

THE BBC NAVIGATOR



RECENT
REFERENCES

NEW
TO THE FLEET

News from the Briese Group | Senior Staff appointments
New generation of trainees | EU Emission Trading System



BBC PEARL

arriving from Tallinn, Estonia at Cape Town, South Africa
with two tower sections (159 and 214 mt each)
for a diamond recovery vessel.



Welcome, to the first edition of our new **BBC NAVIGATOR**

Dear readers,

For many years, BBC Chartering has been at the forefront of the multipurpose shipping industry, connecting industries and continents through our unwavering commitment to excellence. We have always strived to keep you informed about our endeavors, milestones, and latest industry trends through our trusted magazine, „Excellence.“

In a rapidly changing digital landscape, where social media platforms dominate the distribution and consumption of news and information, we recognized the need to adapt and innovate. Yet we believe that in an era where the digital realm dominates, the printed word still carries a certain timeless charm. Our new **BBC NAVIGATOR** will thus be available both printed and digitally, introducing a fresh, dynamic format that will be published multiple times a year. This revitalized approach enables us to provide you with a regular overview on the most interesting and relevant news and topics in our business.

I am delighted to introduce to you our new **BBC NAVIGATOR**, which embodies our core claim, „Anchored by excellence, powered by dedication,“ and serves as a testimony to our commitment to providing you, our valued customers, with the utmost quality and dedication. This new format isn't just about sharing news; it's about building a stronger connection with you and providing valuable

insights into the multifaceted world of project and heavy lift shipping. We look forward to receiving your feedback which will be instrumental in preparing future editions, as we want to ensure that it remains relevant and worth reading.

As we reflect on the first half of 2023, it becomes evident that it has been another remarkable year for the multipurpose shipping industry and, more importantly, for BBC Chartering. While the market has cooled down considerably from the peak of early 2022, we are confident that the multipurpose sector will see a resilient and sustained development looking forward.

In this issue we introduce you to new members of our fleet. We take a look at the subject of reduction and pricing of greenhouse gas (GHG) emissions, as well as the EU Emission Trading System and what it means for the parties involved in ocean transportation. Last not least we also present to you in pictures some of the most interesting cargoes carried in the past months.

I hope you enjoy browsing this first issue of the **BBC NAVIGATOR**. Let's stay connected!

Ulrich Ulrichs
CEO, BBC Chartering

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Environmental and Social Governance Report 2023

Shipping accounts for a significant proportion of global greenhouse gas emissions. To reduce these emissions must be the joint effort of everyone involved, if we are serious about leaving behind a habitable planet for future generations. We at BBC Chartering accept this responsibility. We do not limit our responsibility to climate-related aspects, but include people and society in a holistic approach.

Please approach BBC Chartering's HSEQ team under hseq@bbc-chartering.com for more information.





Tim Kopfensteiner and Alexander Fürst

OFFICE changes

Personnel changes within the worldwide organization of BBC

Tim Kopfensteiner, who had been Chief Chartering Officer in Leer, has moved to Houston and will succeed Per Petersen as President of BBC Chartering USA. Per will be retiring towards the end of 2023. Alexander Fürst, who had been Chartering Manager in Singapore, took over the position of Tim in Leer.

“It’s an honor to be taking over as President in BBC Chartering USA. Taking over from a gentleman like Per Petersen will be challenging. He has been an integral part of our position in the market as the leading breakbulk carrier. Though I look forward to the challenge in continuing to grow the BBC brand

and to continue carrying the BBC torch in Houston.” said Tim Kopfensteiner.

Alexander Fürst added: “I am excited on having taken on the role of the Chief Chartering Officer in our head office in Germany, to be part of the BBC family here and work with such a talented group of professionals. I am honored to be following Tim’s footsteps and look forward to the challenges and opportunities that lie ahead. I am committed to ensuring that we continue to deliver exceptional service to our customers while achieving our goals for growth and success.”

