



Photo by: Capt. Ankur Agarwal

SAFETY TALK

Message from the Managing Director

Dear Captains, Chief Engineers, and Colleagues at Sea,

I hope you will find the second edition of this year's Safety Talk as interesting as the previous editions.

2022 is half over and I hope the remaining year will be as safe and efficient for all of us as well. Your leadership on board and hard work by staff has resulted in good results for MTM Ship Management with respect to safety management & third-party inspections, making us all proud of our Safety Culture. Please continue management of your ships with the same enthusiasm and motivation.

Please continue efforts to make sure:

There are no accidents and injuries on board.	There is no air or sea pollution.
There are no cargo incidents.	Ships are maintained in good cosmetic condition. This is a basic requirement of SIRE 2.0 that will be implemented this year.
No PSC detentions and observations as far as possible to Nil. 85% of our inspections are with Nil observations. Let us go to 90% in second half of 2022.	Our SIRE observations are less than 2 & CDI observations are less than 5.
We don't have technical breakdowns due to improper maintenance and care for machinery.	We don't lose time in hold cleaning and tank cleaning. MTM has meticulous hold cleaning and tank cleaning plans. Please plan, monitor and execute with perfection.

The number of ships under management and client list is slowly growing giving MTM Ship Management good recognition in the industry. We had 2 Ship Management offices and 4 Manning & Training centers. Recently we added one more office for Ship Management in Greece. Now our global footprint looks like this:

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We have taken over 5 ships under our management this year already and have plans to take over another 5-7 ships in the coming months.

In the next 6 months, fuel conservation will take the center stage in our Industry and ship / shore teams will be guided to work towards this program for effective implementation. SMD under leadership of GM, Mr. Hariharan will make simple PPT presentations to illustrate how each member of the ship management team can contribute towards fuel savings.

We have plans to tie up with reputed companies for Voyage Optimization and Hull Performance. At the same time, Main Engine performance will be monitored through the Chief Engineer’s monthly reports.

Captains will be actively participating in the voyage optimization program and CE will be very actively involved in fuel optimization which will include hull and ME. For results to be effectively implemented, it is of utmost importance that daily fuel consumption and average power is measured as accurately as possible. Industry experience shows:

- ☑ Fuel saving by Hull performance management is in the range of 2-5%
- ☑ Fuel saving by Main Engine performance management is in the range of 1-2%
- ☑ Fuel saving by voyage optimization management is in the range of 3-10%.

In the coming months, I look forward to successful implementation of these programs on board and ashore.

Ship visits by office Superintendents have started now. We hope to start physical meetings with MTM staff through seminars and pre-joining briefings. The long-distance relationship needs to be replaced by physical meetings as before.

I thank all those who have contributed to the articles in this edition. Enjoy reading this Safety Talk.

Like always I will end by saying that if there is anything I can do to support you and improve your life on board – please write to me. Your suggestions and ideas will always be respectfully considered.

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Decarbonization in Shipping—EEXI & CII

EEXI and CII are the buzz words in the maritime industry currently. EEXI stands for *Energy Efficiency Existing Ship Index* and CII stands for *Carbon Intensity Indicator*. Both are linked to reducing Green House Gas emissions from the ships as per IMO guidelines.

<u>EEXI</u>	<u>CII</u>
<p>EEXI is a one-time exercise, and its value is dependent on engine parameters, sea trial data and DWT of the vessel. Measured EEXI should be less than required EEXI. EEXI calculations should be done on all the vessels more than 400 GRT and built before 2013 not having EEDI (Energy Efficiency Design Index) certificate.</p> <p>EEXI needs to be implemented by first IAPP survey after 1 Jan 2023.</p> <p>The simple formula for calculated EEXI for a vessel is:</p> $\frac{(75\% \text{ of ME MCR Power} * \text{Correction Factor for CO}_2 * \text{Certified SFOC ME}) + (\text{AE Power} * \text{Correction Factor for CO}_2 * \text{Certified SFOC AE})}{V_{ref} * \text{DWT}}$ <p>Where V_{ref} is reference speed of vessel at 75% ME MCR Power.</p> <p>Required EEXI depends on vessel type and DWT of the vessel.</p>	<p>Whereas, CII must be calculated for every year and is an operational index to measure vessel rating for energy efficiency of the vessel. As per IMO, required metric for measuring CII is AER. AER stands for Annual Efficiency Ratio and has a vessel rating from A to E.</p> <p>Simple Formula of AER is:</p> $\text{AER} = \frac{\sum \text{FO Consumption} * \text{Conversion Factor for CO}_2}{\text{DWT} * \text{Distance Travelled}}$ <p>AER will be part of SEEMP III and the vessel needs to take corrective actions if vessel lies under inferior ratings from 2023.</p> <p>There will be energy audits on board regularly to check compliance with AER ratings.</p>

Both these parameters are linked to Energy conservation on board.

