	Marineline	2008-11-20
Sten Frigg	NIS	16 578	1A	Stentank AS	Marineline	2009-01-19
Sten Hidra	NIS	16 670	1A	Stenoil KS	Marineline	2007-05-18
Sten Idun	GIB	16 614	1A	Stenoil KS	Epoxy	2002-12-20
Sten Moster	NIS	16 670	1A	Stentank AS	Marineline	2006-04-21
Sten Nordic	NIS	16 657	1A	Stenoil KS	Marineline	2005-11-30
Sten Suomi	NIS	16 619	1A	Stenship KS	Marineline	2008-12-05
Stenberg	NIS	16 626	1A	Stentank AS	Epoxy	2003-11-20
Stenheim	GIB	16 614	1A	Stenoil KS	Epoxy	2003-05-30
SK4056						
Sten Fjell	GIB	18 561	1A	Stentank AS	Epoxy	2010-01-06
Sten Skagen	GIB	18 531	1A	Stentank AS	Epoxy	2009-10-12
SK40/83-1						
Stenstraum	GIB	13 677	1A	Stenstraum AS	Marineline	2001-10-01

Sustainability Strategy

Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

The reliable partner



REDERIET STENERSEN AS



UN Sustainable Development Goals

A collection of goals to ensure no one is left behind

The member states of the United Nations adopted what they called the sustainable development goals by General Assembly resolution A/RES/70/1 of 25 September 2015. The aim of the resolution is to achieve these 17 goals by 2030 with a view towards ending all forms of poverty, fighting inequalities, and tackling climate change while ensuring that no one is left behind.

The United Nations objective has been to create a positive and hopeful language that will be a constant thread through all efforts to support the SDGs, strengthening the sense that we are all in this together and are working toward the same objective. The United Nations' aim is that this will inspire and help carry the promise of a better world forward. Stenersen fully supports all the United Nations sustainable development goals, but we recognise that in order to make a real impact we have to choose the areas where the effect of our contribution is the greatest. That is why we have started by choosing 4 core goals that we will positively contribute towards and fully implement into our day-to-day operation.

We have based our sustainability strategy on positively contributing towards 4 core UN Sustainable development goals: SDG 5: Gender Equality, SDG 7: Affordable and Clean Energy, SDG 13: Climate Action, and SDG 14: Life Below Water. However, our long-term objective is to have no negative impact on any of the sustainable development goals and have an increasing amount of positive contributions towards all 17 UN Sustainable development goals.

Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

The reliable partner



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International shipping is male-dominated industry, but when we are looking for new colleagues – we do not consider gender but rather the knowledge, skills, and attitude of the candidate. We believe we are contributing to UN SDG 5: Gender Equality by ensuring all employees receive pay based on qualifications regardless of gender.

In Stenersen women and men have the same opportunities, both on board and ashore. We are actively trying to include more females in our selection processes and increase our share of female on board.

Targets:

- End all forms of discrimination against women
- Ensure women’s full and effective participation and equal opportunities for leadership at all levels of decision making

Disclosures:

- GRI 404: Training and Education
- GRI 405: Diversity and Equal Opportunity



United Nations SDG 7: Affordable and clean energy aims to ensure access to affordable, reliable, sustainable, and modern energy for all.

To contribute to this goal, our main objective is to provide environmentally- and climate-friendly shipping services for distributing renewable energy. We are continuously working to increase the energy efficiency of all parts of our operation, both ashore and at sea, and increase the share of renewable energy sources in our fleet; such as biofuels, hydrogen, solar, and wind.

Targets:

- Ensure universal access to affordable, reliable, and modern energy
- Increase the share of renewable energy
- Improving energy efficiency

Disclosures:

- GRI 302: Energy
- GRI 305: Emission
- GRI 404: Training and Education

Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

The reliable partner



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The world calls for urgent action to combat climate change and its impacts, which is the main purpose of UN SDG 13: Climate Action. IMO is developing measures to reduce GHG emissions from international shipping by regulations such as Carbon Intensity Indicator (CII) and Energy Efficiency Design Index (EEDI / EEXI).

In general, we have a two-fold approach to climate action; reduce the GHG emissions from our current fleet by increasing the energy efficiency, seeking partners who focus on improved operational logistics, and finding alternative fuels which may be used without significant retrofits. and, for new build projects, we focus on low- or zero-carbon ships and the pathway to net-zero – but our overall objective is to positively contribute to the IMO trajectory.

By offering an environmentally- and climate-friendly fleet, we enable the transfer of transport work from road to sea increasing the overall efficiency in the transport sector.

Targets:

- Strengthen resilience and adaptive capacity to climate-related hazards, and integrate climate change measures into policy, strategy, and planning
- Improve education, awareness-raising, and human and institutional capacity on climate change mitigation, adaptation, impact reduction, and early warning

Disclosures:

- GRI 302: Energy
- GRI 305: Emission
- GRI 404: Training and Education



United Nations aims to conserve and sustainably use the oceans, seas, and marine resources for sustainable development.

As our operation takes place at sea, we feel a strong responsibility to take care of it. IMO and MARPOL are doing a fantastic job as maritime regulatory institutions, and it is a high priority at Stenersen to be in compliance with the regulations at sea.

To further increase our contribution to SDG 14 we are focussing on reducing discharges to sea, treating all ballast discharge, and using environmentally friendly chemicals in our operation. Reducing our GHG emissions will lower our contribution to ocean acidification and eutrophication.

