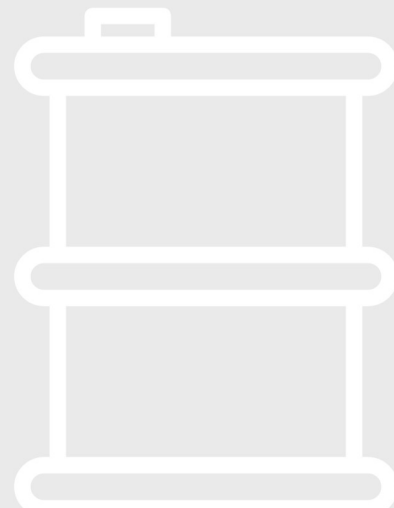


FUEL EFFICIENCY

Reduce Fuel Consumption

Monthly report

**Fuel Consumption****910,0 m³****Fuel Saved*****60,8 m³****Fuel Potential Savings ******90,5 m³**

REPORT DESCRIPTION

This report aims to highlight inefficiency in the SNEPCO fleet fuel consumption for last week and provides possible action that should be taken in order to improve the overall fuel efficiency.

This report consists of two sections, 'Fuel consumption follow-up' and 'Reduce fuel consumption'. The first section offers a view on consumption of the fleet. You can also check if the consumption is in line with what Opsealog model is expecting. Reasons for discrepancies can be crew reporting mistakes, vessel performances better/worst than their sisterships. Some external parameters are not considered by the Opsealog algorithm.

The second section aims to highlight fuel potential savings, fuel already saved and more generally how to improve the fuel efficiency of your fleet. Opsealog analysts can give you more explanations if needed.

OBSERVATION

Recommendations have been done during weekly reports

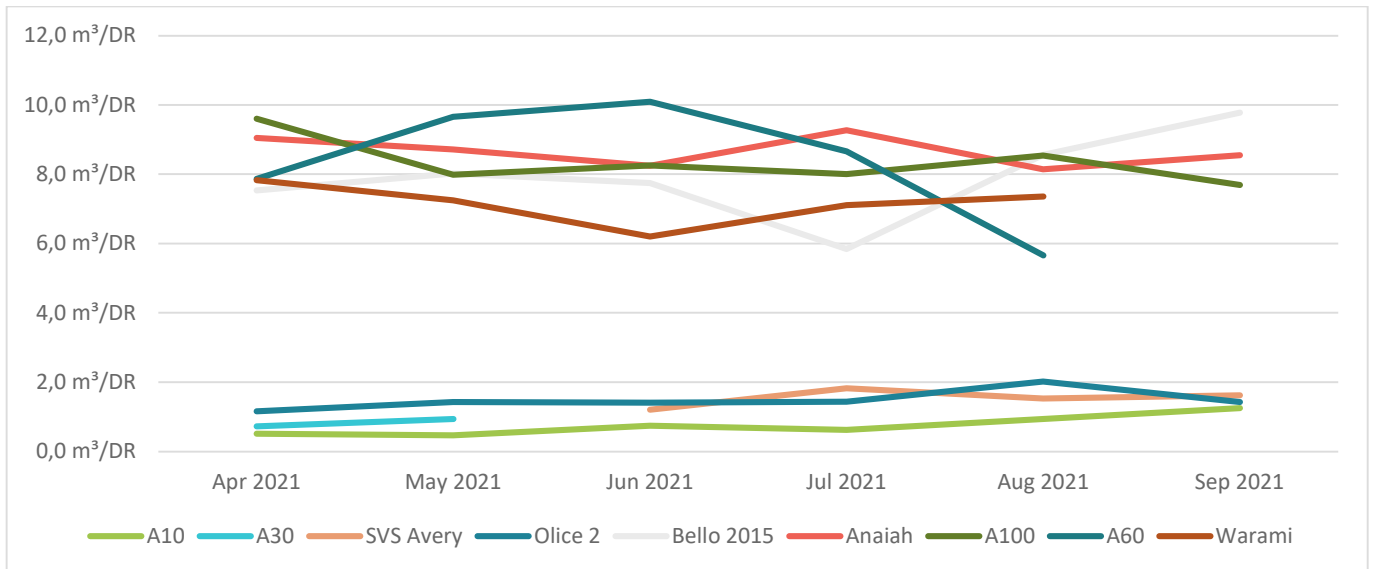
NOTE

* Fuel saved compared to the screening period practices. ** Fuel potential saving is fuel that could have been saved if the best practices were applied.

