



# 1. INTRODUCTION

## THE RIDGEBURY PLATFORM

Ridgebury has earned its reputation as a platform for investors to enjoy strong, positive returns in shipping, with the assurance that their capital has been put to work ethically and responsibly.

We provide safe transportation that respects and protects the global environment. We minimize the impact of our activities to the extent possible using today's technology, and we work with the broader industry as a force for positive change in alignment with global environmental and climate goals.

## THE ENVIRONMENT

Shipping is the most efficient form of transportation for the world's goods, with far lower environmental impact than transport by road, rail or air. With over 90% of world trade conducted over water, however, the environmental impact of shipping is significant and global.

The industry places a clear focus on minimizing the environmental impact of shipping activities, with a strong and improving record of minimizing harm to the marine and air environments. We follow well-articulated and collectively developed norms that are overseen by a rigorous cross-section of flag and port states, classification societies and independent inspection regimes.

The newer, more complex challenge the industry faces is to align carbon emissions from shipping with global climate goals, namely the halving of greenhouse gas emissions - on an absolute basis - by 2050. We are encouraged by the emerging spirit of collaboration and determination we see among shipowners, capital sources, and the well-resourced energy companies and traders who use our services. Climate change is a global challenge, and we believe that the global nature of the maritime industry means that we can be a leader in the struggle. We are hopeful that new technologies will emerge, together with the financially supportive frameworks needed to ensure their widespread implementation by companies like ours.

Ridgebury's business model has been to invest in second-hand ships and to operate them in an environmentally responsible manner, while making operational and capital investments to improve efficiency and reduce carbon intensity. In short, we want a vessel's change of ownership to Ridgebury stewardship to be a positive environmental event. In our view, the actions we take with these already-existing ships represent the most important impact we can deliver currently.

## SOCIAL

The life of the seafarer is a challenging one; never was this more evident than during the 2020 pandemic, which placed unprecedented physical and mental strain on sailors globally. Together with our independent technical managers, the men and women of Ridgebury worked tirelessly to navigate these challenges, maintaining an unwavering focus on safety while minimizing the disruption to our seafarers' lives during this difficult time.

## GOVERNANCE

Ridgebury is determined to act honestly and ethically. We include full and robust discussion of all ESG and compliance matters as a formal topic at every board meeting. Daily adherence to these principals is led by our Chief Financial Officer, who also serves as Chief Compliance Officer, and a culture of compliance is engrained in all members of our organization.

Our vessels make port calls in locations where corruption and extortion are frequent challenges. Our managers and the officers on board our ships are trained to meet these tests without compromise. In this stand, they receive the full support of our organization, all the way to the top - regardless of commercial consequence.

## THIS REPORT

Our inaugural ESG Report represents a starting point for us to share our progress, openly and transparently. As a platform whose asset numbers and mix may fluctuate dramatically from year to year, certain typical metrics may not deliver useful information (as they would for a company with a stable fleet and trade.)

We are generally following SASB principles, but we expect to adapt and improve our reporting as we seek to provide meaningful measurement of our future performance in these key areas.



## Industry Organizations

Ridgebury is a small player in a global industry. We believe that we can have an outsized impact when we partner with other like-minded organizations pursuing collective action. We are proud and active members of the Maritime Anti-Corruption Network and the Global Maritime Forum, the organizing agency of the Getting to Zero Coalition and The Neptune Declaration on Seafarer Wellbeing and Crew Change.



The Neptune Declaration  
on Seafarer Wellbeing  
and Crew Change

Getting to Zero  
Coalition



312<sup>12</sup>

NUMBER OF SHIPBOARD  
EMPLOYEES



860,621<sup>12</sup>

TOTAL NAUTICAL MILES  
TRAVELLED BY VESSELS



5045<sup>13</sup>

OPERATING DAYS



1,662,418<sup>12</sup>

DEADWEIGHT TONNAGE



14<sup>14</sup>

NUMBER OF VESSELS IN  
TOTAL SHIPPING FLEET



279<sup>15</sup>

NUMBER OF VESSEL PORT  
CALLS



In an effort to address sustainability in a wider perspective, four UN Sustainable Development Goals (SDGs) have been identified where Ridgebury can have a contributory role. SDG 9, 13, 14 and 16 can be considered as more relevant to the industry we operate in and represent matters that are subject to our monitoring processes. Please refer to Sections 3 and 5 for more information.



