Foreland Shipping Limited
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Foreland Shipping Limited

Carbon Reduction Plan

Publication date: 28 July 2025 Commitment to achieving Net Zero

Foreland Shipping Limited (FSL) is committed to achieving Net Zero emissions by 2050.

Emissions reduction targets – Existing Ships

COVID limitations in 2020 and 2021 reduced the tCO_2e emissions by around 10%; largely resulting from a reduction in our charterers global activity. We expected activity to return to pre-covid levels through 2023 before reducing because of our carbon reduction strategies. In fact, due to geopolitical events, we have seen our voyage activity steadily increase since 2023.

Each ship has been provided with an enhanced Ship Energy Efficiency Management Plan (SEEMP), approved by the appropriate Authority. This approved document is a ship specific plan to improve the energy efficiency in a cost-effective manner. We expect this to reduce emissions by 1-2% through 2025.

Each ship has been surveyed for emissions and the Energy Efficiency Existing Ship Index (EEXI) rating calculated and externally verified. The rating was within limits of the international maximum EEXI at the legally implementation date of 1st January 2023.

We will work with the UK Ministry of Defence who have shared Operational Control of the vessels to manage the routing and loading of our ships to optimise the total transport work undertaken in a given calendar year as measured by the Carbon Intensity Index (CII). The CII of the ships will be compared with the applicable international benchmark on an annual basis from 2023 when the grade boundaries are set.

Carbon Reduction Projects

Completed Carbon Reduction Initiatives

The following environmental management measures and projects have been completed or implemented since the 2020 baseline. The cumulative potential carbon emission reduction achieved by these schemes equate to 1,151 tCO_2e, a 1.2% reduction against the 2020 baseline and the measures will be in effect by the end of 2025.

Action	Description	CO2 Saving	Status
Change the ships to LED lighting.	LED lights replacing filament and fluorescent tube lamps throughout the ship on a fail and replace basis.	0.5%	Ongoing
Trim, Speed and Voyage optimisation	Review the optimum trim and draft to ensure the vessels are operated in the most efficient manner. This will be supplemented by Voyage Optimisation Software to accommodate weather, ocean currents, tides and other climatic conditions	0.2%	Ongoing – conducted under certain vessel stability conditions
Upgrade the Main Engine Turbo Chargers	Replace the Turbo Chargers with updated efficient models at the end of life of the current Turbo Chargers. Also required to enable the Combinator mode running.	Difficult to quantify – approx. 0.5%	Ongoing – Planned completion Q4 2025

The Technical Ship Manager is responsible for the environmental management of the ships and holds the quality standard ISO 14001: Environmental Management.

In the future we hope to implement further measures for existing ships such as:

Measure	Description	Estimated net reduction in CO2 emissions.
Combinator mode running	Re-configure the controls over the main engine and controllable pitch propellors to permit more economical slow speed operation, and work with MOD to program at less than 14knots.	10%
Use a compliant fuel mix including biodiesel to reduce net emissions	Work with fuel manufacturers to procure supplies of Marine Fuel with a biofuel component to reduce net CO2 emissions.	5%
Improved hull coating.	A higher specification of underwater hull coating to reduce drag through the water and marine growth buildup.	1-2% Difficult to quantify

At the end of the operational life of the ships they will either be re-used in another trade or disposed of in accordance with The International Maritime Organisation Convention for the Safe and Environmentally Sound Recycling of Ships. We have modelled the scenario that all Foreland ships will be disposed of by 2050.

Future ships will be procured based on functionality and installation of suitable emergent and novel technologies to reduce tCO_2e as and when they become available.

Baseline Emissions Footprint

Baseline emissions are a record of the greenhouse gases that have been produced in the past and were produced prior to the introduction of any strategies to reduce emissions. Baseline emissions are the reference point against which emissions reduction can be measured.