Targets:

- Prevent and significantly reduce marine pollution, sustainable manage and protect marine and coastal eco-systems and minimise and address the impacts of ocean acidification

Disclosures:

- GRI 304: Biodiversity
- GRI 305: Emission
- GRI 306: Waste
- GRI 404: Training and Education

Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

Global Reporting Initiative

In order to consistently report our progress and contributions to UNs sustainable development goals, we will refer to the reporting framework Global Reporting Initiative (GRI). Transparency is key for reporting on sustainable development, and we believe GRI is doing a fantastic job to ensure the highest level of transparency for organisations across all industries – making it much easier for external stakeholders to understand and contextualise our disclosures.

We found our greatest challenge when implementing GRI was choosing our material topics, as our operation and organisation touch upon most of the topics described in the GRI standard. We recognised that in order to effectively and concisely disclose our results, we had to explicitly identify our internal and external stakeholders and connect the material topics of the GRI Standard to where our operation and organisation has the greatest impact. It is also important to consider what other companies in the industry are doing, so we can create consistency in our reports – foundations and partnerships such as Intertanko and Norwegian Shipowners’ Association have been of great assistance when identifying our material topics.

External Stakeholders

- Customers
- Investors and banks
- Governing bodies, such as IMO, EU, Gibraltar, and Norwegian Flag-state
- Local Communities

Internal Stakeholders

- Crew
- Shore-staff
- Owners and the Board

We have also used other frameworks such as the Non-financial Reporting Directive (NFRD), the Taskforce on Climate Related Disclosures (TCFD) and Sustainability Accounting Standards Board (SASB) as references when creating this ESG report, however, that does not mean that the report is aligned with these frameworks.

Going forward we will continue to develop our ESG reporting, following new guidelines and best practices from GRI and we are looking forward to the implementation of the sector standard for shipping. This years report aims to show what we are doing, and starting our journey towards full transparency in our operation. Throughout 2022 we will work towards further assessing our impact – and aligning with ISO standard for Quality (9001) and Environment (14001).

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GRI 200: Economic

Economic Performance

Anti-corruption



GRI 300: Environmental

Energy

Biodiversity

Emissions

Waste



GRI 400: Social

Occupational Health and Safety

Training and Education

Diversity and Equal Opportunity



Environment & Climate

- Message from the owners
- General Disclosures
- Sustainability Strategy
- Environment & Climate**
- Social
- Economic Governance

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Tackling new challenges

Climate change is putting intense pressure on the world to act. According to IPCC, human induced warming reached approximately 1°C above pre-industrial levels in 2017 – and if we are to align with the 1.5°C Paris Climate Agreement we need to halve emissions by 2030 compared to 1990 emissions. One of the major drivers of this reduction will be the energy transition, however, it might take decades to fully transition as there are still many unanswered questions regarding fuel and propulsion type; availability, and feasibility.

One of our core values is Responsibility. We acknowledge that we cannot tackle climate change by ourselves, but we are committed to taking responsibility by being on the frontline in the transition to a sustainable future in line with the UN Sustainable development goals. Three of our core sustainable development goals are environmental goals;

Affordable and Clean Energy – we will do our best to be able to transport affordable and clean energy. Seeking partnerships with companies that are focussing on renewable energy sources and offering a reliable and environmentally friendly fleet.

Climate Action – we will take responsibility to act on climate change. Reducing our emissions to air and carbon footprint by increasing the energy efficiency of our current tonnage and finding the best solutions and plan for decarbonisation on new-build projects.

Life Below Water – our goal is zero spills. There are possibilities to further increase our contribution to Life Below Water by reducing the number of hazardous chemicals and waste discharged to sea in our operation and installing ballast water treatment systems to protect marine environments of invasive species.

Our objective is to contribute to these goals by transforming our operation, but also enable our partners to use our tonnage to make their desired transition. We always seek opportunities to collaborate on new and interesting projects with the objective to find new and green solutions.

Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

GHG Intensity

Currently, all our vessels are using fossil fuels which means that in order to reduce our carbon footprint; we must take steps to ensure they are as energy efficient as possible. From the design phase back in the start of the 2000s until now we have had a great focus on sustainable solutions for our vessels, from design improvements such as efficiency rudder systems to technical and operational improvements with Yara Marine Technologies Fuel Optimiser system (previously known as Lean Marine) on the main engine.

We believe our approach to sustainable design and solutions is the reason why our vessels operate with such high energy efficiency, proven by our Carbon Intensity metrics. However, our aim is to continuously improve by making the necessary operational and technical changes to the vessels.

IMO are taking great measures to increase the transparency and overall efficiency in the shipping industry, and we fully support the regulations that are now emerging with the increased pressure of Climate Change. Benchmarking our vessels against the segment trajectory shows that our vessels are well with the design-parameters required by EEXI, without any retrofits or design changes such as Engine Power Limitation (EPL) or Shaft Power Limitation (ShaPoLi).

Annual Efficiency Ratio, and subsequently Carbon Intensity Indicator, show that we are well within the trajectory for operational efficiency (Rating level C for CII), with most of our vessels at B-rating – which gives us confidence that we are able to take all of our vessels to B-rating or higher. It should be noted that this is based on preliminary calculations, not taking into account correction factors that are currently being developed by IMO.

Having already taken significant measures to ensure high energy efficiency and low GHG intensity at an early stage; our approach to GHG intensity reduction is geared towards newbuilds and alternative fuels. Given our operational area, regulations, and market demand, making significant retrofits for parts of our fleet is not a sustainable approach. Therefore, we are very interested in renewable fuels that are compatible with minor or no retrofits.

We have proven that the vessels we build are sustainable, and that we are willing to adapt to and adopt new solutions to ensure longevity for our fleet. So, we are confident that our new-build development program is strong and sustainable, which is why we are currently developing our next generation of environmentally friendly vessels – ready for many types of different fuels, such as ammonia and hydrogen, dependent on the supply and feasibility.