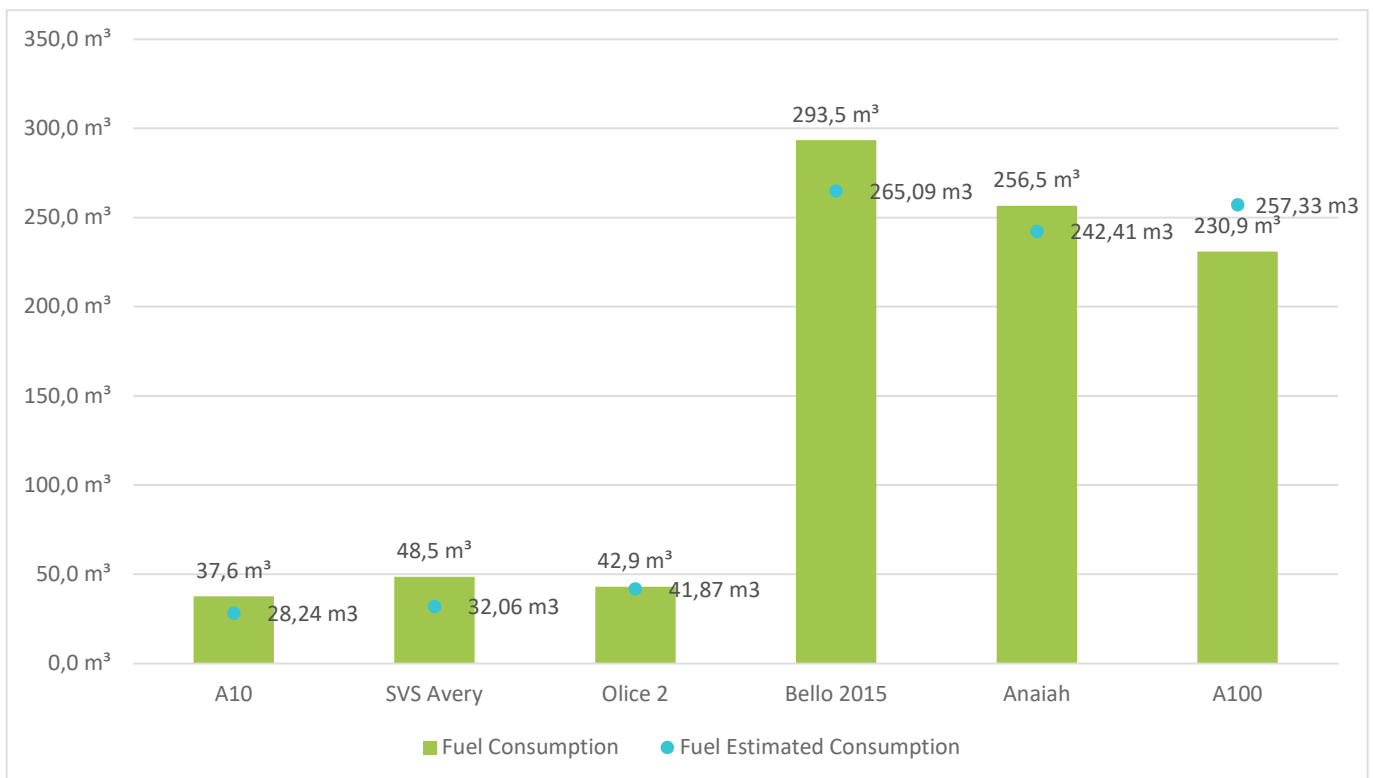


I. FOLLOW FUEL CONSUMPTION

AVERAGE DAILY CONSUMPTION - LAST 6 MONTHS