Baseline Year: 2020			
Additional Details relating to the Baseline Emissions calculations.			
DNV GL (accreditation number D-VS-16026-01-00) verified the tCO_2e on all FSL ships for the year 2020 in accordance with EU Regulation 2015/757. This has become the chosen baseline.			
Baseline year emissions:			
EMISSIONS	**TOTAL (tCO_2e)**		
Scope 1	(Hurst Point 24,748 tCO_2e, Hartland Point 23,965 tCO_2e, Eddystone 24,513 tCO_2e, Anvil Point 22,727 tCO_2e) **Total 95,953 tCO_2e**		
Scope 2	Office electricity **2.6 tCO_2e** (based on the Equity Share of Office Costs)		
Scope 3 (Included Sources)	4.Upstream transportation and distribution	Transportation between technical warehouse and ships.	4.3 tCO_2e
	5. Waste generated in operations	Transport of waste to approved disposal sites in the UK	2.6 tCO_2e
	6. Business Travel	Transportation of employees (not in owned vehicle)	1.8 tCO_2e
	7. Employee Commuting	Transport of employees between their homes and worksites	43.6 tCO_2e
	9. Downstream transportation and distribution	Transportation and distribution of products sold by the reporting company in the reporting year	Nil – included in Scope 1.
Total Emissions	**96,008 tCO_2e**		

Current Emissions Reporting

Reporting Year: 2024			
DNV GL (accreditation number D-VS-16026-01-00) verified the tCO_2e on all FSL ships for the year 2021 in accordance with EU Regulation 2015/757.			
EMISSIONS	**TOTAL (tCO_2e)**		
Scope 1	(Hurst Point 24,452 tCO_2e, Hartland Point 19,213tCO_2e, Eddystone 23,298 tCO_2e, Anvil Point 25,141 tCO_2e) **Total 92,104 tCO_2e**		
Scope 2	Office electricity **2.6 tCO_2e**		
Scope 3 **(Included Sources)**	4.Upstream transportation and distribution	Transportation between technical warehouse and ships.	4.8 tCO_2e
	5. Waste generated in operations	Transport of waste to approved disposal sites in the UK	2.8 tCO_2e
	6. Business Travel	Transportation of employees (not in owned vehicle)	3.5 tCO_2e
	7. Employee Commuting	Transport of employees between their homes and worksites	53.7 tCO_2e
	9. Downstream transportation and distribution	Transportation and distribution of products sold by the reporting company in the reporting year	Nil – included in Scope 1.
Total Emissions	**92,171 tCO2e**		

Annual fleet performance against baseline

Table 1: Fleet tCO2e Emissions

Year	CO2 Emission	Comparison to baseline
2020 (Baseline)	96,008	
2021	92,340	- 3.8%
2022	89,626	- 6.6%
2023	98,794	+2.9%
2024	92,171	-3.9%

Table 2: Fleet tCO2e Emissions – kg per nautical mile

Year	CO2 Emission kg/NM	Comparison to baseline
2020 (Baseline)	93.2	
2021	100.6	+7.9%
2022	97.5	+4.6%
2023	90.7	-2.7%
2024	91.8	-1.5%

Summary Analysis

FSL vessel activity is a significant contributor to the organisational emissions, 99.9% of emissions, and it is viewed this area of operations is where that the biggest emission savings could be realised. Table 1 shows that we have had a decrease in total fleet emissions of 3.9% against the Baseline. This is an improvement when compared with 2023. Table 2 shows that the gains made in 2023, when kg per nautical mile are evaluated, have been slightly eroded through 2024. This can be attributable to the increasing global activity of our vessel charterer where geopolitical events have meant that routing of some voyages are now longer and many voyages at higher speed, so a larger volume of fuel consumed per mile. Another factor could be that the hull coatings are becoming less efficient through the water with age and so a degradation in performance. This will be addressed through the next drydocking cycles starting in 2026. All vessels also remained in scope of the IMO's CII ratings.

Declaration and Sign Off

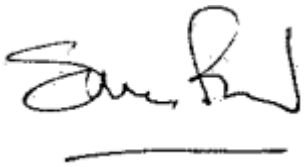
This plan has been completed in accordance with HM Government Procurement Policy Note 06/21 and associated guidance and reporting standard for Carbon Reduction Plans.

Emissions have been reported and recorded in accordance with the published reporting standard for Carbon Reduction Plans and the GHG Reporting Protocol corporate standard and uses the appropriate Government emission conversion factors for greenhouse gas company reporting.

Scope 1 and Scope 2 emissions have been reported in accordance with SECR requirements, and the required subset of Scope 3 emissions have been reported in accordance with the published reporting standard for Carbon Reduction Plans and the Corporate Value Chain (Scope 3) Standard.

This Carbon Reduction Plan has been reviewed and signed off by the board of directors.

Signed on behalf of the Foreland Shipping Limited



Simon Parker
Managing Director
Foreland Shipping Limited
28th July 2025