ANNUAL ISO-Audit

The annual intermediate audit for the Integrated Management System was performed with DNV during the last week of August. The current certificates expire in November 2024, thus the forthcoming ISO-Audit in 2024 will have the target of recertification.

HSEQ management is a continuous process which we take very seriously. BBC Chartering GmbH & Co. KG is certified by DNV for its ISO 9001 quality management, ISO 14001 environmental management and ISO 45001 for occupational health & safety management.



TOP TRAINING at BBC

BBC awarded with seal of quality from the Chamber of Commerce



From left to right: Günter Geerdes (Meyer Werft, auditor); Dr. Bernhard Brons (President of the Chamber of Commerce (IHK)); Enno Jelken (CFO, BBC Chartering); Timo Weise (IHK); Nicole Nellen and Torsten Mansveld (Training supervisors, BBC Chartering); Peter Dettmers (Bünting, auditor); Max-Martin Deinhard (CEO IHK)

The Chamber of Industry and Commerce (IHK) for Ostfriesland and Papenburg has awarded BBC Chartering in Leer the state-wide seal of quality „TOP Training“. „Against the background of demographic change and the retirement of the baby boomers, first-class training is becoming increasingly important for companies. As the IHK, we are pleased that we now have another “TOP training company” in our region with BBC Chartering,” says IHK President Dr Bernhard Brons.

BBC Chartering convinced the auditors of the well thought-out structure of the

entire training. “Since 2002 we have mainly been training shipping clerks. Training is important to us in order to make the company future-proof”, explain the training managers Nicole Nellen and Torsten Mansveld.

The company offers its trainees a broad overview of all operational processes. Auditors Peter Dettmers and Günter Geerdes found that the well thought-out training concept puts them in a position to carry out their own tasks independently after appropriate instruction. „The competition for the best young professionals has already

begun and will increase“, says IHK General Manager Max-Martin Deinhard. For this reason, it is becoming increasingly important to regularly check and improve processes in the company. Deinhard: „The IHK TOP training seal should not only help companies to improve the quality of their training and retain skilled workers in the long term, but it should also be a guide for trainees who value the quality of their training.“

More information about the seal at www.ihk.de/emden.

CHANGE of guards



In spring, these three young, energetic and motivated trainees successfully passed their final exams, ready to discover new career opportunities. Daniel, Fabian and Jule stay with us and have since taken up their new roles in our company. We are proud to have you on board also in future, keep going!



Welcome aboard BBC Chartering! On 1 August 2023 our three new trainees Heiko, Leon and Jos (from left to right) had their first day with us. We are thrilled that you are starting your professional future with us and wish you good luck, success and a good start in the exciting world of shipping!

MALA award 2023

All India Maritime and Logistics Awards „MALA 2023“



Winners of the category „Shipping Line of the Year - Heavy Lift Operator“

We are happy to share the news that we are winners of the category „Shipping Line of the Year - Heavy Lift Operator“ at the 13th Edition of the All India Maritime and Logistics Awards „MALA 2023“. Denis Bandura, Managing Director of BBC Chartering MidEast in Dubai accepted the award at the event held in Mumbai in late August. Thanks to the organizers and to everyone who voted for us. We see this award as a recognition of our continuous commitment to the Indian market.

BBC EDGE

rescued refugees in the Med

On 12 September 2023, BBC EDGE, a BBC Chartering vessel managed by Jüngerhans, was alerted by the Italian Coast Guard to assist in the rescue operation of refugees from a sinking boat. After taking on board 186 refugees and supplying them with food and drinking water, BBC EDGE was diverted to Salerno, where the refugees safely landed ashore. The vessel was then released and continued to its next port of call, Genoa, where it arrived with a delay of one day.