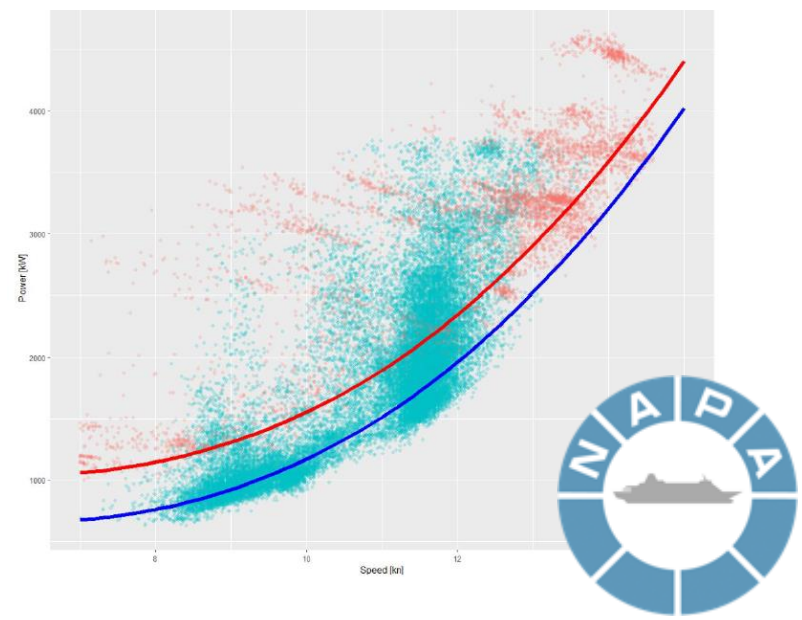
Optimising with Yara Marine Technologies

In 2013, we started to installed Lean Marine's – acquired by Yara Marine Technologies in July 2021 – fuel optimisation system FuelOpt on all our vessels. This has helped us increase energy efficiency and reduce emissions by a significant percentage; our own studies and third-party studies both show a reduction in fuel consumption (and in turn emissions) of around 15-18% by FuelOpt system dynamic control of main engine RPM and propeller pitch.

In 2021 we further developed our co-operation with Yara Marine Technologies by taking a small part in a project called Via Kaizen by volunteering our vessels to test an AI-powered ship operation support system called Route

The objective of Route pilot is to reduce emissions by increasing the vessels energy efficiency. The system calculates the most energy efficient operational parameters for a defined route and under predicted environmental conditions by using machine learning and calculated parameters are executed via the fuel optimising solution which is installed on our entire fleet.

This is an important step towards just-in-time arrival in the industry. If the ship-owners are able to accurately predict ETAs based on weather forecast and vessel performance, it is much easier for the industry to take the next step towards a more operational efficient future.



Third party Analysis: NAPA

FuelOpt on **FuelOpt off**

During the last ten years, NAPA Ltd. Has developed and successfully used statistical models to describe the technical performance of vessels. In 2021, NAPA Ltd. and Neste carried out a regression analysis on Sten Bothnia, clearly demonstrating the benefits of Yara Marine Technologies Fuel Optimiser system, which we have had installed for nearly ten years.

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REDERIET STENERSEN AS

Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

The reliable partner



REDERIET STENERSEN AS

External voice: Risto-Juhani Kariranta

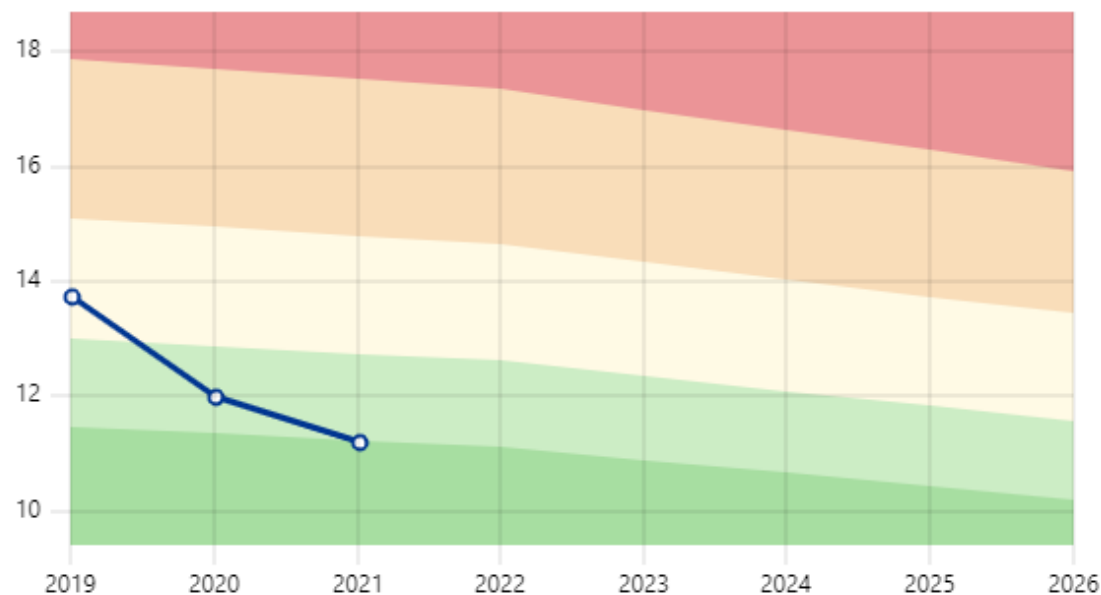
Is it possible to get a 2008-built tanker to A-class rating in IMO's new CII with an efficient operation?

