

Verifavia follows a proactive policy in assuring vessel's carbon emissions and operational performance

Through a reliable CO2 emissions verification and an efficient data flow the manager or the charterer can take informed decisions about the voyage, full and resulting CO2 emissions.

In this framework Verifavia has launched the world first real time CII dashboard enables operators and charterers to accurately measure a ship's current and predictive CII rating.

In the interview that follows Yuvraj Thakur, VP Commercial and Board Member of Verifavia SAS describes the capabilities of the company's CII dashboard and explains the importance of a voluntary emissions scheme for those who want to decarbonize their operations.



Yuvraj Thakur, VP Commercial and Board Member of Verifavia SAS

- As shipping moves at a fast technological pace, what are your organisation's marine propulsion and mechanical solutions to adapt to the future rigorous market requirements?

- We launched the world's first real-time Carbon Intensity Indicator (CII) Dashboard in November 2021, enabling shipowners, operators and charterers of vessels over 5,000GT to accurately measure a ship's current and predictive CII rating.

The dashboard serves our clients' regulatory and voluntary CO2 emissions requirements by providing guidance for ship efficiency and generating data on the amount

of carbon produced. Through its calculator, the platform also offers insight into whether emission levels for a single voyage or reporting period meet industry regulation.

- How do you face the challenges of the decarbonisation path and energy transition in shipping?

- We stay ahead of the curve, taking a pro-active, agile approach to developing new, efficient ways of managing data flow and continuously verifying clients' operational data through the CII Dashboard. Shipowners and operators can also use the dashboard's simulator to calculate and assess the effects of fuel, time, distance and CO2 emissions for an upcoming voyage.

- Describe your company's digital tools including innovations in artificial intelligence (AI) and Big Data Analytics?

- We are creating tools to analyse and compare a vessel's carbon emissions and operational performance, using verified operational data collected in the past five years from around 5,000 ships. By using our real-time CII Dashboard, an owner, manager or charterer can take informed decisions about the voyage, fuel and resulting CO2 emissions.

- Do you provide training programs to increase the awareness of new technology and regulatory developments?

- We conduct webinars on new industry developments that regularly attract an average 400-500 delegates, and we've previously held in-person training programs in Athens and Singapore. When the EU MRV regulation was being launched in 2016-17, we conducted roadshows in all the major European shipping hubs including Hamburg, Oslo, Bergen and Athens. Verifavia has big plans to raise awareness about the EU Emissions Trading Scheme, which will include shipping from 2024, as we are in the unique position of having helped aviation companies comply with the regulation for the past 12 years. We have also been a major independent verifier in the maritime industry for five years.

- What are your organisation's vision and plans? Are you looking to develop a more diverse portfolio of products and services?

- As an organisation, we want to deliver high-quality assurance services. For CO2 emissions verification, we want to be proactive and deliver the most efficient data flow between a client's (manager, owner or charterer) enterprise resource planning and our dashboard. Once data is received, it is vetted and run via multiple algorithms on our in-house platforms. We believe there will always be a set of manual eyes looking at the data; our team of experienced marine engineers and naval architects bring a high level of expertise and clarity to this process.

We are working to create products and services that help clients to meet voluntary CO2 emissions requirements and will share more details soon. One new service we can talk about is the carbon inseting scheme launched by Danish shipowner and operator Norden to offers its customers options to tackle emissions in their supply chain.

Through the initiative, which we, 123Carbon and AllChiefs are partners in, Norden will tokenise CO2-equivalent reductions it makes on biofuel voyages and allocate them to clients that want to reduce emissions.

The aim of the platform is to link emission reductions made by Norden with customers that want to decarbonise their operations but cannot bunker low-carbon fuels due to trading routes or other constraints. Our role in this exciting scheme is to verify the carbon emission reductions made by Norden. Carbon inseting differs from carbon offsetting in that carbon emissions are reduced directly within the shipping value chain, rather than somewhere outside of and unrelated to the industry. This is critical to achieving shipping's decarbonisation targets and an effective strategy to mitigate the carbon footprint of vessel operations. Anyone can participate today, regardless of freight volume, location, trade routes and existing cargo contracts. Unlike carbon offsetting, the entire chain of custody for the inseting process is independently verified, enabling genuine transparency over carbon reductions supported by reliable certification.

MINIMAR SHIPPING CO. LTD.

(a Piraeus Marine Insurance Brokers) is looking for two persons one to join the **broking department** and one to join the **back office department**

(preferably qualified in English and Marine Insurance)

CVs should be submitted to dimitra.mokou@minimar.com