NEW TO our fleet 2023

Further F500-type vessels and 40k-DWT bulkers for the BBC fleet



BBC PHILIPPINES



BBC ODESA



BBC MERCURY
MONROVIA
IMO 9965589



BBC KHERSON



BBC SEBASTOPOL



Foto credit: Etienne Verberckmoes

BBC MANILA



BBC MERCURY

In 2023 we introduced four F500-type vessels to the fleet: BBC KHERSON, BBC PHILIPPINES, BBC ODESA and BBC MANILA are each capable of lifting 500 mtons with their Liebherr cranes and have a cargo capacity of 12,400dwt at a length of 147.0 m and a breadth of 22.8 m.

BBC MERCURY and BBC VENUS are 40,000dwt bulkers which are 180 m long and 32 m wide. The bulker fleet of similarly sized 40k-dwt vessels, with these two additions consisting of five vessels, is set to grow further by another two vessels by 2024.

All vessels presented on this double page are being owned and managed by Briese Schifffahrt and will further strengthen our continuous commitment to superior service quality and successful voyages.



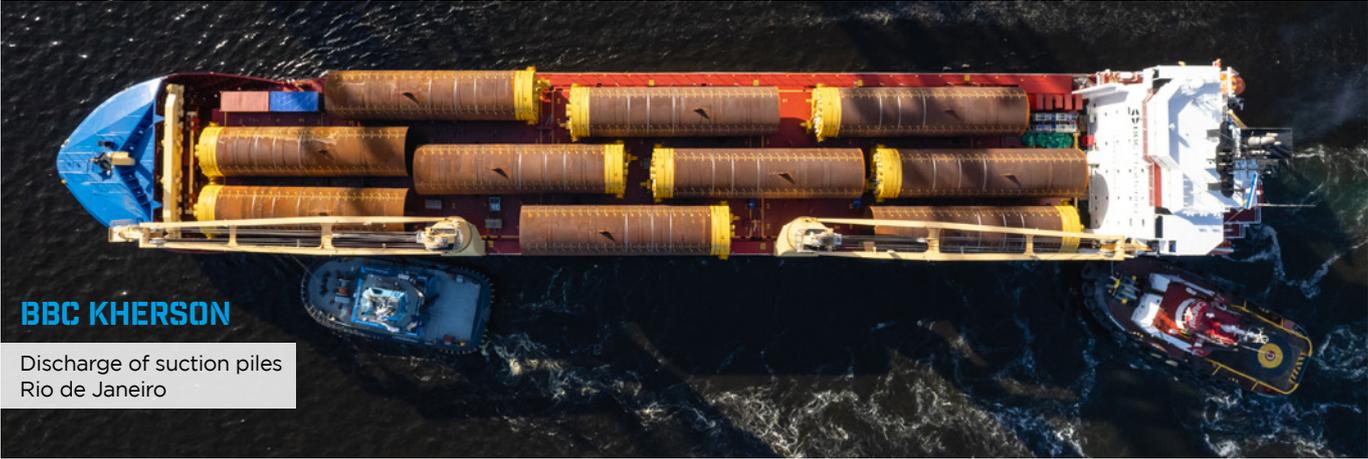
BBC VENUS

RECENT cargo references



CERULEAN

Loading two river barge hulls in Nantong
Destination: Rotterdam
Weight: each 1,650 mtons



BBC KHERSON

Discharge of suction piles
Rio de Janeiro



BBC SEBASTOPOL

Hovercraft „BAIEN“
Southampton - Oita



BBC TOPAZ

Cable carousels delivered
to Flushing, Netherlands



ROSAIRE A DESGAGNES

The OCEAN RACE, 4th leg
IMOCA sailing yacht HOLCIM PRB
Rio de Janeiro - Newport, USA



BRIESE SCHIFFAHRT

NEWS from the Briese Group

Every year the shipbuilding industry becomes more and more sustainable, increases efficiency, adapts to changing technologies and regulations. Thinking about the future and moving forward with modernizing the fleet is an important goal for Briese Schiffahrt as well.

