

ID	Name	Unit	Scope	Measuring Period	Description
PI001	Actual drydocking costs	US\$	Ship	Quarter	The total actual costs associated with the drydocking. This shall include in-water survey (IWS), modifications and repairs, not included in routine running costs. It also includes costs for any additional work not planned for before the drydocking.
PI002	Actual drydocking duration	Days	Ship	Quarter	The Actual Drydocking Duration. This shall include in-water Survey (IWS), modifications and repairs.
PI003	Actual unavailability	Hours	Ship	Rolling year	The number of hours actually lost to ship-owner due to interruption of service in the given quarter. It is further defined as the time lost due to interruption of service (level) caused among others by: deficiency, default, strike, accident or illness of the crew, deficiency of stores, explosion, fire, damages, breakdown, repairs, modification, overhaul, maintenance of hull, machinery or equipment, grounding, requisition, detention, quarantine, arrest of the Ship, drydocking for the purpose of examination, cleaning and/or painting bottom of underwater parts and/or repair including steaming time to shipyard, losses of time due to hot or cold lay-up, war, acts of piracy, smuggling, stowaways, industrial actions against the ship or her crew, reduction of ship's performance regarding speed or cargo handling, or by any other similar cause preventing the full working of the Ship. Delays and underperformance due to severe weather conditions or in excess of the weather conditions stipulated in the Charter Parties and / or similar agreements are not to be counted under this PI. Delays due to ship caught in an unannounced war or conflict are also excluded.
PI004	Agreed drydocking budget	US\$	Ship	Quarter	The total budget amount associated with the drydocking as agreed between the ship manager and owner BEFORE the drydocking. This shall include in-water survey (IWS), modifications and repairs, not included in routine running costs. Any additional work which is approved AFTER the drydocking has started shall not be taken into account.
PI005	Agreed drydocking duration	Days	Ship	Quarter	The Agreed Drydocking Duration as agreed between ship manager/owner and shipyard BEFORE the drydocking. This shall include in-water survey (IWS), modifications and repairs. Any extension of the duration which is approved (agreed) AFTER the drydocking has commenced shall NOT be taken into account.
PI006	Number of officers employed	Officers	SBU	Quarter	This is the number of officers having been under contract with the ship manager (DOC) at the end of the quarter.

PI007	Emitted mass of CO2	Metric Tons	Ship	Quarter	The mass of CO2 emitted by the vessel is calculated by multiplying given fuel type consumption expressed in metric tons by a respective non-dimensional conversion factor provided below. The total mass of CO2 emitted by the vessel is calculated by adding masses of CO2 emitted by the vessel burning all, different types of fuel. Respective fuel consumptions shall be calculated only for voyages completed during given quarter in order to be compared to the Transport Work (PI064). This means that an inaccuracy is acceptable with respect to the definition of the quarter. The emitted mass of CO2 must be calculated per fuel type used during the quarter and then be aggregated to report the total mass of emitted CO2 per ship.
PI008	Emitted mass of NOx	Kilograms (Kg)	Ship	Quarter	The mass of NOx emitted by the vessel is calculated by multiplying given engine type consumption expressed in metric tons (depending on its load) by a respective conversion factor provided below. The total mass of NOx emitted by the vessel is calculated by adding masses of NOx emitted by all different vessel engine types. Respective fuel consumptions shall be calculated only for voyages completed during given quarter in order to be compared to the Transport Work (PI064). This means that an inaccuracy is acceptable with respect to the definition of the quarter.
PI009	Emitted mass of SOx	Kilograms (Kg)	Ship	Quarter	The mass of SOx emitted by the vessel is calculated by multiplying given fuel type consumption expressed in metric tons and sulphur content factor expressed in kg/metric ton. Sulphur content factor is calculated by multiplying fixed parameter of 20kg/mt and given fuel type sulphur content percentage expressed as absolute value. The total mass of SOx emitted by the vessel is calculated by adding masses of SOx emitted by the vessel burning all, different types of fuel. Respective fuel consumptions shall be calculated only for voyages completed during given quarter in order to be compared to the Transport Work (PI064). This means that an inaccuracy is acceptable with respect to the definition of the quarter.