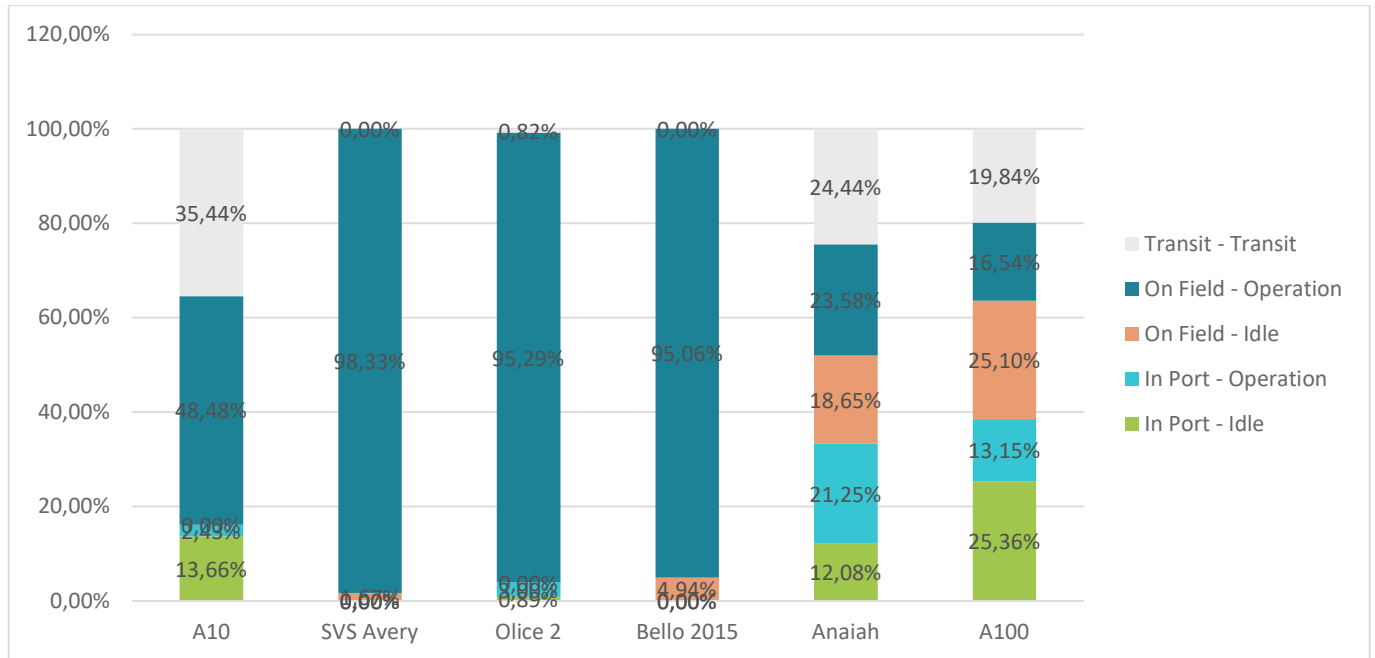
MONTHLY ESTIMATED CONSUMPTION



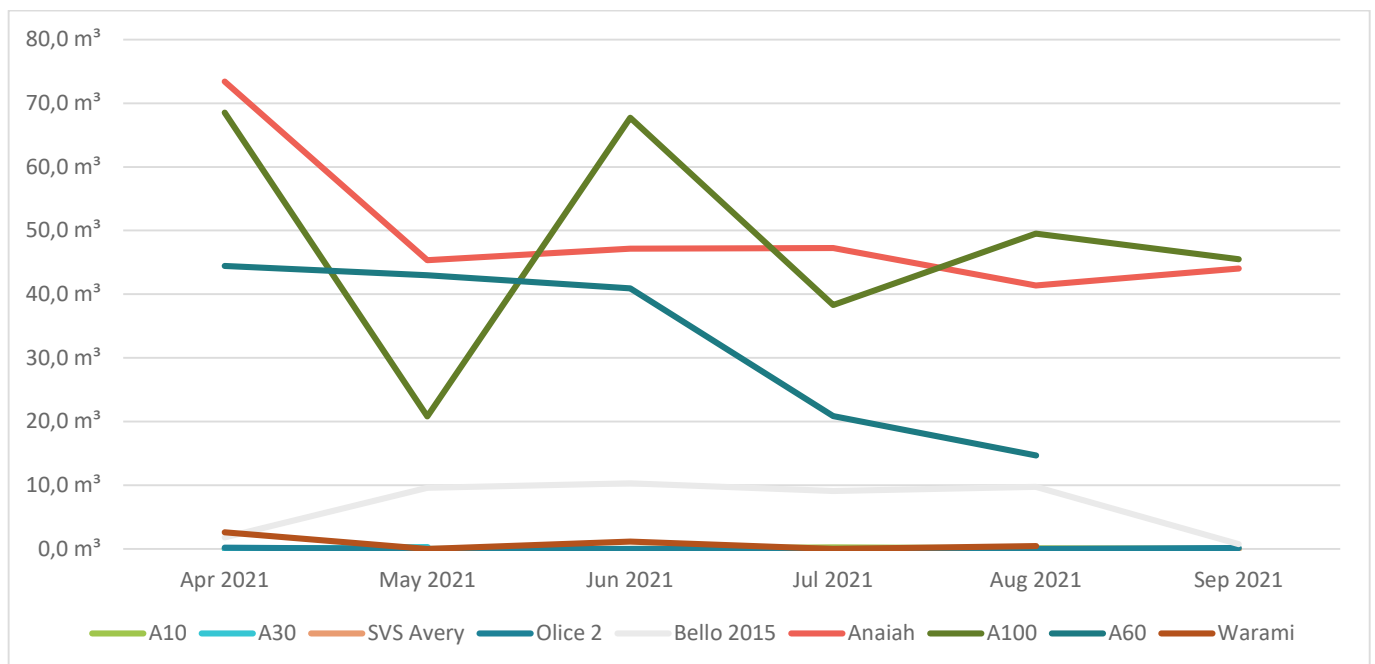


II. REDUCE FUEL CONSUMPTION