Having started the fleet renewal in 2022 with the new next-generation container ship Mindoro, the company has continued its journey with eleven more 1800 TEU and 1900 TEU container ships, which will be delivered in 2023 and will subsequently replace the older tonnage.

Briese Schiffahrt is happy to work together with the world's reputable yards for feeder ships and designers, CSSC Huangpu Wenchong Shipyard and Huanghai Shipyard for these ships. The series of vessels is named after Philippine and German islands and are propelled by MAN's modern electronic 6S60ME-C main engine.

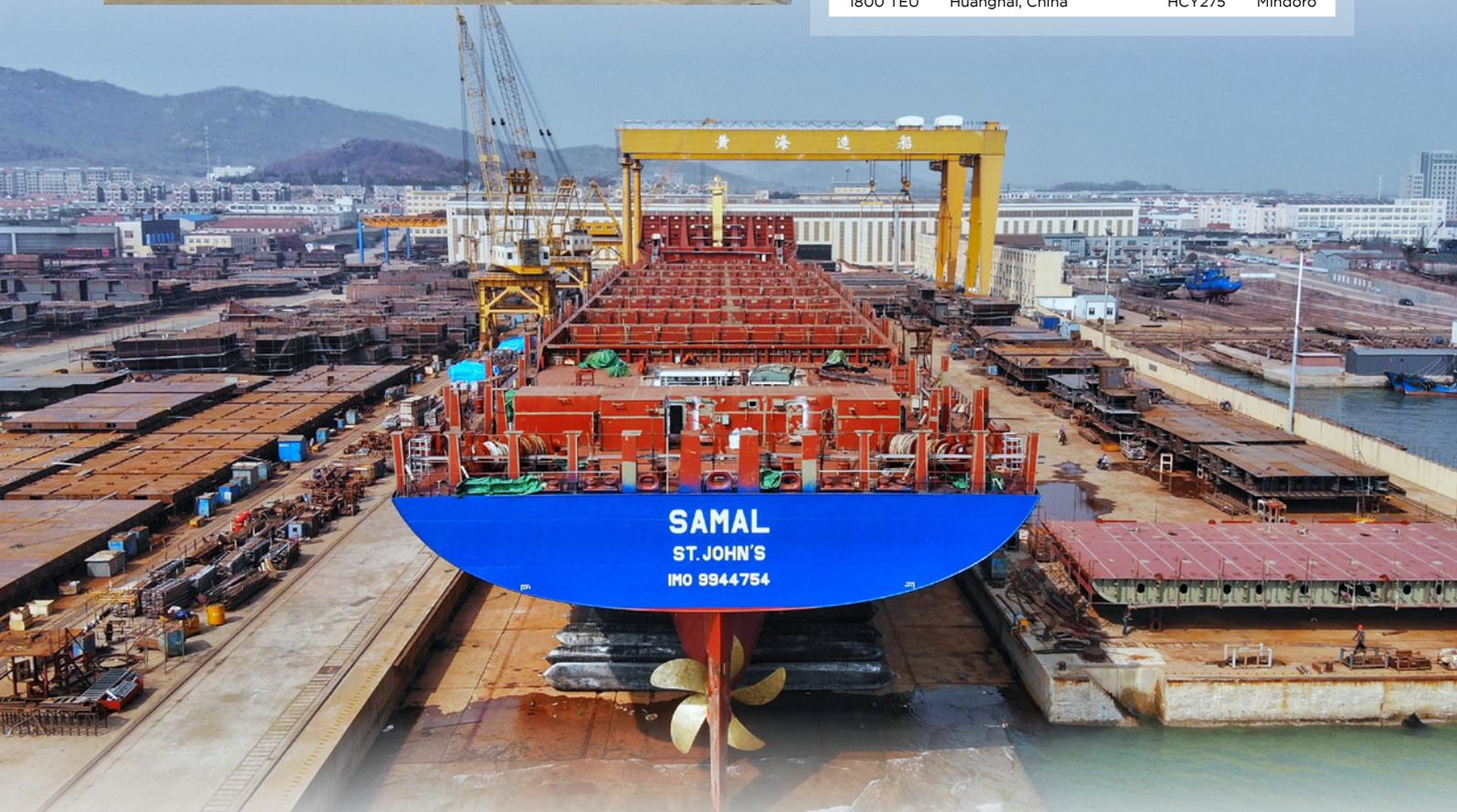
The design of these vessels is well-established in the market and is convincing by high fuel efficiency. Furthermore, the vessels are assigned with the class Notation "CLEANSHIP" which focuses on the prevention of sea and air pollution.