PI010	Last year's AAE (Additional Authorized Expenses)	US\$	Ship	Fiscal year	The additional expenses agreed relating to running cost budget referred to in PI012 for previous fiscal year. This includes maintenance, repair, crewing, spares /stores, management cost and /or fee and lubricants. Insurance and capital expenses, such as modifications and drydocking expenses shall be excluded.
PI011	Last year's actual running costs and accruals	US\$	Ship	Fiscal year	The total last (fiscal) year actual running costs and accruals per ship. This includes maintenance, repair, crewing, spares /stores, management cost and /or fee and lubricants. Insurance and capital expenses, such as modifications and drydocking expenses shall be excluded.
PI012	Last year's running cost budget	US\$	Ship	Fiscal year	The total last (fiscal) year running cost budget per ship as approved by ship owner prior to the beginning of the fiscal year. This includes maintenance, repair, crewing, spares /stores, management cost and /or fee and lubricants. Insurance and capital expenses, such as modifications and drydocking expenses shall be excluded.

PI013	Number of absconded crew	Absconded	Ship	Quarter	The number of crew absent without leave (AWOL). Crew in this case refers to any person being signed on as part of the ship's complement (e.g. officers, ratings, and cadets). It represents the number of crew who are not present and without prior notice at the time of the ship's departure from any given port while written on the Crew List.
PI014	Number of allisions	Allisions	Ship	Quarter	The allision incidents when the ship strikes a fixed object. Fixed objects include floating buoys, fixed mooring installations, moored ships and off-shore installations. Data shall be captured from internal reporting as well as any official incident reports to give a good and valid expression of ship's navigational performance.
PI015	Number of ballast water management violations	Violations	Ship	Quarter	The number of times where prevailing regulations regarding ballast water management have been violated and recorded by an external party (maritime authorities). Prevailing regulations include international, regional, national and local regulations.
PI016	Number of beneficial officer terminations	Terminations	SBU	Quarter	Termination is the event where an officer, who has been employed with the ship owner or ship manager leaves the company. Beneficial officer termination represents Terminations that provide benefits to the company by Officers leaving the company (for example underperformers or made redundant).
PI017	Number of cadets under training with the DOC holder	Cadets	SBU	Quarter	The number of cadets under training with the ship owner or ship manager during the reporting quarter. The data is captured by counting the number of Cadets training on board of all ships in the fleet on the last day of the given quarter.
PI018	Number of cargo related incidents	Incidents	Ship	Quarter	The number of incidents during cargo operations attributable to the ship, her equipment, her crew and/or failures of Owners and/or ship board procedures and/or practices
PI019	Number of cases where a crew member is sick for more than 24 hours	Sick cases	Ship	Quarter	The number of recorded cases where an individual among the crew or any person being part of the ship's complement (e.g. officers, ratings, cadets, superintendents) is sick for more than 24 hours. The individual must have been onboard the ship for a minimum of four days. Defining what is meant by sick "is an individual being unable to carry out his duties or to return to work, or to a scheduled work shift on the next day following the sickness".
PI020	Number of cases where drugs or alcohol is abused	Abuses	Ship	Quarter	The number of cases where any person being part of the ship's complement (e.g. officers, ratings and cadets) violates company's drugs and alcohol abuse prevention policy. This includes also violation of local procedures and/ or regulations. The number of cases is based on a documented record of violation. This indicates that people with alcohol and drug addictions are counted each time they have a logged warning or any other written record of their abuse.
PI021	Number of charges of criminal offences	Offenses	Ship	Quarter	Number of cases where any person being part of the ship's complement. (e.g. officers and ratings) is charged with a criminal offence. In cases where the charge is later withdrawn, the relevant Value should not be updated.

PI022	Number of collisions	Collisions	Ship	Quarter	The number of collision incidents between the ship and another moving object. Data shall be captured from internal reporting as well as any official incident reports to give a good and valid expression of ship's navigational performance.
PI023	Number of conditions of class	Conditions of class	Ship	Quarter	Number of Conditions of Class issued during the reporting period. Condition of Class (CoC) is a written statement from class. The "Condition of Class" definition might differ between class societies, as some use term "Condition of Class", others use term "recommendation". Data concerning this PI can be taken from class records and/or inspection reports, and should be aggregated from the inspections held during the reporting period.
PI024	Number of contained spills of liquid	Spills	Ship	Quarter	Total number of spills contained on deck (where nothing went overboard) of liquids as covered by MARPOL. Data for this PI shall be based on internal reporting. The procedure and process for such reporting should be included in the Safety Management System so that the process can be audited.