OPERATIONAL PROFILE



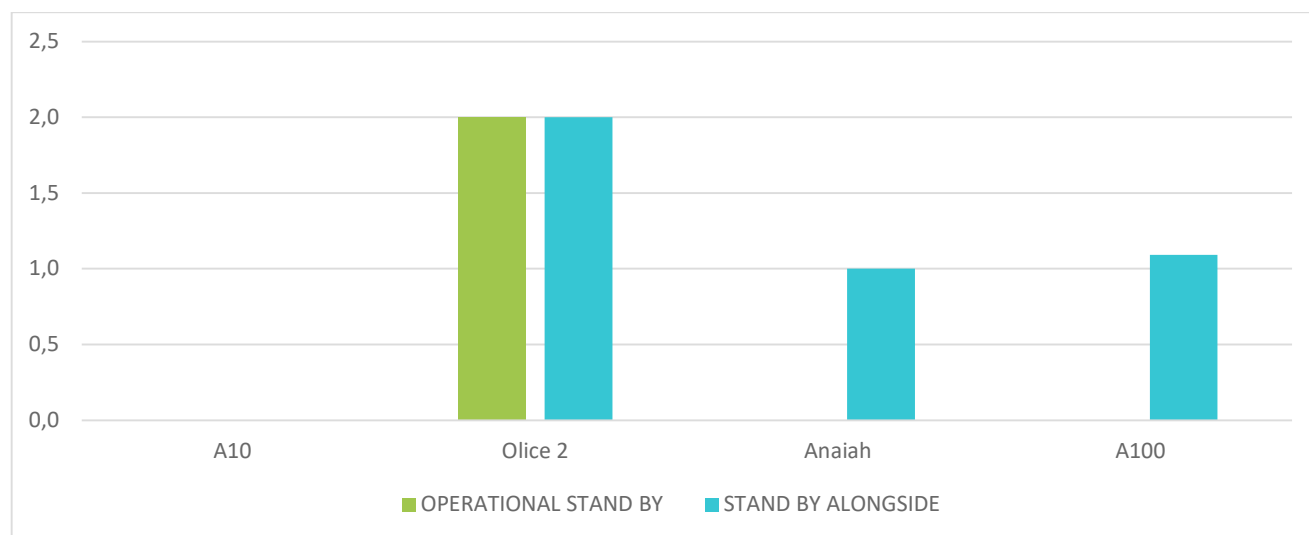
FUEL POTENTIAL SAVINGS SUMMARY - LAST 6 MONTHS