Hence there are additional design requirements in respect to waste management, hull antifouling systems, prevention measures of pollution by oil spillage and leakages, refrigeration systems, fire-fighting systems, emission of nitrogen oxides (NOx) and emission of sulfur oxides (SOx). The additional class notation "Green Passport" is assigned to the ship. An Inventory of Hazardous Materials containing the equipment, systems, and/or areas on board the ship is developed and maintained.





Vessel type	Shipyard	Hull No.	Name
1900 TEU	Wenchong, China	H2409	Panay
1900 TEU	Wenchong, China	H2410	Baltrum
1900 TEU	Wenchong, China	H2411	Borkum
1900 TEU	Wenchong, China	H2412	Palawan
1900 TEU	Wenchong Longxue, China	H2413	Cebu
1900 TEU	Wenchong Longxue, China	H2414	Norderney
1800 TEU	Huanghai, China	HCY276	Siargao
1800 TEU	Huanghai, China	HCY277	Samal
1800 TEU	Huanghai, China	HCY278	Helgoland
1800 TEU	Huanghai, China	HCY279	Langeness
1800 TEU	Huanghai, China	HCY280	Hooge
1800 TEU	Huanghai, China	HCY275	Mindoro



RENEWING the fleet

Overall, as the shipping industry becomes more environmentally conscious, there is a growing emphasis on reducing emissions and promoting sustainability. Fleet renewal has therefore never been more important than today, and this container series is a step forward for Briese Schifffahrt thanks to its inbuilt environmental features.

EU-ETS

EU Emission Trading System

The EU-ETS is a system that creates financial incentives for companies to continuously reduce their GHG emissions. Emissions are priced and only those who avoid them can save emission costs. However instead of charging GHG fees, a cap-and-trade system has been implemented using proven market mechanisms. Emission rights are needed to legally emit greenhouse gases (GHG). These emission rights are referred to as EU Allowance (EUA). One EUA entitles for the emission of one metric ton GHG.

These EUAs are to be procured on the free market (exchanges, auctions and over-the-counter). The EU controls the issuance of EUAs through a targeted cap to keep the EUA price at a level that makes it worthwhile to reduce GHG emissions on the one hand and sell unused EUAs on the other hand. Unlike other industries ashore, which receive an annual free allocation of EUAs, ship operators must buy all EUAs they need. In April 2023, the EUA price hit the 100 Euro mark for the first time.





EUAs are required for 100% GHG emissions on voyages between & within EU ports. For voyages from a non-EU port to an EU port or vice versa 50% of the emissions are to be paid for.

VESSELS OF 5000 GT AND MORE MUST SUBMIT EUAs FOR:

40%	70%	100%
of their GHG emission in	of their GHG emission in	of their GHG emission in
2024	2025	2026

EUA cost calculation formula

EUA costs = FUELc * EF * AREA * PRICE * PHASE-INA

fuelc = fuel consumed
 EF = emission factor
 AREA = trade area rate (100% or 50%) | PRICE = EUA price
 PHASE-INA = phase in allowance (40 % in 2024 or 70% in 2025)
 MRV = monitoring, reporting and verifying

Source: BBC Chartering brochure „EU-ETS The European Emission Trading System“

Giving CO₂ a price

Each ton of emissions corresponds to one emission allowance (EUA). The shipping sector will be included from 2024 onwards with a phase-in period in place.