PI025	Number of seafarers not relieved on time	Seafarers	Ship	Quarter	Number of seafarers not relieved within the agreed tenure of contract including extensions imposed by the ship owner or ship manager, but excluding mutually agreed extensions and extensions initiated by the seafarer. Dismissals and Terminations should not count in this PI.
PI026	Number of dismissals	Dismissals	Ship	Quarter	The number of cases where any person being part of the ship's complement. (e.g. officers, ratings and cadets) has been dismissed due to breach of internal/external procedure or regulation and as a consequence his/her contract has been terminated prior to completion. The number of cases are based on a documented record of the breach and dismissal. If the crew member is an officer and the incident leading to the dismissal also leaves the officer as not eligible for re-employment, such a dismissal may also count as Beneficial Officer Termination (PI016).
PI027	Number of environmental related deficiencies	Deficiencies	Ship	Quarter	Number of environmental related deficiencies and/or non-conformities (excluding operational-, navigational-, HR-, security-, health and safety deficiencies) including any substandard act, practice or condition of an environmental consequence (local regulations and MARPOL) recorded during external inspections and audits by external bodies (class, port state, flag state, underwriters, ITF) including statutory audits, but excluding other voluntary inspections made for the purpose of quality improvement or for commercial reasons, such as SIRE, CDI or other charterer inspections.
PI028	Number of explosion incidents	Incidents	Ship	Quarter	The number of explosion incidents on board a ship. This includes explosion that occurred on board in repair facilities. Include explosions of equipment such as turbo chargers, compressors, economisers, etc.
PI029	Number of failures of critical equipment and systems	Failures	Ship	Quarter	The number of failures to equipment and systems in the critical list as defined in the company's Safety Management System. If multiple faults result in the same unavailability they should all be counted, as this PI measures the state of the system, not the consequence of the failure.
PI030	Number of fatalities due to work injuries	Fatalities	Ship	Quarter	Number of deaths on board among the crew or any person being part of the ship's complement (e.g. officers, ratings and cadets) resulting from a work injury (not illness or other conditions) regardless of the length of time between the injury and death.

PI031	Number of fatalities due to sickness	Fatalities	Ship	Quarter	Number of confirmed deaths on board the vessel among the crew or any person being part of the ship's complement (e.g. officers, ratings and cadets) resulting from confirmed cases of sickness, also including suicide (mental illness).
PI032	Number of fire incidents	Incidents	Ship	Quarter	The number of fire incidents on board the ship. This includes fires that occurred on board in repair facilities.
PI033	Number of groundings	Groundings	Ship	Quarter	The groundings including incidents of stranding, ie. when the ship makes any contact with the sea bed and/ or sea shore, including reefs or sea mounts. Data shall be captured from internal reporting as well as any official incident reports to give a good and valid expression of ship's navigational performance.
PI034	Number of health and safety related deficiencies	Deficiencies	Ship	Quarter	Number of health and safety related deficiencies and/or non-conformities (excluding operational-, navigational-, HR-, security- and environmental deficiencies) including any substandard act, practice or condition recorded during external inspections and audits by external bodies (class, port state, flag state, underwriters, ITF) including statutory audits, but excluding other voluntary inspections made for the purpose of quality improvement or for commercial reasons, such as SIRE, CDI or other charterer inspections.
PI035	Number of HR related deficiencies	Deficiencies	Ship	Quarter	Number of HR related deficiencies and/or non-conformities (excluding operational-, navigational, environmental, security- and health and safety deficiencies) including any substandard act, practice, or condition recorded during external inspections and audits by external bodies (class, port state, flag state, underwriters, ITF) including statutory audits, but excluding other voluntary inspections made for the purpose of quality improvement or for commercial reasons, such as SIRE, CDI or other charterer inspections.
PI036	Number of logged warnings	Warnings	Ship	Quarter	Any logged warning given by superior to any person being part of the ship's complement (e.g. officers, ratings and cadets).
PI037	Number of lost workday cases	Cases	Ship	Quarter	Number of injuries among the crew or any person being part of the ship's complement (e.g. officers, ratings, cadets, superintendents) which results in the individual being unable to carry out his duties or to return to work, or to a scheduled work shift on the next day following the injury.