a. IN PORT

NUMBER OF ENGINES USED IN STAND-BY IN PORT

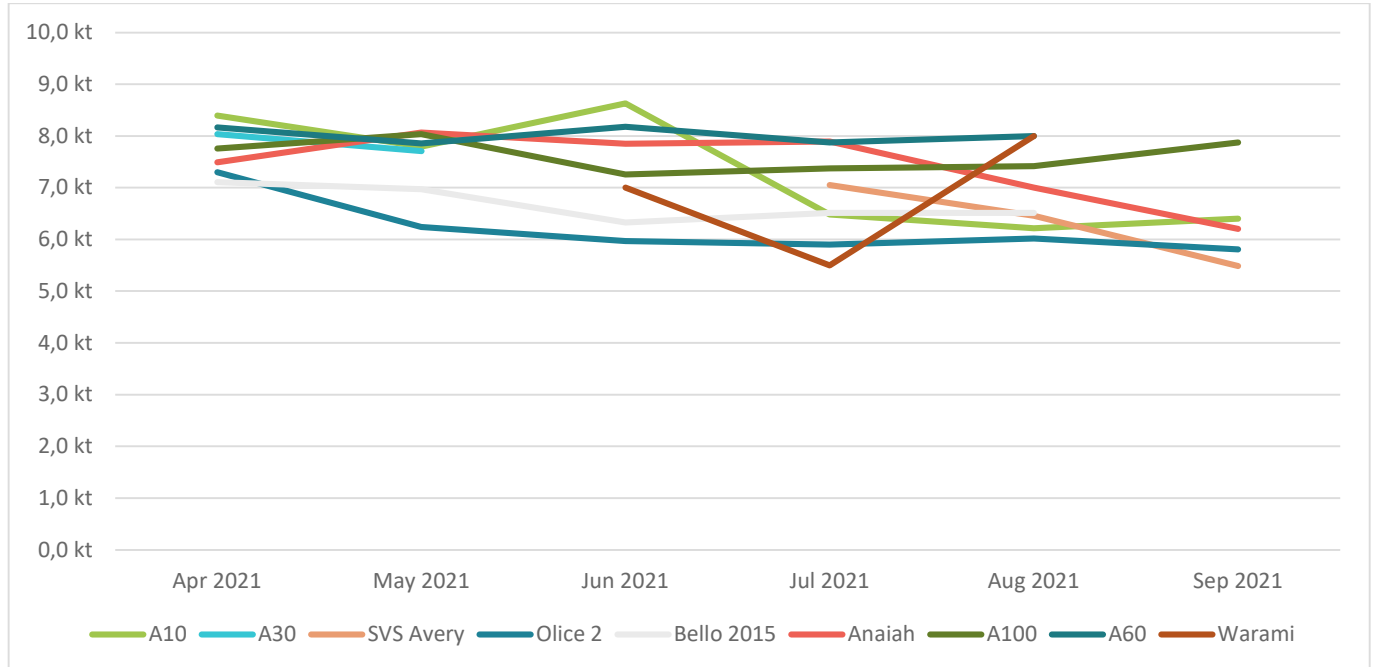


Vessels	Fuel Potentials savings	Vessel Operation Duration	Avg Main Engine Used	Avg Auxiliary Engine Used
A10	0,0 m ³	115,8 h	0,1	1,0
Olice 2	0,2 m ³	28,0 h	0,9	1,1
Anaiah	0,0 m ³	240,0 h	1,3	0,0
A100	2,1 m ³	277,3 h	1,1	0,0
A60	1,7 m ³	208,7 h	1,1	0,0
Total	4,0 m³	869,8 h	1,0	0,2