Responsible for the registration and submission of the emission allowances are the shipowners, respectively DOC holders. However, the costs must be paid by the charterer or the commercial operator; a so-called “polluter pays” principle. For this purpose, the EU allows the shipowner to claim reimbursement of costs from the charterer.

Vessels effected by the ETS are ships larger than 5000 GT. Bunker consumption is used as a scale for emissions based on the Emission Report / EU Regulation (MRV). Based on such information the amount of EU allowances to be purchased will be calculated. 100% Intra-EU Emissions and 50% of international voyages from/to EU have to be included in the calculation. While one EU emission allowance in 2020 on average cost a bit less than EUR 25 per ton of CO₂, an average of EUR 80 was due in 2022.

Source: Briese News Issue No. 12

REDUCTION OF Greenhouse gas emissions

The IMO set GHG reduction targets for 2030 and 2050, adding pace to the decarbonisation plan for shipping over the next decades.

The aim is to reduce CO₂ emissions per transport work, as an average across international shipping, by at least 40% by 2030, compared to 2008

Each ship class e.g. bulker must reduce their CII by 11% by 2026 compared to 2019. The IMO GHG Strategy has been adopted by the Marine Environment Protection Committee (MEPC80) in July. Also the IMO seems to propose to set a price for CO₂ emissions likewise to the EU Trading System (EU-ETS) as well as a IMO GHG Fuel standard.

The EU Commission on the other hand is the most influential and ambitious regulator for ships. In July 2021, the EU proposed its Fit for 55 package including FuelEU Maritime proposals as well as the EU-ETS (EU Emissions Trading System).

A new regulation on sustainable maritime fuels is called FuelEU Maritime. It includes reductions to start in 2025 with a 2% improvement compared to a 2020 baseline. This fuel standard would apply to all energy used on board ships in EU waters. Requirements would

become increasingly stringent over time, with a 6% improvement required in 2030 and an improvement in 2050 that would lead to a 75% cut in reductions compared to the baseline. It aims to increase the use of carbon-neutral fuels.

The EU is also willing to expand the rules and regulations as further vessels shall be covered by the EU-MRV system. From 2025 general cargo ships between 400GT and 5000GT and offshore vessels shall be included in the EU-MRV system and from 2026 it is planned to incorporate them into the EU-ETS.

50%
reduction
of the total
annual greenhouse
gas emissions
2050

Furthermore, more greenhouse gas emissions shall be priced from 2026 on.

Source: IMO / Briese News #12





UPCOMING events

We look forward to seeing you soon at one of our booths



Antwerp XL

28-30th November 2023

The Antwerp Expo, Antwerp, Belgium

Breakbulk Middle East

12-13th February 2024

Dubai World Trade Centre, Dubai, United Arab Emirates

Breakbulk & Project Cargo

24-26th April 2024

Hilton New Orleans Riverside, New Orleans, Louisiana

Breakbulk Europe

21-23rd May 2024

Rotterdam Ahoy, Rotterdam, Netherlands



More detailed information on forthcoming events can be found on our website: bbc-chartering.com



BBC UKRAINE

feeding and living quarter pontoons for fish farms
China - Chile | 258mt - 290mt

Next issue: #2 of **THE BBC NAVIGATOR** is scheduled for late 2023

ANYTHING. ANYWHERE.

BBC Chartering leads the industry with the world's largest fleet of more than 140 multipurpose and heavy-lift vessels ranging from 4,000 to 40,000 dwt able to lift up to 900 metric tons. We are always close to you with our world-class teams of chartering and operations professionals throughout our global network of 30 offices. Be it project, heavy-lift or general cargoes, with our people and our fleet we can take almost anything almost anywhere.

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