Short answer: Yes! We have tested and proved that; in good co-operation with Rederiet Stenersen AS and their vessel Sten Bothnia which Neste has a long history with. During 2019, Sten Bothnia operated more or less always with C/P speed to the terminals. In Q2 2020 the vessel started what we call "situational dependent speed optimisation" or more commonly known as "just-in-time arrivals" instead of fixed speed orders – by communicating the jetty availability time and changes directly to the crew onboard Sten Bothnia, giving standing orders to adjust speed according to the arrival time. The first finding was that Neste saved fuel and reduced emissions with this approach, but it also helps vessels to maintain compliance with the new regulations.

Carbon Intensity Indicator (or CII) is calculated by converting fuel consumption to emissions and dividing that by the transportation work of the vessel (for CII this means dwt-mile). Therefore, the improvements in the operational efficiency and carrying the cargo with less fuel consumption have a direct impact on lowering the CII-rating. It is delightful to see that good co-operation between ship-owner, charterer, and crew onboard the vessel can help reduce emissions, and we have proven this with real-life data.

Risto-Juhani Kariranta

Shipping performance manager, Neste OY



Preliminary CII Rating for Sten Bothnia. Colour coded based on Rating.



Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

Moving towards decarbonisation

Decarbonisation requires a new generation of hybrid tankers for oil and chemicals. When we are planning our next projects, our focus is on sustainability and longevity. We want our next generation to be competitive now and in the future. Our current new-build project is optimised around a lower service speed to reduce transport cost and GHG emissions per tonne-mile. The hull is designed for low consumption on all drafts and less speed loss in head seas, paired with battery packs to take peaks-loads reduces the use of Gen Sets and enhances safe operation, whilst we have frequency converter / DC grid to allow for shaft generator to be used at varying main engine speeds.

The main engine, auxiliary engines and boilers as designed for economic operation on LNG as primary fuel and a range of secondary fuels – we have prepared for retrofitting and adaptation to non-fossil alternative fuels such as ammonia and hydrogen. We have also allocated additional space to allow for retrofitting additional batteries.

Innovative and efficient hull form designed for reduced fuel consumption and economic performance at a range of speeds on all drafts, with less need for ballast. The hull design is also ready for Air-lubrication systems to reduce the hull frictional resistance, and various wind-solutions such as roto-sails to reduce power requirement.

Introduction of well-to-wake calculations may affect which fuel is sustainable, and there are still unanswered questions regarding the fuel of the future, which is why we have taken a quite broad approach to ensure flexibility and being able to use the most environmentally friendly fuel.

Main Particulars

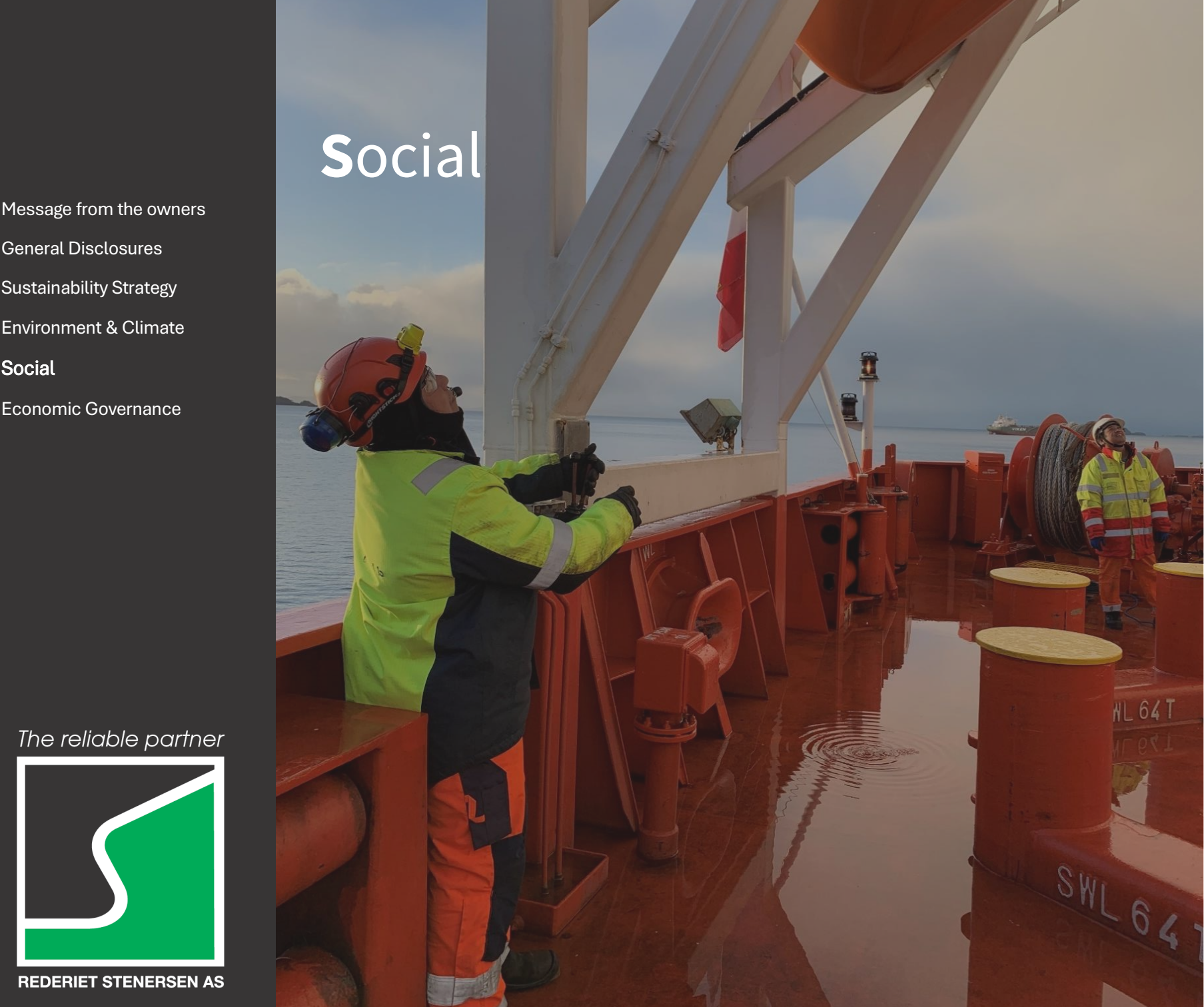
Length Overall	149.90 m	Df Stream + Composite Boilers	12 + 2 t/h
Length Between Perpendiculars	146.30 m	Deadweight, Design	16 400 dwt
Breadth, Moulded / Extreme	22.80 / 23.00 m	Deadweight, Scantling	18 000 dwt
Depth, Mld.	12.70 m	Cargo Tanks Incl. Slop Tank, 100%	20 500 m³
Moulded Draft, Design / Summer	8.80 / 9.30 m	Ballast Tanks, MARPOL / 100%	5 000 / 7 600 m³
Mean Ballast Draft, MARPOL / Max	5.00 / 6.00 m	LNG Fuel Tanks	700 m³
Gross Tonnage 1969 Abt.	12 700 GT	FO & MGO Tanks	344 m³
Dual Fuel Main Engine SMCR	4 800 kW	FW Tanks-Technical / Potable	400 / 200 m³
Booster Power	1 200 kW	Discharge Rate / Time	1 800 m³/h / 12hrs
Dual Fuel Generators	2 X 1 500 kW	Loading Rate	500 m³/h per tank
Batteries	1 000 kW	Sailing Range LNG / FO	7 000 / 5 000 nm
Frequency Controlled Bow Thruster	1 000 kW	St.Lawrence Fitted And Approved	