## 2. SUSTAINABILITY ACCOUNTING STANDARDS DISCLOSURES

TOPIC	ACCOUNTING METRIC	UNIT OF MEASURE	DATA	CODE
 GREENHOUSE GAS EMISSIONS	CO <sub>2</sub> EMISSIONS			
	Gross global Scope 1 emissions: Financial control	Metric tons (t) CO <sub>2</sub> -e	357,685.4 <sup>1</sup>	TR-MT-110a.1
	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	See page 6		TR-MT-110a.2
	ENERGY CONSUMED			
	Total energy consumed	Gigajoules (GJ), Percentage (%)	5,003,158.5 <sup>2</sup> 100%	TR-MT-110a.3
	Percentage heavy fuel oil	Gigajoules (GJ), Percentage (%)	1,951,231.8 39.2%	
	Percentage renewable	Gigajoules (GJ), Percentage (%)	0 0%	
	EEOI <sup>16</sup>			
	Average Energy Efficiency Operational Indicator (EEOI)	Grams of CO <sub>2</sub> per ton-nautical mile	MR: 16.1 / Suez: 10.3	n/a, voluntary disclosure
	AER <sup>16</sup>			
Annual Efficiency Ratio (AER)	Grams of CO <sub>2</sub> /DWTnm	MR: 6.35 / Suez: 3.28	n/a, voluntary disclosure	
 AIR QUALITY	OTHER EMISSIONS TO AIR			
	NOx	Metric tons (t)	10,465.73 <sup>3</sup>	TR-MT-120a.1
	SOx	Metric tons (t)	1036 <sup>3</sup>	
	Particulate matter	Metric tons (t)	395 <sup>3</sup>	
 ECOLOGICAL IMPACTS	MARINE PROTECTED AREAS			
	Shipping duration in marine protected areas or areas of protected conservation status	Number of travel days	1,617 <sup>4</sup>	TR-MT-160a.1
	IMPLEMENTED BALLAST WATER			
	Exchange	Percentage (%)	84.6 <sup>5</sup>	TR-MT-160a.2
	Treatment	Percentage (%)	15.4 <sup>5</sup>	
	SPILLS AND RELEASES TO THE ENVIRONMENT			
	Number	Number	0 <sup>6</sup>	TR-MT-160a.3
Aggregate volume	Cubic meters (m <sup>3</sup> )	0 <sup>6</sup>		

TOPIC	ACCOUNTING METRIC	UNIT OF MEASURE	DATA	CODE
EMPLOYEE HEALTH AND SAFETY	LOST TIME INCIDENT RATE			
	Lost time incident rate (LTIR)	Rate	0.00 <sup>7</sup>	TR-MT-320a.1
 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	66 <sup>8</sup>	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
 ACCIDENT & SAFETY MANAGEMENT	MARINE CASUALTIES			
	Incidents	Number	0 <sup>10</sup>	TR-MT-540a.1
	Very serious marine casualties	Percentage (%)	0 <sup>10</sup>	
	CONDITIONS OF CLASS			
	Number of Conditions of Class or Recommendations	Number	0 <sup>10</sup>	TR-MT-540a.2
	PORT STATE CONTROL			
	Deficiencies	Rate	0.36 <sup>11</sup>	TR-MT-540a.3
Detentions	Number	0 <sup>11</sup>		

ACTIVITY METRIC	UNIT OF MEASURE	DATA	CODE
Number of shipboard employees	Number	312 <sup>12</sup>	TR-MT-000.A
Total distance travelled by vessels	Nautical miles (nm)	860,621 <sup>12</sup>	TR-MT-000.B
Operating days	Days	5,045 <sup>13</sup>	TR-MT-000.C
Deadweight tonnage	Deadweight tons	1,662,418 <sup>12</sup>	TR-MT-000.D
Number of vessels in total ship fleet	Number	14 <sup>14</sup>	TR-MT-000.E
Number of vessel port calls	Number	279 <sup>15</sup>	TR-MT-000.F

# 3. ENVIRONMENT

## Greenhouse gas emissions & air quality

Air pollutants pose a risk to local environments and must be carefully managed. Ridgebury is dedicated to control and mitigate the intensity of fleet emissions. Seven of our ten Suezmaxes are fitted with exhaust gas scrubbers that remove sulfur and other harmful particles previously released to the atmosphere. These scrubbers reduce the sulfur content of the exhaust gases to the equivalent of burning 0.5% (Ocean Mode) and 0.1% (SECA Mode) fuel, in accordance with air pollution prevention regulations.

The IMO has recently implemented regulations to guide our industry towards reducing CO<sub>2</sub> per transport work unit by 40% by 2030, with a target by 2050 to reduce annual GHG emissions on an absolute basis by 50% compared to 2008 levels. Although there is currently no commercially viable zero-carbon solution available, Ridgebury recognizes several promising technologies in development. In the interim, we are fully focused on reducing the carbon intensity of the existing fleet.