26 vessels of our current fleet are built after 2013 and have EEDI. For these vessels, the attained EEDI is less than required EEXI. So, we just need to get compliance from vessel class during IAPP survey in 2023. For remaining 36 vessels, we have calculated EEXI values and all these vessels' EEXI values are less than required EEXI. Now we have 2 choices to comply with required EEXI values for these vessels:

- Install Energy Efficiency devices on board or
- Apply Engine Power Limitation (EPL) to reduce maximum power of main engine.

Installing Energy Efficiency devices requires very high capital expenditure. Also, we need to carry out sea trials again to ascertain revised value of EEXI. As of now, we are not going for this solution. So, we will be implementing EPL solution. EPL will be done by the main engine manufacturer in front of class surveyor. We have planned for EPL implementation as per IAPP anniversary date falling for the vessels. You can get details of same from your technical superintendent or vessel performance manager. After EPL is implemented, we need to do IAPP survey and get EPL approved along with onboard management manual for EPL on the vessel.

For CII, the FO consumption and distance data is coming from the noon reports. So, accuracy of data in noon reports is very important to get accurate CII and thus able to monitor CII rating for each voyage. CE & Master to ensure that fuel oil consumptions and distance travelled (both Distance by log and distance by GPS) should be correctly reported in each noon report



By: Mr. Shashank Ajmani
Vessel Performance Manager

Joint Exercise with Eunavfor—Med Navy Vessel

On 5th May 2022, MTM Antwerp and Mediterranean EUNAVFOR Navy vessel F465 carried out a joint exercise where the high speed navy craft came alongside at full speed. MTM Antwerp was proceeding at full speed of 13 kts. A mock drill carried out on board prior disembarkation of all navy commandos from vessel.



Participating EUNAVFOR Navy Vessel F465



Navy Commandos approaching vessel in a high speed craft



High speed Navy craft approaching MTM Antwerp at full speed



Navy commandos on board



EUNAVFOR Commandos on vessel's bridge wing with Master and ship's Officers

Annual Security Drill

The IFC and MTM once again collaborated for an annual security drill on 27th June 2022 in the IFC's Area of Interest (AOI).

This drill allowed the ship and MTM security team to exercise established info sharing procedures between the various stakeholders against MARSEC threats. Three International Liaison Officers (ILOs) from the IFC also participated in the cueing of operational responses.

Besides participating in the drill with the IFC Watch floor, the IFC Shipping Engagement Branch was also invited to the MTM emergency response room to observe how their security team handled the scenario. We also participated in the debrief by sharing our perspectives.

Bravo Zulu to MTM Ship Management and the crew of "MTM Key West" for their active participation. We look forward to having more of such opportunities to hone our operational readiness together!

Above article was released in the "Telegram" media platform of IFC, Singapore on 29th June 2022.



By: Capt. Neel Padhi
Group DPA / CSO

Spectrometer Training

One of the most important pieces of equipment on our Tanker Fleet is the Spectrometer. The **L& I Wave II Spectrometer** is a superb cost and time saving analysis tool that benefits all with tank and cargo interests. The outcome of using this compact equipment is more *efficient* and *effective* tank cleaning. It is also easy to use – if you get the right training.

Our Myanmar, Philippines and Latvia manning centres are equipped with Spectrometers for training purposes and pre-pandemic these sessions were being run by our local teams. To make the best use of this equipment it's important to refresh knowledge and skills and ensure officers new to this task are familiar with the process.

I'm delighted to report that MTM Maritime Centre in Yangon recently successfully conducted a practical training session for 9 Chief Officers.

Our thanks to Capt Than Naing Tun (Country Head) and Capt Thurane Nyi Nyi (Head of Training) for organising this training. Also thanks to our training instructors: Capt Thet Oo Swe and Chief Officer Ko Ko Lin.

Participants: Myint Thet Maung Maung, Zaw Myo Chit, Tin Htun Naing, Aung Kyaw Oo, Phyo Thukha, Saw Hser Eh Doe, Lin Thant Maung, Min Naung, Myo Min.

