



SAGA WELCO AS ESG REPORT 2020

ESG DISCLOSURE FRAMEWORK

This report has been prepared in accordance with the Norwegian Shipowners' Association's (NSA) guidelines for ESG reporting, as published in February 2020. The ESG topics identified by the NSA cover issues that are material to the shipping industry and relevant to both internal and external stakeholders. The NSA reporting guidelines include the Marine Transportation disclosures defined by the Sustainability Standards Accounting Boards (SASB), and key elements of the following reporting frameworks:



THE GLOBAL REPORTING INITIATIVE (GRI) STANDARDS are the world's most widely sustainability reporting framework, with over 73% of the world's largest companies using the standard.

The GRI Standards are based on international standards such as the UN Guiding Principles of Business and Human Rights, UN Global Compact and OECD Guidelines for Multinational enterprises.



THE SUSTAINABILITY ACCOUNTING STANDARDS BOARD (SASB) aims to help businesses identify, manage and report on the sustainability topics that matter most to their investors.

SASB has developed 77 globally applicable industry-specific standards which identify the minimal set of financially material sustainability topics and their associated metrics for the typical company in an industry.



THE 17 UN SUSTAINABLE DEVELOPMENT GOALS (SDGs) define global sustainable development priorities and aspirations for 2030. The SDGs call for worldwide action among governments, business and civil society to end poverty and create a life of dignity and opportunity for all, within the boundaries of the planet.

While not a reporting framework per se, many businesses refer to the SDGs in their reports.

POSEIDON PRINCIPLES

In addition, the NSA guidelines incorporate the Poseidon Principles: These principles aim to communicate relevant information to lenders, lessors, and financial guarantors allowing them to follow the Poseidon Principles when assessing and disclosing the climate alignment of their portfolios by providing:

1. Measurement of carbon intensity and an assessment of company climate alignment.
2. Accountable data using the IMO's standard for collecting data on fuel consumption from ships.



POSEIDON PRINCIPLES

INTRODUCTION

Saga Welco AS is a global shipping company that offers high quality solutions for the transportation of kraft manufactured pulps and forest products and clean breakbulk and bulk cargoes. The company is privately owned, held equally by NYK Line and Masterbulk AS (Westfal-Larsen) through their wholly owned subsidiaries NYK Holding Europe (NYK) and Armadora AS (Westfal-Larsen).

Saga Welco AS is the commercial manager of the fleet pool of the owners' vessels. Its mission is to achieve improved trading results through a unified marketing effort and higher operating efficiency. These results arise through the increased scale of operations. Our fleet of open-hatch gantry crane vessels ensures that our service is of the highest standards in quality and cargo care. Our global customer service network provides reliable and flexible solutions to our customers around the world.

Saga Welco AS recognizes that effective environmental, social and governance (ESG) management is a prerequisite to remain a viable and valuable partner for all our stakeholders. We have always prioritized compliance with regulatory requirements concerning environmental performance, safety of our employees, and maintaining good corporate governance. Our Board and Executive acknowledge that the implementation of our ESG policies, including how we monitor, manage, and perform is vital information for our stakeholders.

Climate change risk and compliance with the associated evolving regulations represent the most challenging issues facing the shipping industry.

THE SAGA WELCO VALUES

**Dedicated People
Flexible Solutions
Reliable Carrier**

In support of the IMO's climate change strategy towards 2050, Saga Welco AS is in constant dialogue with our owners about the plans to renew our fleet and how to introduce alternative fuel and other new technologies to our fleet system.

The technical management and crewing services of the vessels are the responsibilities of the vessel owners and the data contained in this report regarding those owner's matters are gathered from the owners. This ESG report covers the period from 1 January to 31 December 2020.

Tønsberg, 20 May 2021

Fumitake Shishido
President and CEO
Saga Welco AS

ESG GOVERNANCE AT SAGA WELCO

The shipping industry is exposed to inherent risks related to emissions, spills, health and safety, corruption, and regulatory changes. To minimize such risks, Saga Welco has established policies and procedures to ensure effective management of these risks in our daily operations.

ESG MANAGEMENT AND RESPONSIBILITY

Our Board of Directors (the Board) is responsible for the management of Saga Welco and for safeguarding the proper organisation of the company's operations. The President / CEO is responsible for ensuring that the determined frameworks and the decisions made by the Board are applied to the day-to-day management.

The President / CEO has the overall responsibility for ensuring that governance is effectively implemented and monitored within the company. The corporate and functional policy owners are responsible for complying with policy principles and reporting to the President / CEO.