PI038	Number of navigational related deficiencies	Deficiencies	Ship	Quarter	Number of navigational related deficiencies and/or non-conformities (excluding operational-, environmental-, HR-, security-, health and safety deficiencies) including any substandard act, practice, or condition recorded during external inspections and audits by external bodies (class, port state, flag state, underwriters, ITF) including statutory audits, but excluding other voluntary inspections made for the purpose of quality improvement or for commercial reasons, such as SIRE, CDI or other charterer inspections.
PI039	Number of officer days onboard all ships with the DOC holder	Days	SBU	Quarter	Number of officer days onboard all ships within the same ship owner or ship manager. This PI can be calculated by adding number of officers onboard each ship (PI043) with the same ship owner or ship manager and multiplying such figure by the number of days in the reporting quarter.

PI040	Number of officer experience points	Experience points	Ship	Quarter	Officer experience points are defined as aggregated experience points assigned to each officer onboard the ship on the last day of the quarter.
PI041	Number of officer terminations from whatever cause	Terminations	SBU	Quarter	Termination is the event where an officer, who has been employed with the ship owner or ship manager leaves the company. The total number of officers Terminations for whatever reason (including Beneficial and Unavoidable terminations).
PI042	Number of officer trainee man days	Days	SBU	Quarter	Number of officer trainee man days is defined as all days when an officer has attended and completed training as defined below. The number is then aggregated for all officers having attended and completed training. Training counted includes land-based statutory requirements performed by formal trainer, forums and seminars; onboard training performed by onboard trainer or Superintendent and Certified Computer Based Training. Training is counted when documented by issuance of successful completion certificate or attendance record for forums and seminars.
PI043	Number of officers onboard	Officers	Ship	Quarter	The number of officers onboard a ship on the last day of the quarter. Cadets are not included under officers and are captured separately under PI017.
PI044	Number of operational related deficiencies	Deficiencies	Ship	Quarter	Number of operational related deficiencies and/or non-conformities (excluding navigational-, HR-, security-, health and safety- and environmental deficiencies) including any substandard act, practice or condition recorded during external inspections and audits by external bodies (class, port state, flag state, underwriters, ITF) including statutory audits, but excluding other voluntary inspections made for the purpose of quality improvement or for commercial reasons, such as SIRE, CDI or other charterer inspections.
PI045	Number of passengers injured	Passengers	Ship	Quarter	The number of passengers injured during embarkation, disembarkation and time spent on board the vessel. Number is taken from received and recorded claims. If the claim is later withdrawn, the relevant PI should not be updated. Passenger is defined as a person that paid for the passage or is shown as a passenger in the ship's documents. A fatality resulting from an injury will be counted as a case (as an injury).
PI046	Number of permanent partial disabilities	Cases	Ship	Quarter	The number of recorded cases where a crew member or any person being part of the ship's complement (e.g. officers, ratings, cadets, superintendents) suffers a work injury resulting in complete loss, or permanent loss of use, of any member or part of the body, or any impairment of functions of parts of the body, regardless of any pre-existing disability of the injured member or impaired body function, that restricts an employee's ability to work on a permanent basis at sea. Permanent Partial or Total Disability resulting in person's inability to work at sea should be based on medical judgment and be obtained from a medical statement for the established % of disability.

PI047	Number of permanent total disabilities (PTD)	Cases	Ship	Quarter	The number of recorded cases where a crew member or any person being part of the ship's complement (e.g. officers, ratings, cadets, superintendents) has work injury which incapacitates the individual permanently resulting in termination of employment on medical grounds (e.g. loss of limb(s) permanent brain damage, loss of sight) and precludes the individual from working either at sea or shore.
PI048	Number of PSC deficiencies	Deficiencies	Ship	Quarter	The number of recorded deficiencies, excluding observations (code 99), found during port state control inspections. In case of several PSC inspections in the same quarter then deficiencies are aggregated for that specific quarter.
PI049	Number of PSC inspections	Inspections	Ship	Quarter	Data concerning this PI is captured by counting the number of recorded port state control inspections. In the case a ship is under inspection at the period end, only completed PSC inspections should be reported for the PI.
PI050	Number of PSC detentions	Detentions	Ship	Quarter	The number of Port State Control detentions as per PSC Action Code 30. A re-inspection resulting in a detention not being lifted is NOT a new detention.