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Social

Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

The reliable partner



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Our people matter

The COVID-19 pandemic continued throughout 2021, and our number one priority has been to prevent our employees from any illness while maintaining our safe operation. Our health and safety ambitions are to achieve zero harm to anyone working for, or on behalf of, Stenersen – and our approach is that health and safety is always priority number one. Our people have handled the adversity presented by the pandemic in a fantastic manner. We believe this is due to our strategy of empowering our people by giving each member of the team responsibility and education to always make the right decision about their safety, health, and wellbeing.

Restrictions due to the pandemic have changed how we operate and communicate with our crew. Online communication in our trade can be challenging; short and hectic port stays call for highly structured and efficient talks with the crew. Therefore, we have implemented Safety Delta to use as a tool to get good feedback on our management system. New tools such as Safety Delta has enabled us to continue our work on our socioeconomic sustainable development goals; UN SDG 5: Gender equality.

We developed Stenersen Leadership Course to assist our leaders. In 2021 we had our second iteration of this course with great success despite the pandemic influencing our communication. The main objective of our leadership course is to give our leaders the right tools to communicate with the crew.

Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

HSSEQ: Minimising the risk and negative impact of our operation

We are committed to setting the highest standards within Health, safety, security, Environment, and Quality (HSSEQ) and this is deeply embedded in our organisational culture, the culture we have spent decades developing through our long experience as a ship-owner and manager. Our overall objective is Zero. Zero loss of life or personal injuries. Zero harm to the environment. Zero damages to assets or third-party property.

We believe everyone is responsible but fewer are accountable – individual responsibility, organisational accountability. This form of just culture requires a clear strategy and governing principles, clear lateral communication throughout the organisation, and a strong management system.

It all starts with the Board of Directors and the management team ashore responsible for maintaining and ensuring that there is a sufficient and appropriate management system in place to minimise the risk and negative impact of our operation. The management system is responsible for communicating the organisations overall strategy, procedures, and policies. The individual is responsible for following the procedures and policies of the management system, sharing experiences through experience transfer, and giving feedback to the appropriate body ashore.

Managing risk is one of our most significant focus areas. The key to reaching our overall Zero-objective lies in how well we manage safety risks, and our risk management aims to identify potential hazards before they occur.

Our main risk management toolbox consists of:

- Daily work planning
- Risk Assessments
- Permit to work
- Toolbox talks
- Management of change