Saga Welco's Code of Conduct, Anti-Corruption and Anti-Bribery Policies are the three primary corporate governance documents. They have been implemented within the company's Quality System, which is independently audited to meet the ISO 9001-2015 quality standard. All Saga Welco employees and our service providers must comply with these policies, ensuring that their behavior conforms to the highest ethical standards and is in accordance with all applicable laws, rules and regulations and these policy documents. The Compliance Officer assumes the prime responsibility for monitoring and maintaining adherence to these corporate policies. The role includes assistance to ensure compliance through compliance monitoring, as well as handling of reported violations through our whistleblowing mechanism. The Compliance Officer is also responsible for preparing and coordinating company training programmes related to the Codes of Conduct and Anti-Corruption, and he reports directly to the President / CEO. Internal control systems and procedures are subject to regular external and internal audits to provide assurance that they are effective in preventing bribery and corruption.

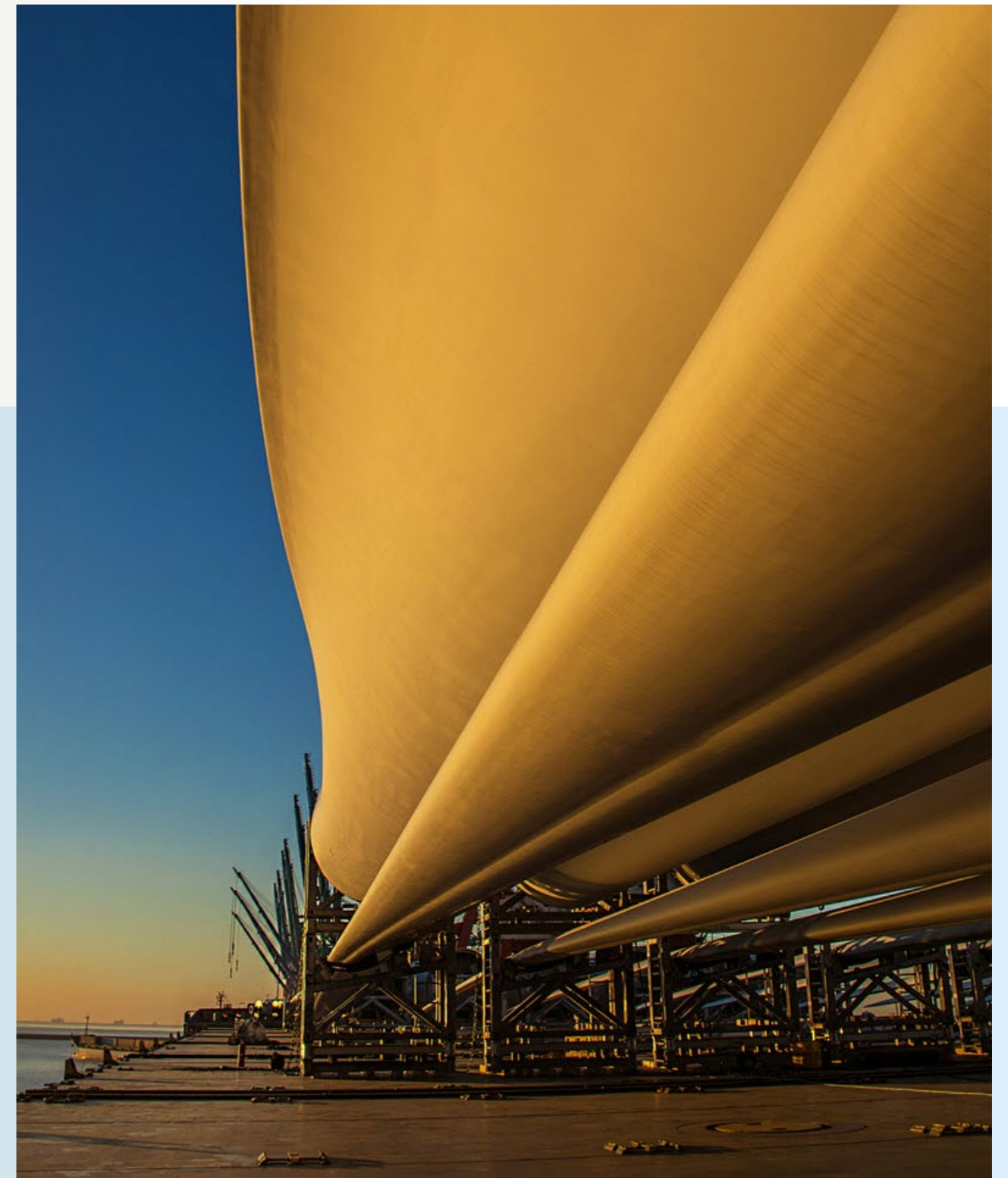
Our HSE Handbook contains a detailed description of Saga Welco's employee health and safety policies, including measures to ensure compliance with legal requirements and a specific set of targets and initiatives to monitor and improve the working environment. Overriding responsibility in this area rests with the President / CEO, with employee participation is managed through an elected employee safety representative at the Head Office. At our international branch offices, our HSE policy documents are available to all employees via the company intranet. The local General Manager / Manager is the officer responsible for HSE management and ensures that policies are adapted to applicable local laws and regulations.