## Strategy for fleet efficiency improvement

Efficiency has always been a priority for Ridgebury. In 2019 we initiated an upgraded program to monitor fleet efficiency and GHG emissions. Undertaking a thorough and continuous review, we currently prioritize several technologies including next-generation low-friction hull coatings, wake equalizing ducts and post-swirl fins. Working with a leading maritime technology company, we have installed advanced performance monitoring equipment and data loggers to provide high-frequency data to our own hybrid system for the collection, reporting and optimization of fuel consumption.

We prepare ship-specific plans to implement these carbon reduction measures, including the performance monitoring system to target operational efficiency, for each vessel we purchase. Additional investments in high-performance coatings and capital upgrades are tailored to each ship individually.

## Marine environment protection

A prime goal for Ridgebury is to minimize impact to marine ecosystems; our KPI for spills is zero. Although ballast is essential for safe transit, the introduction of non-native biological materials can be detrimental to local ecosystems. We are in the process of installing Ballast Water Treatment Systems (BWTS) on all our ships in accordance with IMO regulations.

## Ship recycling

Ridgebury adheres to a stringent ship recycling policy that meets the best practices of our industry peers. Elements of this policy include a ship-specific recycling plan developed according to the Inventory of Hazardous Materials (IHM) certificate for each ship, and the selection of recycling yards that have been certified as compliant with the Hong Kong Convention for the Safe and Environmentally Sound Recycling of Ships. We independently vet recycling yards and require regular reporting to ensure that each vessel is handled in a safe and responsible manner, including with respect to the handling of downstream disposal of hazardous materials.



Zero emission



Increasing efficiency and upgrading engine technology – tracking vessels' emissions and energy



Ship Recycling Policy



# 4. SOCIAL

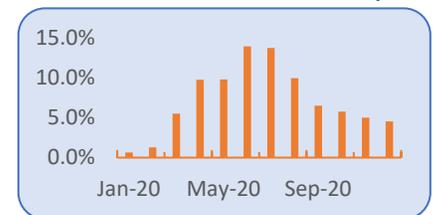
## Health, Safety, & Human Rights

The safety and wellbeing of our staff and seafarers is always our top priority. The COVID-19 pandemic has created a unique set of challenges, requiring a thoughtful and creative approach to ensure the health and safety of the men and women who work in our offices and sail aboard our vessels. For the majority of 2020, Ridgebury's onshore staff worked remotely. By investing in the appropriate tools and technology, we were able to conduct business as usual in a safe manner and without business interruption. In the office, we have invested in air filtration devices and personal protective equipment, enhanced cleaning protocols, and modified space layout to ensure appropriate social distancing in accordance with CDC recommendations. Maintaining a healthy and safe environment aboard our vessels that minimizes the risk of transmission and spread of infectious disease is paramount. In partnership with our technical managers, we have implemented strict protocols that help prevent the spread of COVID-19 and maintain the highest standards of hygiene aboard our ships.

Ridgebury's technical managers have ISO 9001 / ISO14001 / OHSAS18001 certification and maintain a "Document of Compliance" (DOC) issued by an internationally recognized Classification Society, as required under the ISM Code (International Ship Management Code). Each of our vessels maintains a Safety Management Certificate (SMC), ensuring that the technical manager and its shipboard personnel operate the ship in accordance with an approved Safety Management System (SMS).

Given the pandemic's impact on travel, it has been difficult to effectively carry out crew changes. Our team has worked proactively and diligently in coordination with our technical managers to minimize the number of seafarers who remain on board a vessel past their contractual term. We were able to keep this metric below 15% at the height of the pandemic and we continue to remain vigilant.

% of Crew Onboard Past Contract Completion Date



Ridgebury is a proud signatory to the Neptune Declaration for Seafarer Wellbeing and Crew Change, a unified backing from over 800 companies and organizations that focuses on seafarers' wellbeing during the pandemic. The Declaration emphasizes the following four actions:

- Recognize seafarers as key workers and give them priority access to COVID-19 vaccines
- Establish and implement gold standard health protocols based on existing best practice
- Increase collaboration between ship operators and charterers to facilitate crew changes
- Ensure air connectivity between key maritime hubs for seafarers

All Ridgebury ships possess certificates from the Maritime Labor Convention, which adheres to the International Labor Organization (ILO) standards. With respect to our crew and vessels, we are committed to complying with all aspects of the Convention.