b. TRANSIT

AVERAGE SPEED - LAST 6 WEEKS

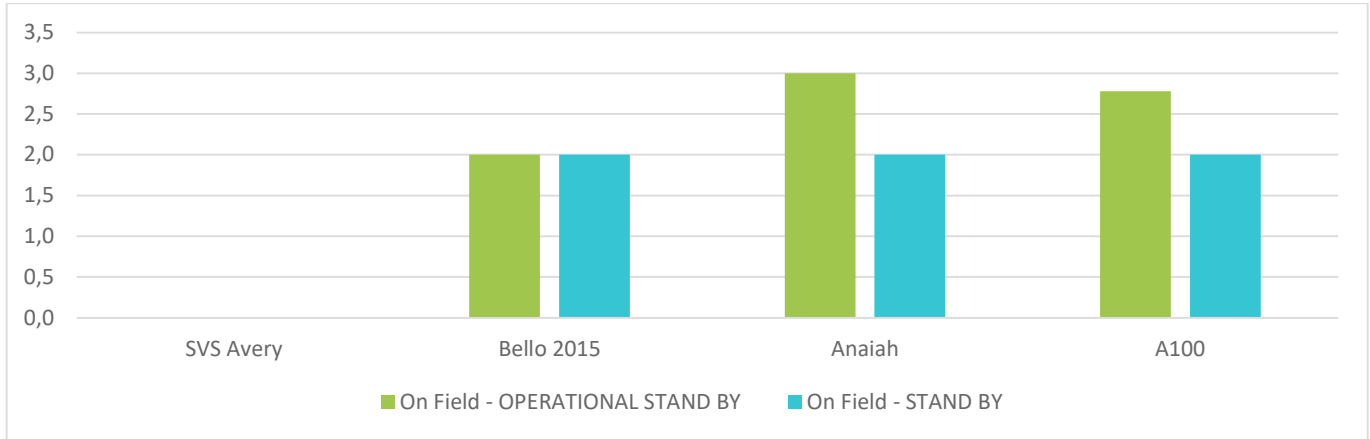


Vessel	Operational Activity	Fuel Potential savings	Operation Duration	Avg Speed	Nb Of High Speed Transit	Avg Main Engine Used	Avg Engine load
A10	INTERFIELD	0,0 m ³	21,4 h	6,7 kt	0	2,0	0,0 %
	SECURITY ESCORT	0,0 m ³	153,7 h	6,7 kt	0	1,9	0,0 %
	TRANSIT TO FIELD	0,0 m ³	39,6 h	7,5 kt	0	2,0	0,0 %
	TRANSIT TO PORT	0,0 m ³	40,5 h	7,8 kt	1	1,7	0,0 %
Olice 2	TRANSIT TO FIELD	0,0 m ³	3,1 h	7,2 kt		2,0	52,6 %
	TRANSIT TO PORT	0,0 m ³	2,8 h	7,2 kt		2,0	53,7 %
Anaiah	TRANSIT TO FIELD	17,0 m ³	76,5 h	7,1 kt	0	3,0	65,2 %
	TRANSIT TO PORT	17,5 m ³	99,5 h	5,5 kt	0	2,5	63,9 %
A100	INTERFIELD	0,7 m ³	4,8 h	6,6 kt	3	3,0	67,1 %
	TRANSIT TO FIELD	8,9 m ³	79,7 h	7,5 kt	0	3,0	66,6 %
	TRANSIT TO PORT	5,2 m ³	58,4 h	8,5 kt	0	3,0	76,0 %
A60	INTERFIELD	1,9 m ³	44,1 h	8,1 kt	1	3,0	61,1 %
	TRANSIT TO FIELD	6,4 m ³	68,9 h	8,2 kt	3	3,0	64,8 %
	TRANSIT TO PORT	3,4 m ³	31,8 h	8,3 kt	3	2,7	64,6 %
Total		61,0 m ³	724,7 h	7,2 kt	11	2,5	42,7 %