ESG MANAGEMENT SYSTEM

In 2019, we initiated the mapping necessary to develop a structured ESG management system in accordance with EU and IMO regulations and sustainability targets. This system is expected to allow us to monitor, manage and report ESG issues in a timely manner and shall eventually be integrated in Saga Welco's Quality Management System. These efforts will continue into 2021.

COOPERATION INITIATIVES

Shipping industry ESG challenges often require joint action between the carriers and our stakeholders, including industry peer members, service providers and regulatory authorities. Anglo-Eastern Ship Management Ltd, which is the ship manager for 35 vessels in Saga Welco's fleet, is a member of the maritime industry group's Getting to Zero Coalition.



Getting to Zero Coalition

The purpose of the coalition is to have commercially viable, zero emission ships operating by 2030. It is also our intention to formalize Saga Welco's commitment to anti-corruption by joining the Marine Anti-Corruption Network (MACN). We are always prepared to consider joining other relevant ESG-related initiatives.

ENVIRONMENT

The most significant environmental and ecological risks posed by the shipping industry are related to emissions, discharges, and spills. At Saga Welco, we recognize our responsibility to manage these risks and assess the impact of our activities on the environment. Reducing emissions, correctly treating discharges, and preventing spills are the key considerations in our environmental policy and management.

In 2020 we prioritized the following areas:

- 1 Successful transition and compliance with the 0.5% sulphur cap which was made effective from 1 January 2020.
- 2 Continuous effort to improve fuel and energy efficiency through our Ship Energy Efficiency Management Plan (SEEMP).
- 3 Efficient scheduling, route selections and speed controls with assistance from the weather routing services.
- 4 Meeting ballast water treatment requirements at all times.
- 5 Zero incidents causing oil spills to the ocean.

CLIMATE CHANGE AND SHIPPING INDUSTRY AIR EMISSIONS

Saga Welco supports UN SDG 13, targeting global action to combat climate change.



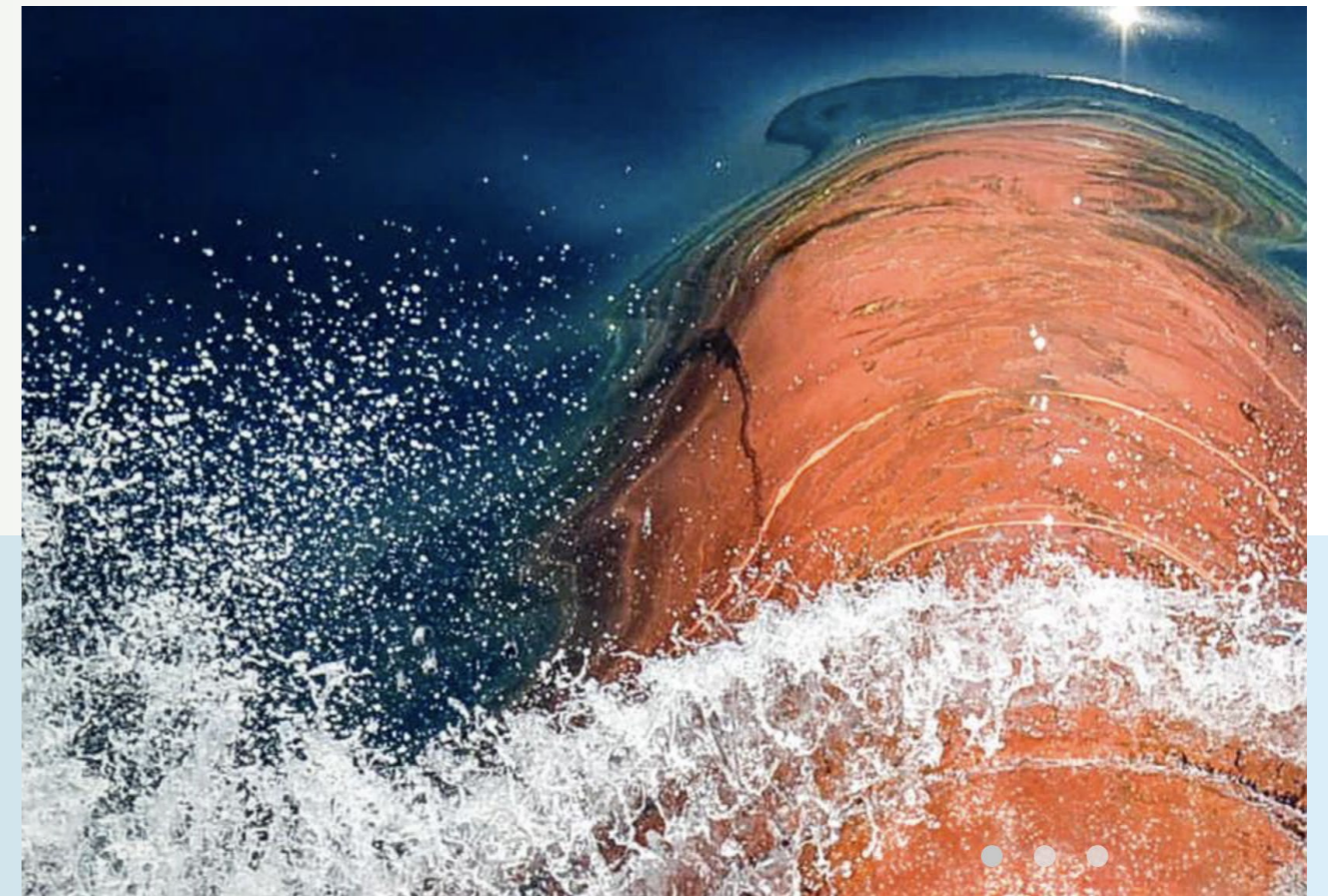
We abide by the existing regulations and guidelines set by the IMO regarding climate change mitigation and air pollution. We support the IMO climate strategy towards 2050, which aims to reduce greenhouse gas (GHG) emissions per transport work, as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008; and to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008. Our GHG and other emissions are reported on page 12.