## Diversity and Equal Opportunity

Ridgebury is committed to fostering and maintaining an environment that celebrates diverse backgrounds and perspectives. As stated in our Code of Ethics, *we do not tolerate discrimination against any person based on gender, race, religious creed, color, age, marital status, sexual orientation, sexual preference, political opinion, disability, citizenship, or veteran status* and we are committed to ensuring that diversity and inclusion are celebrated and championed across the organization. We reinforce our commitment with regular training for all staff and we maintain an open-door policy that encourages open and constant dialogue between management and staff. We provide a mechanism for employees to report any complaints with anonymity if preferred. Any such claims will be immediately and thoroughly investigated. The Company's structure supports the policies of our third-party managers who take the necessary steps to follow proper guidelines exemplified by our Code of Ethics.



# 5. GOVERNANCE

## Code of Ethics

There are no exceptions when it comes to Ridgebury’s commitment to transparent, honest, and ethical conduct. We dedicate resources and time to ensure our company acts according to the highest standards of compliance. Compliance and governance are a management priority and are an agenda item of every Board meeting.

Our Code of Ethics emphasizes the Company’s respect for laws, which serve as constant guidance for our due diligence. We comply with the law not only because we are required to do so, but because we believe compliance is fundamental to our success and reputation in the industry. Ridgebury conducts business in accordance with all applicable rules and trade restrictions imposed in the United States, other countries, and organizations whose laws the Company may be subject to by virtue of its global operations.



## Anti-corruption

Ridgebury takes a zero-tolerance approach to corruption, including with respect to facilitation payments as well as the usage of agents to make illicit payments – two practices that unfortunately remain common in our industry. We adhere to anti-corruption laws including the US Foreign Corrupt Practices Act (FCPA) and the UK Bribery Act, and we apply these standards to our third-party managers.

We are also an active member of the Maritime Anti-Corruption Network (MACN), a group of leading ship owners “working towards the vision of a maritime industry free of corruption that enables fair trade to the benefit of society at large”. We are proud to be part of a group that promotes integrity, works vigorously to share its best practices, and collaborates with other stakeholders to enact meaningful change.

## Business Ethics

Ridgebury selects well-established third party technical and commercial managers who demonstrate the same level of commitment to transparency and integrity and who support us in our efforts to move oil products safely and ethically. We have a robust due diligence process in place that includes a “Know Your Customer” checklist before we decide to work with a third-party organization. To ensure our values are shared on every level of the company, Ridgebury requires all its employees, both onshore and offshore, to participate in regular compliance and anti-corruption training. Each master taking control of one of our vessels must undergo an E-learning compliance module for anti-corruption and personally sign a declaration promising to abide by our zero-tolerance and anti-corruption policy.

With our industry’s reliance on technology, cyber security is a top priority in our office. Along with implemented security measures such as multi-factor authentication, our shoreside employees are regularly required to complete interactive training modules focused on the most current pervasive threats to prevent risks that target sensitive information.

## Memberships



The Neptune Declaration  
on Seafarer Wellbeing  
and Crew Change

Getting to Zero  
Coalition



# 6. DISCLAIMER AND ASSUMPTIONS FOR THE SASB REPORTING

Information provided herein is based on the best available data at the time the report was issued. We generated some of this data internally. In cases where actual figures were not available, estimates have been provided.

**<sup>1</sup>CO<sub>2</sub> emissions (metric tons (t) co2-e):** Calculations are based on the IMO emission factors and fuel consumption for the year. The financial control approach defined by the GHG Protocol has been applied (Scope 1). This includes company owned vessels only.

**<sup>2</sup>Total Energy Consumption (GJ):** Calculated utilizing fuel properties from IMO, 2018.

**<sup>3</sup>Particulate Matter (PM), NO<sub>x</sub>, Sox emissions (Metric tons):** Calculations were carried out in accordance with IMO's 4<sup>th</sup> GHG study. Where available, vessel data regarding consumed power and utilization was considered in the calculations.

**<sup>4</sup>Shipping duration in marine protected areas or areas of protected conservation status:** 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. The duration includes days sailing plus port time in SECA and MARPOL ECA zones.

**<sup>5</sup>Percentage of fleet implementing Ballast Water Exchange and Treatment:** As of 31 December 2020, we have installed two (2) Ballast Water Treatment System; installation of equipment for the remainder of the fleet has been planned and will be executed in accordance with regulations

**<sup>6</sup>Spills and releases to the environment (Number, Cubic meters (m<sup>3</sup>)):** The scope of disclosure includes spills and releases that were not considered to be "contained".

**<sup>7</sup>Lost time incident rate (LTIR):** A lost time incident is an incident that results in absence from work beyond the date or shift when it occurred. The rate is based on number of lost time incidents per million hours worked: (lost time incidents) / (1,000,000 hours worked).