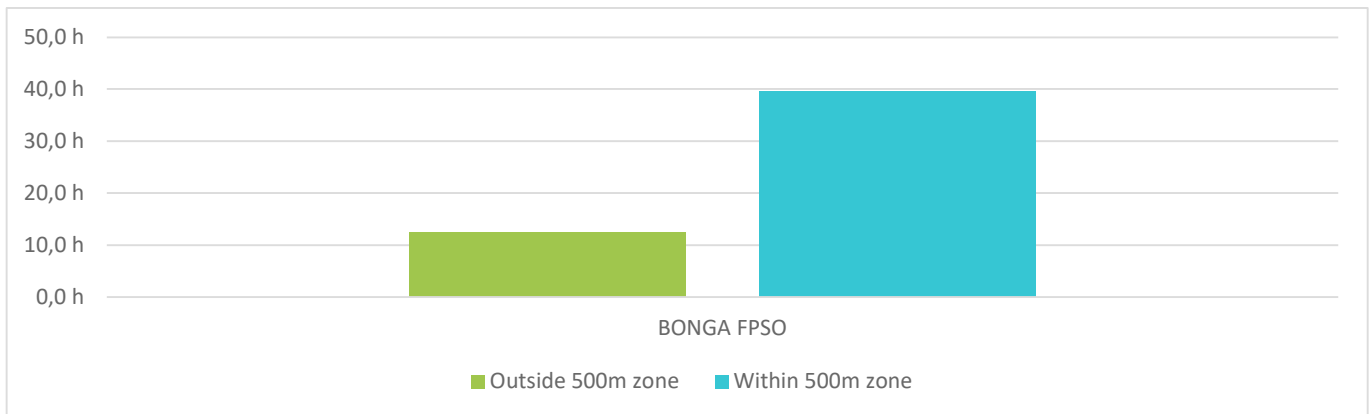


c. ON FIELD

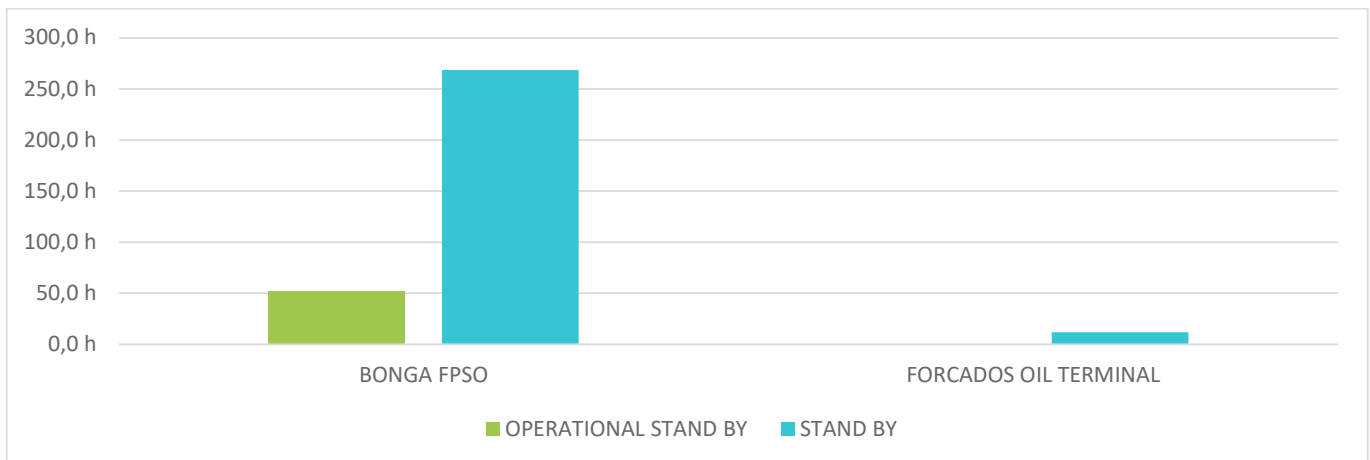
NUMBER OF ENGINES USED IN STAND-BY > 1



OPERATIONAL STAND-BY INSIDE AND OUTSIDE 500m ZONE



TIME REPARTITION ON ASSETS





Vessel	Stand By Type	Fuel Loss	Operation Duration	Avg Main Engine Used	Avg Auxiliary Engine Used
SVS Avery	Other	0,0 m ³	12,0 h	0,0	1,0
Bello 2015	Other	0,1 m ³	1,3 h	2,0	2,0
Anaiah	In DP	7,6 m ³	127,3 h	2,0	0,0
A100	In DP	21,7 m ³	139,8 h	2,0	0,0
Total		29,4 m³	280,3 h	1,9	0,1

Operational Stand-by					
Vessel	Fuel Loss	Operation Duration	Avg Main Engine Used		Avg Auxiliary Engine Used
Bello 2015	0,6 m ³	4,3 h	2,0		2,0
Anaiah	1,8 m ³	7,0 h	3,0		0,0
A100	7,0 m ³	40,9 h	2,8		0,0
Total	9,4 m³	52,1 h	2,7		0,2