We comply with the MARPOL Convention Annex VI which specifically addresses the prevention of air pollution from ocean-going ships. This Marpol Convention seeks to control airborne emissions from ships including sulphur oxides (SO_x), nitrogen oxides (NO_x), ozone depleting substances (ODS), volatile organic compounds (VOC) and shipboard incineration. Saga Welco's fleet is compliant with the new IMO regulations on the limit of sulfur content in ship fuels.

To minimize emissions, we continued our efforts to improve the route and speed optimization of our fleet. Our ship managers have implemented a ship-specific Ship Energy Efficiency Management Plan (SEEMP). We are continuously working to optimize our fleet for speed through hull and propeller maintenance. Sea life such as algae and molluscs attach themselves to the hull of a vessel, which slows it down and increases fuel consumption. To prevent this from happening, all our vessels have the latest generation silicon-based and antifouling coatings applied to their hulls. Cleaning and polishing routines of the propeller and hull are determined based on close monitoring of the vessel and its fuel performance efficiency. The company's list of emission reduction measures also includes installation of Propeller Boss Cap Fins on 10 ships.

Saga Welco commercial team constantly seek opportunities to reduce ballast voyages so that emissions from the vessel without being engaged in transportation services is minimized.

Saga Welco participates in the Vessel Speed Reduction Program at the port of Los Angeles. We achieved a good score in the 20 nautical mile zone and will aim for improvement to achieve 100% compliance with the program.



SPILLS, DISCHARGES AND ECOLOGICAL IMPACT

Discharges and potential spills represent serious environmental risks in the shipping sector. Our ability to manage and minimize these risks is critical to preserve the marine environment and to maintain the good trade reputation of our sector, our customers and ourselves.



We support UN SDG 14, targeting the protection of life below water. Especially relevant to our operations is target 14.C, which is aimed at enhancing the conservation and sustainable use of oceans and their resources

through the implementation of international law. Crew members on our vessels are trained in and must always follow stringent rules for avoiding spills, as well as reporting of incidents should they occur.

Ballast water is essential for safe and efficient shipping operations. However, loading and unloading untreated ballast water poses serious ecological, economic and health risks as ships become a vector for the transfer of organisms between ecosystems. Ballast water treatment systems are installed on 72% of Saga Welco's fleet at year end 2020.

Installation of treatment systems on the remaining fleet will be implemented as the vessels undergo regulatory drydock and will be completed by July 2023.

Saga Welco had no incidents involving spills to the marine environment during 2020.

FLEET RECYCLING

We believe Saga Welco's efforts contribute to UN SDG 9, targeted at building resilient infrastructure, sustainable industrialization and fostering innovation. Our contribution is related to target 9.4: promoting the upgrade of infrastructure and retrofitting of industries to make them sustainable, i.e. through increased resource use efficiency.

In 2020, two vessels were withdrawn from our fleet and sold to third party owners for their continued use of the assets.

Saga Welco fleet owners are in compliance with the Hong Kong convention and IMO's "Guidelines on Vessel Recycling" as well as any recommendation from the Flag Administration.

SOCIAL

The health and safety of our employees is our number one priority. Safe working conditions, as well as healthy and motivated employees, are key to Saga Welco's long-term success. We support and comply with international and national regulations ensuring human and labour rights throughout our operations and business activities.