**<sup>8</sup>Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index (CPI):** References the Corruption Perceptions Index's 20 lowest numerical ranked countries. Multiple countries can receive the same numerical ranking.

**<sup>9</sup>Marine Casualties:** The figure disclosed accounts for the total number of marine casualties in which the fleet was involved. USD 1.0 million is the company defined threshold for reporting on material damages (1.1.4 & 1.1.6). Personnel injuries (1.1.1) are reported as a part of Health and Safety statistics (LTIR).

**<sup>10</sup>Number of Conditions of Class or Recommendations:** This report only accounts for conditions of class that led to the withdrawal, suspension, or invalidation of a vessel's Class Certificate. There were zero such incidents during this reporting period.

**<sup>11</sup>Port State Control:** Number of port state control (1) deficiencies and (2) detentions. Practices of port state controls reporting on deficiencies do not follow an entirely harmonized methodology making it less useful for reporting purposes without further explanations, hence we have chosen to report this number as a rate: number of deficiencies per Port State Control Inspection. Detentions are reported in number of actual cases.

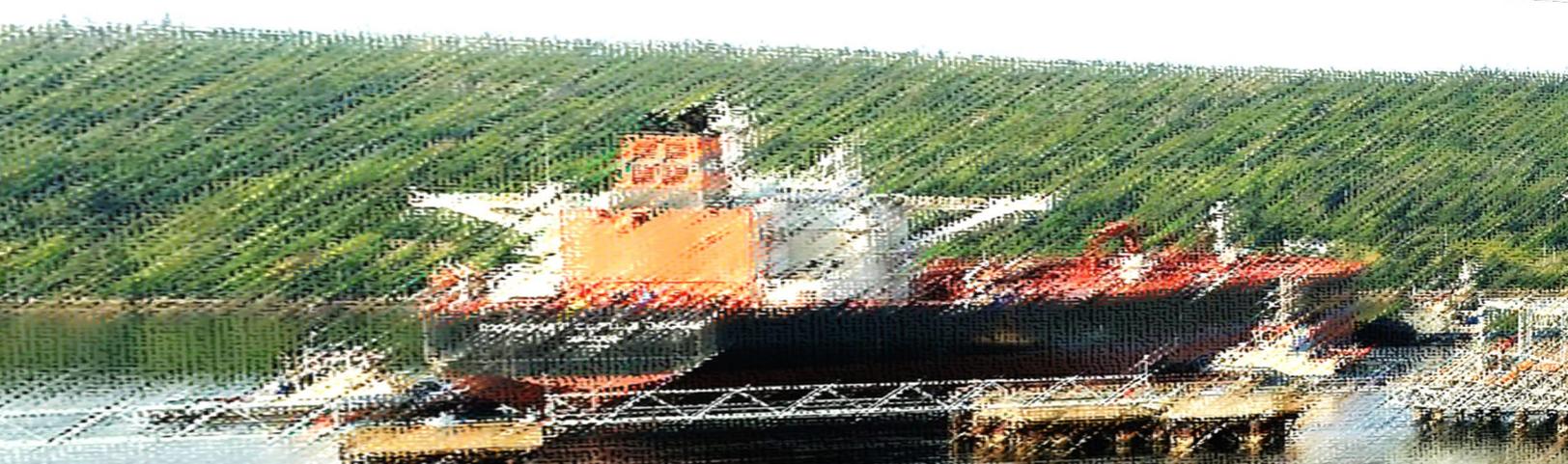
**<sup>12</sup>Fleet Assumptions:** The figures for Fleet DWT, number of shipboard employees, and total distance traveled is based on the data from Ridgebury vessels owned at the end of 2020. Only the number of onboard employees at any given time is recorded; it is not an aggregation for the year.

**<sup>13</sup>Operating days:** Total number of vessel-days for active vessels during the reporting year. This figure considers active vessels as those in possession of the shipowner at the end of the reporting year.

**<sup>14</sup>Fleet Count:** Total fleet count refers to the total number of Ridgebury-owned vessels at the end of 2020.

**<sup>15</sup>Number of port calls:** Total number of port calls for the fleet throughout the year.

**<sup>16</sup>Energy Efficiency Design Index (EEDI):** detailing technical measures for GHG reduction in newbuildings became mandatory in 2013. All vessels in our fleet were built (keel laid) before January 1, 2013 and therefore do not have EEDI measurements. We have opted instead to report the Annual Efficiency Ratio (AER) and EEOI (Energy Efficiency Operating Indicator), which together provide a view of our carbon intensity performance.





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