PI051	Number of PSC inspections resulting in zero deficiencies	Inspections	Ship	Quarter	The number of Port State Control inspections resulting in zero deficiencies (not counting observations – code 99).
PI052	Number of recorded external inspections	Inspections	Ship	Quarter	The total number of recorded inspections and audits by external bodies (e.g Class, port state control, flag state, underwriters and ITF) excluding commercial and voluntary inspections (e.g charterers inspections such as CDI and SIRE) made for the purpose of quality improvement.
PI053	Number of releases of substances to the environment	Releases	Ship	Quarter	This PI is used to measure the Number of releases of substances to the environment. This PI captures number of releases of substances to the environment as covered by MARPOL Annex II through V. This PI and Number of oil spills (PI055) are used to express the company's ability to avoid releases of substances (Releases of substances - KPI028). The number of releases of substances to the environment, in violation of MARPOL Annex II through V and/ or any other local regulations. Oil spills covered by MARPOL Annex I shall be reported in PI055. Data for this PI shall be based on discovered releases reported to authorities and recorded in relevant vessel's record books.
PI054	Number of security related deficiencies	Deficiencies	Ship	Quarter	Number of security related deficiencies (excluding operational-, navigational-, environmental, HR- and health and safety deficiencies) including any substandard act, practice or condition recorded during external inspections and audits by external bodies (class, port state, flag state, underwriters, ITF) including statutory audits, but excluding other voluntary inspections made for the purpose of quality improvement or for commercial reasons such as SIRE, CDI or other charterer inspection.
PI055	Number of oil spills	Spills	Ship	Quarter	The total number of oil spills to the environment (overboard), excluding contained spills. Data for this PI shall be based on oil spills reported to authorities and recorded in oil record book.

PI056	Number of unavoidable officer terminations	Terminations	SBU	Quarter	Termination is the event where an officer, who has been employed with the ship owner or ship manager, leaves the company. Unavoidable officer terminations are outside of the control of the company (i.e. retirements, death, long-term illness, officers following a ship which is no longer under technical management, leaving seagoing career).
PI057	Number of ships operated under the DOC holder	Ships	SBU	Quarter	The number of ships operated under one DOC holder. All ships for which the company holds the DOC should be counted, not only the number of ships which are currently part of the Shipping KPI reporting regime.
PI058	Number of observations during commercial inspections	Observations	Ship	Quarter	The number of observations recorded during voluntary inspections made for the purpose of quality improvement or commercial reasons, such as to SIRE, CDI or any kind of charterers' inspections. In case of several voluntary and/ or commercial inspections in the same quarter then observations are aggregated for that specific quarter. External statutory inspections and audits by external bodies such as Class, Port State, flag state, underwriters, ITF are excluded (see PI052).
PI059	Number of commercial inspections	Inspections	Ship	Quarter	The number of recorded voluntary inspections made for the purpose of quality improvement or for commercial reasons, such as SIRE, CDI or any kind of charterers' inspections. Data concerning this PI can be taken from summing up all voluntary and/ or commercial inspections the ship had during the reporting period. External statutory inspections and audits by external bodies such as Class, Port State, flag state, underwriters, ITF, ISO, are excluded (see PI052).
PI060	Number of violations of rest hours	Violations	Ship	Quarter	The number of cases with violation of STCW or MLC conventions regarding rest or work hours. Even if a crew member agrees to the breach of rest hour conventions the breach shall be counted. This PI counts internal and external reporting of Violations.
PI061	Passenger exposure hours	Hours	Ship	Quarter	The passenger exposure hours are the aggregated total number of hours all passengers have spent on board the ship during given quarter counted from time of embarkation till time of disembarkation
PI062	Planned unavailability	Hours	Ship	Rolling year	The number of hours planned for repairs and maintenance, including drydocking, in-water survey (IWS), modifications, hot / cold layup that are agreed between the ship manager and ship owner for the given period.
PI063	Total exposure hours	Hours	Ship	Quarter	Total exposure hours is the aggregated total number of hours all crew or any person being part of the ship's complement (e.g. officers, ratings and cadets) have spent onboard the ship during the reporting period.
PI064	Transport work	[Cargo unit] Mile	Ship	Quarter	Transport work is a product of the quantity of cargo unit/ number of people and the transport distance (laden leg) sailed by a vessel during specific quarter.