OCCUPATIONAL HEALTH AND SAFETY

It is essential for us to comply with all health and safety requirements. In order to ensure thorough management of HSE matters, we have defined the following targets areas:

- 1 Preventing injuries and accidents
- 2 Having high attendance in the workplace / stable and low absenteeism ratio
- 3 Being an attractive employer

Saga Welco's HSE Handbook contains a detailed description of Saga Welco's employee health and safety policies, including measures to ensure compliance with legal requirements, and specific set targets and initiatives to monitor and improve the working environment. Overriding responsibility in this area sits with the President / CEO. Employee participation specified by the Norwegian law is made through an elected employee safety representative. An annual review of HSE policies is documented and reported in accordance with the law. Our health and safety performance data is reported on page 14.

At our international branch offices, our HSE policy documents are available to all employees via the company intranet. The General Manager is responsible for HSE management to ensure that policies are adapted to applicable local laws and regulations. This personnel handbook is reviewed and revised at the minimum semi-annually.

There were 114 full time employees at Saga Welco at year end, assigned to offices in Tønsberg, Bergen, Savannah, Vancouver, Antwerp, Livorno, Shanghai, Seoul, Tokyo, Sao Paulo and Rio de Janeiro.

Absence ratios 2020 vs 2019;

	2020	2019
Norway	3.1%	3.1%
Rio	5.1%	8.8%
Shanghai	0.0%	0.0%
Tokyo	1.3%	5.3%
Seoul	0.4%	1.3%
Savannah	0.0%	4.0%
Vancouver	0.4%	2.0%
Livorno	1.1%	0.3%
Antwerp	1.2%	23.7%*

* At Antwerp in 2019, two staff members on long-term serious illness leave were counted as sick leave, while no absence was recorded due to work environment. This has been adjusted in 2020.

The ship-related H&S management and policies are governed by Maritime Labour Convention (MLC) and ISM code, chapter 9 of SOLAS regulations and voluntarily compliance from ISO 45001:2018 Occupational health and safety.

EQUALITY AND ANTI-DISCRIMINATION

Saga Welco encourages equality of opportunities and treatment between men and women and has incorporated a policy which is firmly against all discrimination. Any form of discrimination or harassment, including those based on race, colour, gender, religion, age, national origin, citizenship status, sexual orientation, or disability, is not tolerated.

Of the Group's 113 employees, 31 are women.

On 31 December 2020, our Board of Directors consisted of six male representatives.



Number of shipboard personnel in each employee category

Male	Female	Under 30 years old	30–50 years old	Over 50 years old
1085	6	332	620	139

Number of onshore personnel in each employee category

Male	Female	Under 30 years old	30–50 years old	Over 50 years old
82	31	14	57	42

Individuals within the organization's governance bodies

Male	Female	Under 30 years old	30–50 years old	Over 50 years old
6	0	0	0	6

CUSTOMS TRADE PARTNERSHIP AGAINST TERRORISM

Saga Welco was in December 2020 reappraised as a certified member of US CTPAT (Customs Trade Partnership Against Terrorism) program. Some of the new categories for evaluation and CTPAT certification were the management and proof of policies for:

- Anti-piracy planning
- Refuse management
- Social media policy
- Cyber security
- Our internal Quality System (ISO 9001 Standard).





CREW CHANGES IN RESPONSE TO COVID-19

Travel restrictions imposed as a result of the COVID-19 pandemic created significant challenges for the changing of crews. National and regional rules and protocols were constantly changing throughout the pandemic. At the same time, the availability of international flights was reduced. These two factors made performing crew change around the world particularly difficult.

Together with our owners and manning- and ship managers, and with support from our customers, we amended our schedules to accommodate crew changes as best as we could. A total of 15 vessels were diverted to Cochin and Manila for crew change. Other vessels were diverted to additional ports in Brazil and Korea, while some vessels managed to perform crew change while in loading or discharging ports, as well as in bunkering ports.

Accommodation areas have been closed to everyone except officers and crew in order to prevent COVID-19 spreading among the crew while at sea. Wearing face masks has been made mandatory at all times, both for the crew and anyone visiting the vessel. The safety of our officers and crew continues to be our number one priority.

A DEDICATED AND COMMITTED CREW

Saga Welco are fortunate to have a very dedicated and committed crew, who have successfully adapted to the new crew change protocols. In difficult circumstances, crews have been willing to extend their contracts, while maintaining a positive and co-operative attitude. With restrictions on shore leave while in port we have focused on maintaining crews' mental, physical and social well-being. Zumba on deck, basketball matches, karaoke and social meals are just some of the common activities our crews engage in to keep morale high. Without our dedicated crew, crew change and trading through a pandemic would have been significantly more difficult.

As a company, we are dependent on having healthy crew on board all our vessels and will continue to support our seafarers as key workers, and do all we can to keep them safe and well throughout the ongoing pandemic. Ensuring safe and healthy working conditions is our primary concern.

Our dedicated crew made this extraordinary time easier with their willingness to stay onboard for extended periods of time. We acknowledge the important personal sacrifices that our officers and crew have made during this time. Their dedication and commitment enabled us to continue operating during this unprecedented event and we are extremely grateful for their service.