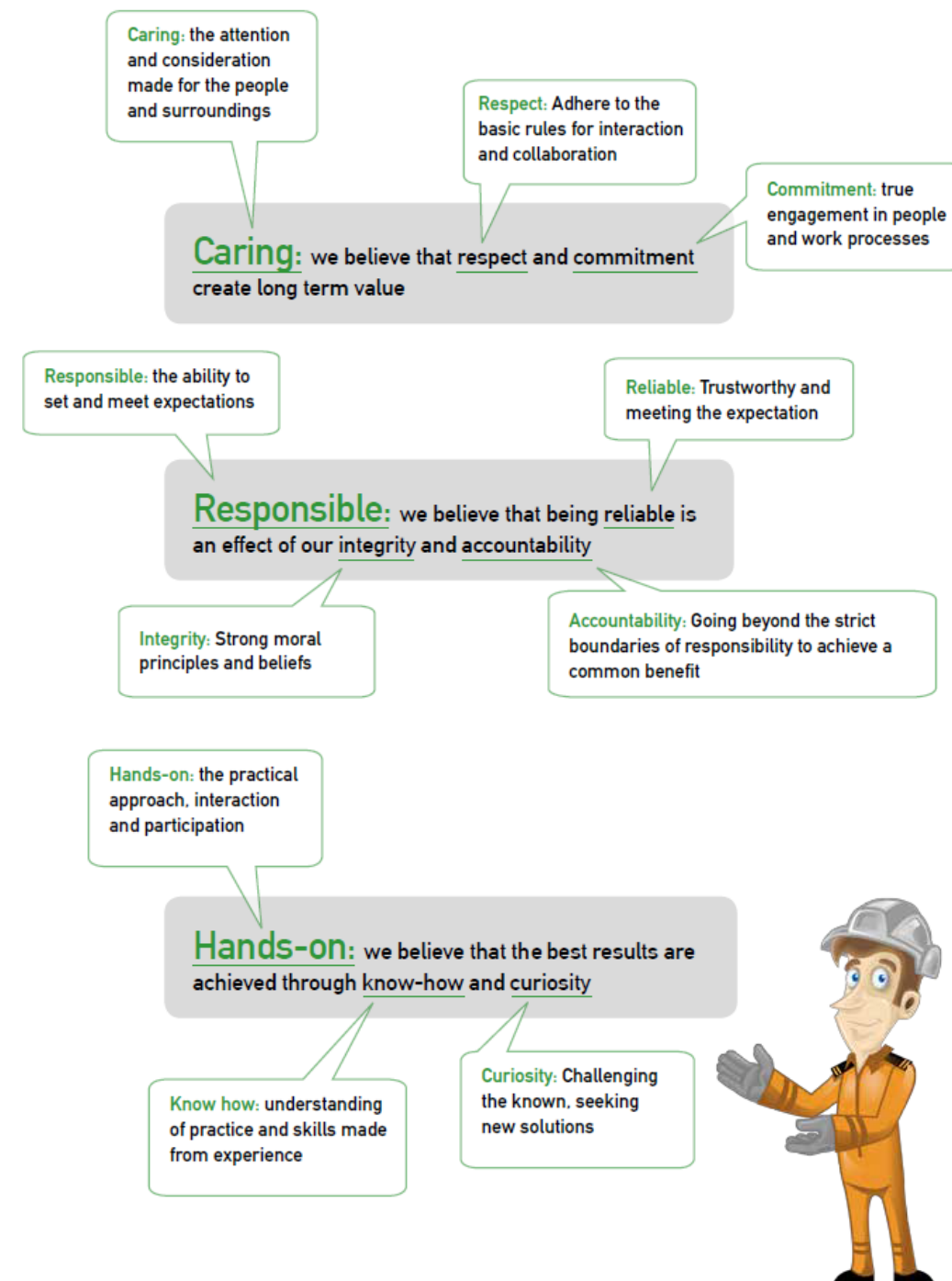
We monitor how well we manage risk by analysing all Health, Safety, and Environment (HSE) reports through our safety management system. This enables us to pinpoint our focus areas for further improvement and strengthen our safety barriers.

Throughout 2021, we have continued our good trend from 2020 and have had no major incidents. We managed to achieve our goal of ZERO lost-time incidents in our office and fleet.

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Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

Safety Delta

To make certain that our crew and operation is as safe as possible, it is highly important to focus on the human element of the safety chain. The crew on-board has first hand experience with our operation and so; the crew and dialogue with the crew is the key to improve safety performance in a safe and proactive manner. Developing the human element is more than increasing the workload and procedures on board, it is about good communication and education between the vessels and shore.

Safety Delta enables us to meet many of our safety targets – including TMSA 3 – in one solution. We believe that it will also help us reduce the workload for the crew and shore personnel by having a clear structure for diagnosis and dialogue that helps us define clear actions for development.

During our first year of Safety Delta we had three cycles focussing on different safety areas in our operation, these cycles included 585 respondents – ranging from ratings to senior officers – and we identified 40 issues through these cycles which we have now initiated 120 specific action to remediate and solve.

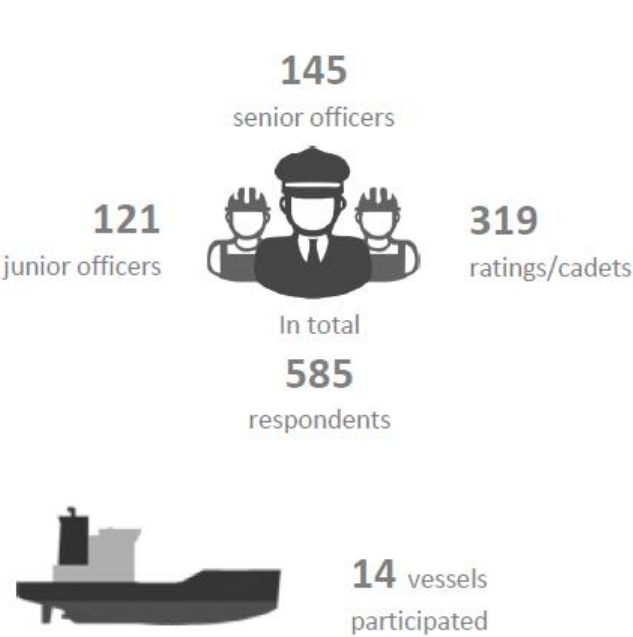
Our objective for 2022 is to further develop and empower our seafarers to build a stronger safety culture and give them tangible evidence and statistics on our improvement.