CREW CHANGE POLICY AND PROTOCOLS

As crew change increases the risk of transmission of the virus onto our vessels, we have developed and implemented a strict policy which all embarking crews follow. The policy includes self-isolation at home 14-days before traveling or isolation at a hotel before flying to an embarking destination. Regular PCR tests and traveling with personal protective equipment (wipes, gloves, face masks and shields) is also undertaken. Once crews have boarded their vessel, they immediately change outerwear, and keep a minimum separation distance from other crew for at least 14 days, before they are considered safe. This approach has helped us prevent any spread of COVID-19 onboard our vessels.



GOVERNANCE

Saga Welco is committed to conducting its business lawfully and ethically and expects that all its employees meet the highest standards of legal and ethical conduct. Our governance framework is embodied in our Code of Conduct, Anti-Corruption and Anti-Bribery Policy, and Competition Law Compliance Manual.

Taken together (the Saga Welco Code) they describe the general policies and procedures with which all Saga Welco employees and our business partners must comply to ensure that their behavior conforms to the highest ethical standards and is in accordance with all applicable laws, rules and regulations.

ANTI-CORRUPTION AND BUSINESS ETHICS

The effects of corruption undermine economic and social development and undermine sustainability goals. Saga Welco has a zero-tolerance policy towards bribery and corruption in any form. We are committed to upholding all laws relevant to countering bribery and corruption in all jurisdictions where we operate. Relevant laws include among others the U.S. Foreign Corrupt Practices Act and the U.K. Bribery Act, both of which are applicable all over the world. Our policy applies to all employees at Saga Welco and all third-party individuals, businesses, government and public bodies or organizations our company comes into contact with, within the course of our business activities.

It is Saga Welco's policy to fully comply with competition laws in all jurisdictions where Saga Welco operates and is governed by our Competition Law Compliance Manual. The competition rules in the US, EU and most other jurisdictions are to a large extent similar. In general, anti-competitive agreements or practices are prohibited if the conduct has a negative effect on competition. All existing employees receive regular, relevant training on how to understand and adhere to our anti-corruption governance policies. No incidents of corruption or requests for bribes occurred in 2020.

WHISTLEBLOWING AND PROTECTION

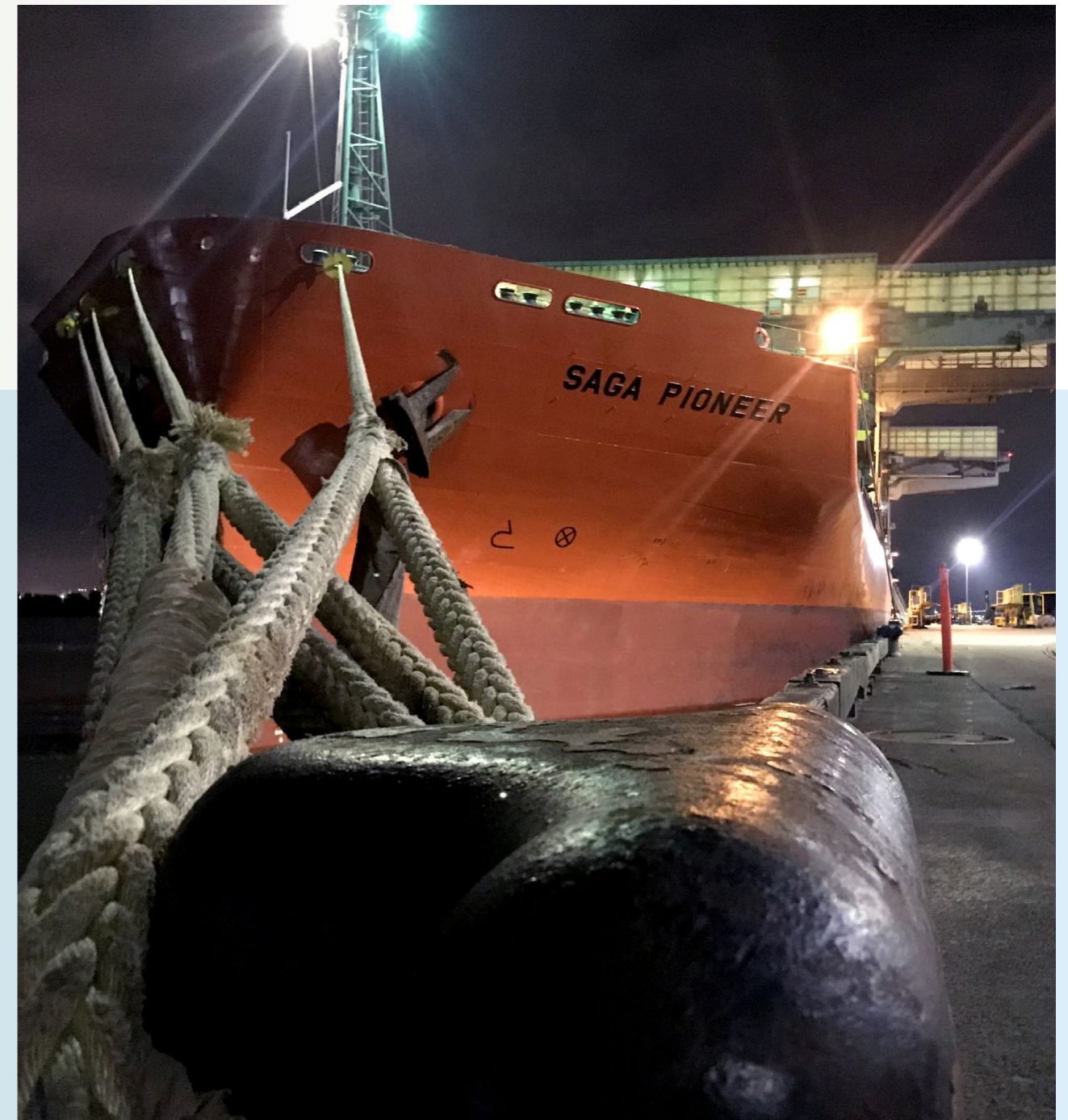
A whistleblowing mechanism allows employees to raise concerns about corruption issues or violations of the Saga Welco Code with their line manager or our Compliance Officer. Under our Code of Conduct employees are expected to report if they observe suspected violations of the Saga Welco Code or any instances of activity in the workplace that are otherwise dishonest, illegal or unethical.

Saga Welco encourages openness and will support anyone who raises genuine concern in good faith under this policy. We are committed to ensuring that no one suffers any detrimental treatment as a result of refusing to take part in bribery and corruption, or because of reporting in good faith their suspicion that an actual or potential bribery or other corruption offence has taken place or may take place in the future.

CODE OF CONDUCT FOR SUPPLIERS

Our zero-tolerance approach to bribery and corruption is communicated to all suppliers, contractors and business partners at the outset of our business relationship with them and as appropriate thereafter.

Our Anti-Corruption and Anti-Bribery Policy requires that due diligence must be performed and documented when executing new agency agreements or new consulting agreements with third parties. Contracts must incorporate an anti-bribery clause.



BIMCO ANTI-CORRUPTION CLAUSE FOR CHARTER PARTIES

Saga Welco seeks to incorporate BIMCO's Anti-Corruption clause dated 24.11.2015 when chartering 'in' or 'out' vessels for single trips or periods and use best endeavours to include BIMCO Anti-Corruption Clause in all new Contracts of Affreightment (CoA), and for renewal of existing CoA's.



The UN SDG target 16.5 is aimed at substantially reducing corruption and bribery in all their forms. Saga Welco is committed to supporting this target through our own diligent anti-corruption policies and intends to support collective action to reduce corruption and bribery by joining the MACN.

DISCLOSURES

Accounting metric ▾	Unit of measure ▾	Data 2020 ▾	SASB code ▾
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GREENHOUSE GAS EMISSIONS

CO ₂ emissions ¹			
Gross global Scope 1 emissions: Operational control approach	Metric tons CO ₂ -e	980 762	TR-MT-110a.1
Gross global Scope 2 emissions	Metric tons CO ₂ -e	41	Additional GRI 305-2
Discussion of long-term and short-term strategy or plan to manage Scope 1 emissions, emissions reduction targets, and an analysis of performance against those targets	Qualitative description	Page 6	TR-MT-110a.2
Reporting on climate related risks and opportunities in line with the recommendations of the Task force on Climate-related	Qualitative description	Not available	Additional

Energy consumed ²			
Total energy consumed	Gigajoules (GJ)	13 644 731	TR-MT-110a.3
	Percentage of energy from heavy fuel (%)	89%	
	Percentage of energy from renewable / low-carbon sources (%)	0%	

EEDI			
Average Energy Efficiency Design Index (EEDI) for new ships	Grams of CO ₂ per ton-nautical mile	No new ships aquired in 2020	TR-MT-110a.4

EEOI & AER ^{3,4}			
Fleet average Energy Efficiency Operational Indicator (EEOI): Weighted average	Grams of CO ₂ per ton-nautical mile	8.13	Additional
Average Efficiency Ratio (AER): Weighted average	Grams of CO ₂ per ton-nautical mile	5.58	Additional

AIR QUALITY

Other emissions to air ⁵			
(1) NO _x (excluding N ₂ O)	Metric tons	26 280	TR-MT-120a.1
(2) SO _x	Metric tons	2 794	
(3) Particulate matter	Metric tons	221	

Accounting metric ▾	Unit of measure ▾	Data 2020 ▾	SASB code ▾
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ECOLOGICAL IMPACTS

Marine protected areas ⁶			
Shipping duration in marine protected areas or areas of protected conservation status	Number of travel days	Not reported	TR-MT-160a.1