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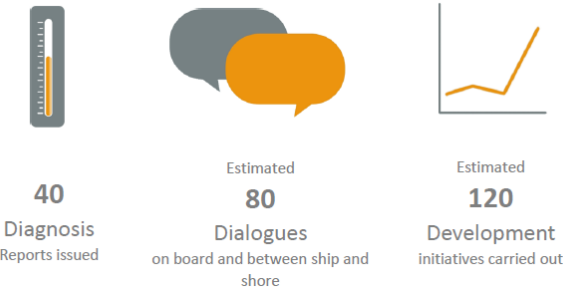


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Safety Area	Cycle 1	Cycle 2	Cycle 3
Safety leadership	4	3	
Health and well-being	3	3	
Risk management	3		1
On-board learning and development	3	1	
Safety reporting	3		1

In the same period, three Safety Delta cycles were carried out including the following activities:



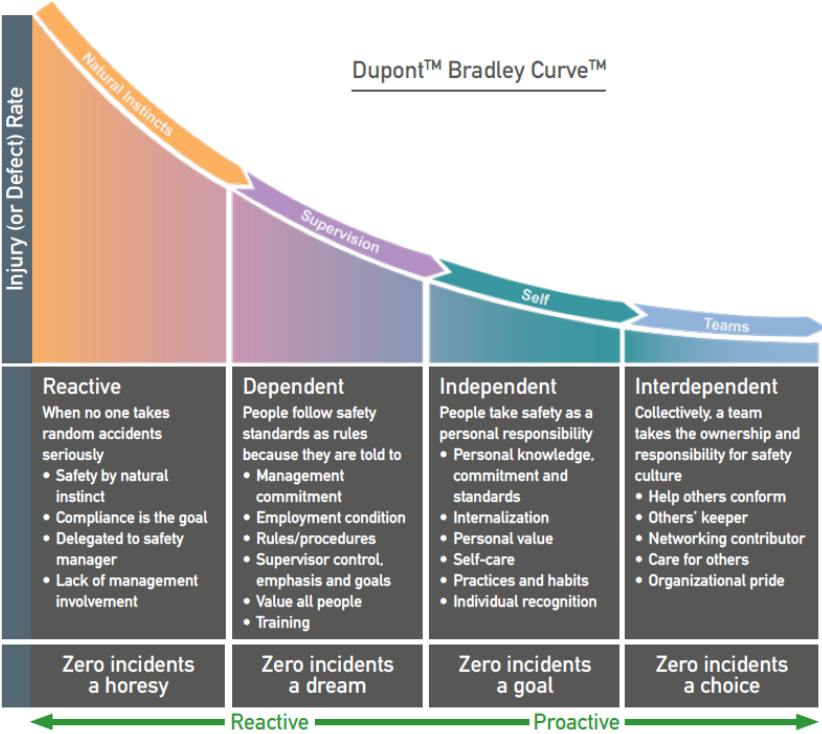
Stenersen Leadership Course, Volume II

Good safety is all about good leaders. That is why we developed our Leadership Course – to educate our leaders to reach our long-term goal, and act in accordance to Stenersen Mission, Vision, and Values.

The Dupont Bradley Curve shows the relation between the maturity of the safety culture and injury rates. We use this to illustrate how we want to move forward as an organisation; our long-term goal is to reach the highest level: The interdependent level. In order to achieve our objective, we educate our leaders to give them the tools needed to extend our culture and objectives to the whole team.

Together with Green Jacobsen we base our supporting processes and tools on what we call the “Safety I’s”: Insight, Innovation, Influence, Intervention, Integration. This is a common language and focus on a team level as well as individually – going beyond our existing procedures and work processes. We believe that displaying safety I’s in all we do, will minimise the risk of accidents and personal injuries – as well as contributing towards a more mature safety culture.

In 2021 we had this course virtually, where we included all officers and office personnel.



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Economic Governance

Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance



The reliable partner



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Economic impacts of climate change

Climate change poses a serious threat to life on our planet as we know it today, as well as a threat to healthy market conditions and economic growth. Hence governments and regulators are taking actions to incentivise business actors to operate in a more environmentally friendly way. Examples of such regulations in the market that we operate in are the implementation of the EU Taxonomy and the introduction of carbon taxes.

At Stenersen we welcome these regulations, and we have over the last decade put a lot of effort into making our vessels greener and more efficient, we believe that new and more strict regulations will benefit the climate but also give us opportunities for sustainable growth. Green and energy efficiency investments are something we have implemented and have proven that such investments give good financial and environmental returns. A great example of this is the fact that our vessels are highly competitive, both in terms of safety and emissions, even when compared to newer vessels, and our new-build projects such as the latest Odin-class we proved that battery hybrid vessels are a viable option to increase energy efficiency.

Historically, energy transitions take generations to accomplish and only a poor understanding of basic energy imperatives could lead to the unrealistic claims of an impending rapid downturn in global fossil fuel consumption.

Nevertheless, histories of modern primary energy and electricity production present clear trends toward lower carbon intensity. Fuelwood was followed by coal, coal by crude oil and crude oil by natural gas, and fossil-fuelled electricity generation was augmented by hydro and nuclear generation and, most recently, by solar and wind-powered conversions. However, the global pace of these transitions has been slow. Half a century ago the world derived about 94% of its primary energy from fossil fuels, by 2020 the share was still about 85%, while 60% of the world's electricity was still generated in coal and natural gas-fired stations (crude oil and refined fuels accounted for another 4% of the total). (sources: BP -IEA – Vaclav Smil). This means that in the short to medium term the world will still depend on safe transportation of oil products. In order to maintain living standards, and not least assist developing countries with access to energy and feedstock, any presently available alternative is unrealistic based on the required scale in question.

Our goal with regards to reducing our carbon footprint coincides closely with the industry standards implemented by EU and IMO. Our strategy is therefore to continue offering our customers the best possible and environmentally friendly transport alternative technically and financially available.

Message from the owners

General Disclosures

Sustainability Strategy

Environment & Climate

Social

Economic Governance

The reliable partner



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Anti-corruption

The impacts of corruption are severe. Amongst other corruption undermines the sustainable development goals, leads to economic loss and inefficiencies, and increases poverty and inequality (UN Global Compact). At Stenersen, we have a clearly stated zero-tolerance policy against corruption, and our anti-corruption policy is an integral part of the “Stenersen Code”. Our code of conduct describes the company’s clear statement concerning non-acceptance of smuggling, bribery, corruption or other unauthorised or prohibited acts.

We seek to hold a high ethical standard in the way we do business, and we have a zero-tolerance policy on corruption and money laundering. To ensure that we contribute to fighting corruption and money laundering, we perform KYC (“Know Your Customer”) controls on new customers. In our regular trade, our customers are companies well established in Europe and subsequently subject to scrutiny and legislation by the European Union when they are selling their product. This is also the case when we are trading to USA and Canada. Therefore, part of our risk assessment is that these companies will not run the risk of breaking any sanctions imposed by European or American legislators. Our ability as a transporter to identify individuals and companies outside our contract partner is usually limited. However, when fixing voyages, we shall, to the best of our ability, implement a Sanction Clause as an additional clause into the various Charter Parties.

If the formal charter party in question already has a Sanction Clause, this shall be examined and shall cover the following principle: The Charterer shall warrant that they will not sell or buy the product(s) from individuals or companies that are subject to any sanctions, and we as transporters will not guarantee delivery or carry any cargoes that have originated from individuals or companies on the sanction list. The Charterers must give such a guarantee as we are otherwise bound by the Charterparty to follow the Charterers instructions at any given time.

For “first time customers” or customers that appears dubious in any form, way or fashion, extraordinary diligence is required. In addition to the Sanction Clause, we will also need a BBB Payment Clause to ensure that our freight is paid before discharge. All customers belonging to this last category shall be subject to management approval before fixing. We also perform KYC diligence procedures on all new customers to ensure that we align with Anti Money Laundering requirements.

In 2021 none of the vessels in the Stenersen fleet had called at ports in countries that where in the 20 lowest rankings in Transparency International’s Corruption Perception Index. The total monetary losses because of legal proceedings associated with bribery or corruption were zero.

Sustainable partnerships and initiatives

We believe that the shipping industry should move together towards a more sustainable future, and thus we will contribute to the shipping community through our memberships in the Norwegian Shipowners’ Association and Intertanko. UN Sustainable development goals are also a cornerstone of our sustainable development strategy.

Incentra is a procurement organization owned by Norwegian ship owners and ship managers. They work to establish and manage long term framework agreements with quality suppliers for spares, service and consumables used for global operation of the members’ marine vessels. Incentra provide framework agreements, HSEQ audits of the suppliers and provide an arena for networking and exchange of maritime competence, quality, and efficiency.



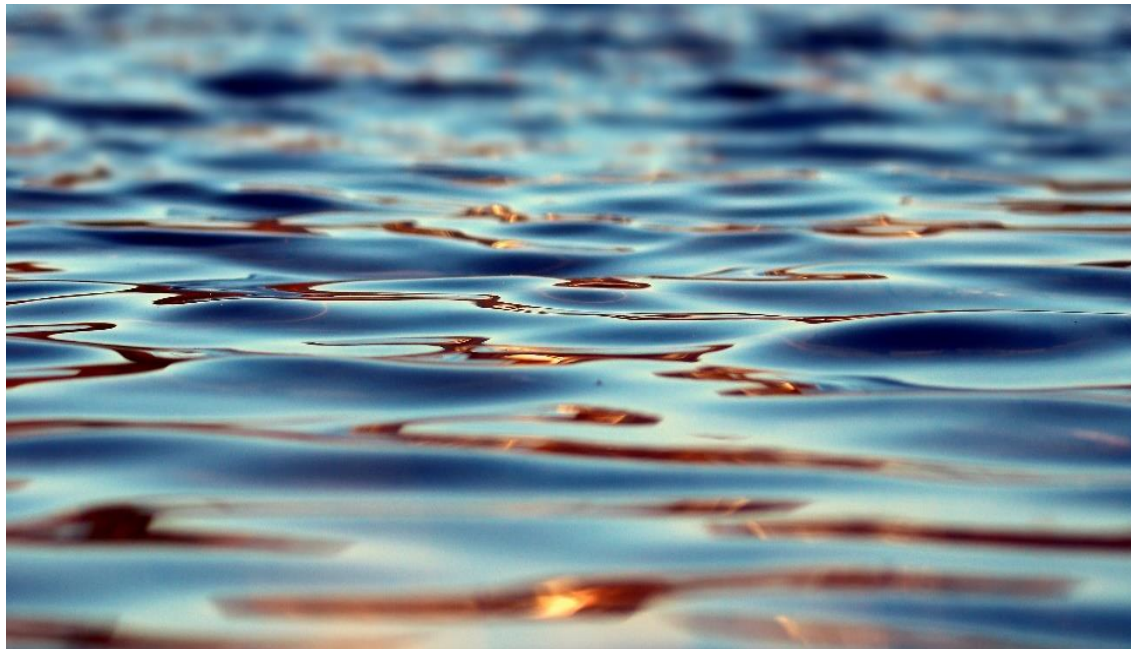
Norges
Rederiforbund
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Shipowners’
Association



INTERTANKO



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