Implemented ballast water			
(1) Exchange	Percentage (%)	33%	TR-MT-160a.2
(2) Treatment	Percentage (%)	81%	

Spills and releases to the environment			
(1) Number	Number	0	TR-MT-160a.3
(2) Aggregate volume	Cubic metres (m ³)	0	

BUSINESS ETHICS

Corruption index			
Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	Number	Not reported	TR-MT-510a.1

Corruption			
Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption	Reporting currency	0	TR-MT-510a.2

Facilitation payments			
Incidents where bribes have been requested	Number	0	Additional, SDG 16

Fines and sanctions			
Significant Monetary fines	Number	0	Additional, GRI 419-1
Total monetary value of significant fines	Reporting currency	0	
Non-monetary sanctions for non-compliance with laws and/or regulations	Number	0	

DISCLAIMER AND ASSUMPTIONS

Accounting metric ▼	Unit of measure ▼	Data 2020 ▼	SASB code ▼
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EMPLOYEE HEALTH & SAFETY

Lost time incident rate ⁷			
Lost time incident rate (LTIR)	Rate	2.07	TR-MT-320a.1
Lost time incident frequency (LTIF)	Rate	0.85	Additional, GRI 403-9

ACCIDENT & SAFETY MANAGEMENT

Marine casualties ⁸			
Incidents	Number	–	TR-MT-540a.1
Very serious marine casualties	Percentage (%)	0%	

Conditions of class ⁹			
Number of Conditions of Class or Recommendations	Number	41	TR-MT-540a.2

Port State Control ¹⁰			
(1) Deficiencies	Rate	0.58	TR-MT-540a.3
(2) Detentions	Number	0	

OUR OPERATIONS IN NUMBERS

Number of shipboard personnel	Number	1 091 ^A	TR-MT-000.A
Total distance traveled by vessels	Nautical miles (nm)	3 495 038	TR-MT-000.B
Operating days	Days	18 273	TR-MT-000.C
Deadweight tonnage	Thousand deadweight tons	2 615 705 ^A	TR-MT-000.D
Number of vessels in fleet	Number	52 ^A	TR-MT-000.E
Number of vessel port calls	Number	1 647	TR-MT-000.F
Twenty-foot equivalent unit (TEU) capacity	TEU	?	TR-MT-000.G

^A end of year 2020

Figures provided in this report are based on estimates outlined below: Figures provided as per the end of the financial year (December 31).

- CO₂ emissions:** Calculations are based on IMO emission factors and fuel consumed. The financial control approach has been applied for Scope 1.
- Energy consumption:** Calculations are based on tonnes of oil equivalents (toe), using DEFRA conversion factors to calculate energy consumed in gigajoules (GJ).
- Energy Efficiency Operational Indicator (EEOI):** The EEOI measures the fuel efficiency of a ship in operation and is estimated based on fuel consumed, cargo carried, and distance travelled (nm).
- Average Efficiency Ratio (AER):** carbon intensity metric estimated based on fuel consumed, distance travelled (nm), and deadweight tonnage (DWT).
- Other emissions to air (NO_x, excluding N₂O, SO_x and particulate matter):** Estimated based on distance travelled (nm) and a tool developed by Danish Shipping (full style) for calculating emissions from bulk carrier vessels.
- Marine protected areas:** A marine protected area as defined by the International Union for Conservation of Nature (IUCN): Any area of intertidal or sub-tidal terrain, together with its overlying water and associated flora, fauna, historical and cultural features, which has been reserved by law or other effective means to protect part or all of the enclosed environment, listed in the World Database of Protected Areas (WDPA) and mapped on Protected Planet. Protected Planet is the most up to date and complete source of information on protected areas, updated monthly with submissions from governments, non-governmental organizations, landowners and communities.

It is managed by the United Nations Environment World Conservation Monitoring Centre. However, the reported number does not necessarily include all Marine protected areas internationally established and regulated in International the Marine Organization (IMO) Conventions and areas established nationally by member states. Please note that duration in MPAs is based on PPS data updated every 6th hours.

- Lost time incident rate (LTIR):** The rate is calculated based on (lost time incidents) / (1,000,000 hours worked), and includes incidents resulting in absence from work beyond the date or shift when it occurred.
- Marine casualties:** The definition of a marine casualty is based on the United Nations International Maritime Organization (IMO)'s Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident Resolution MSC 255(84), paragraph 2.9, chapter 2 of the General provisions.
- Conditions of class:** The data provided represents the number of Conditions of Class or Recommendations Saga Welco vessels have received from a Flag Administration or a Recognized Organization (RO) that has been delegated the authority to issue such findings. The scope of disclosure includes all Conditions of Class regardless of whether they resulted in withdrawal, suspension, or invalidation of a vessel's Class certificate.
- Port state control:** Deficiency rate is calculated using the number of deficiencies it received from regional port state control (PSC) divided by total number of port state control inspections.



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