Topics Covered:

- * Introduction, Familiarization with Spectrometer (L&I Wave II).
- * Familiarization with Spectrometer Wall Wash Test Kit & Needs, Aspects and requirements of Wall Wash Test.
- * Practical WW Test using the WW kit. Data Export from spectrometer & Record Keeping for future cargo claims.
- * Experienced Share knowledge: (Rizen Charterer @ Santos ,Brazil) & L&I Surveyor attended at Fujairah and sailing with MAW - WWT tank cleaning done onboard and tested with L&I Spectrometer (for Kuwait WWT Cargo).



By: Mr. Allister Nisbet
Group Training Manager

LILA FUJAIRAH—A smooth takeover despite the challenges

MTM's only Aframax Tanker, Lila Fujairah, was taken over on 10th May 2022 while she was at Fujairah anchorage.

First to board, a few days in advance of the remaining crew, was myself, Captain Matthew Benjamin Monteiro and Chief Engineer Sohan Pramod Parandekar.

The whole takeover process was a challenge as the vessel had been idle for more than 4 months without any loading or discharging operations; most of the equipment had not been operated by the previous crew. The Officers onboard from the previous company had only joined in the last 3-4 months and consequently not experienced any detailed operations. This limited the extent to which we could rely on knowledge sharing during handover to run the equipment.

Despite this difficult set of circumstances our MTM team prepared her in a matter of 7 days to go to load port in inerted condition and load the next Cargo at a rate of 60,000 barrels/hr (10,000 m3/hr).

The Lila Fujairah is a beautiful lady equipped with state of the art equipment, lavish accommodation and set up with significant redundancy for important equipment. Her sheer size might overwhelm some people. Although she is categorised as an Aframax she is on the upper scale of that category, being closer to Suezmax Scale.

As our takeover crew had a mix of MTM ex-crew and MTM new hands it was an added challenge but RESILIENCE is an built feature in MTM staff where we have been trained to BOUNCE BACK AND RISE UP to the challenges.

For the takeover our Marine Superintendent Capt Samir Kumar, Electrical Superintendent Mr Vishal Keda, and Technical Superintendent Mr Amol Kulkarni, joined the vessel along with the takeover crew to ensure the smooth and timely completion of Flag Change, Name Change, Change of Class & Bunkering SIRE within 4 days of boarding.

With good office support and the entire TEAM onboard, we successfully completed the task of setting up our newest lady and her various systems to MTM's renowned high standard.



*By: Capt. Monteiro Benjamin Matthew
Master Mariner—Lila Fujairah*

SILVER RAY— Vessel Takeover



Another new vessel arrived into the care of MTM in May 2022. The planned takeover of MT Silver Ray was scheduled for 28 May in Riga, Latvia.

Myself, Captain Sukhjinder Singh and Chief Engineer Cesar Lino Soares along with the rest of the crew arrived in Riga in batches on 25 & 26 May. We were joined by Marine Superintendent Captain Samir Kumar and Technical Superintendent Mr. Riten Puri.

We had 2 to 3 days of hotel stay in Riga and this period was utilised in briefing all ship's staff regarding the takeover procedures and preparations for initial class audit and CDI/SIRE inspections.



On 28 May, after breakfast, all crew together with TS and MS left the hotel and headed to the port to join MT Silver Ray. At 1045 we boarded and, as briefed, all ranks went to meet their respective counterpart to carry out a thorough takeover of the vessel.

Thereafter, a meeting of all ship's staff was carried out followed by familiarisation of LSA/FFA equipment and drills (Abandon Ship/Oil Spill on Deck/Fire on Deck). After dinner, the crew continued with preparations for Class Audit planned for next day.

On 29 May testing of various machineries and preparations continued as Class Audit was carried out in conjunction with other activities. After successful completion of Class Audit, ship's staff continued with testing and preparation for departure. Time was quite tight as Charterer's deadline was 0400, 30 May.

With excellent support from our Superintendents along with efficient team work of the ship's staff, all tasks were completed and the vessel was ready for departure by 1800 on the 29th. Same day, 2000hrs, our Pilot boarded and the vessel departed from Riga well ahead of prescribed limit given by Charterer.

This was another successful takeover, further demonstrating owners' trust in our capability and MTM's capacity for hard work, excellent teamwork and quality seamanship.

By: Capt. Sukhjinder Singh
Master Mariner—Silver Ray

MTMMC—Safety Seminar (Yangon)



☑ Background

In 2018 and 2019, MTM Maritime Centre in Yangon conducted Enhanced Monthly Interactive Safety Seminars (EMISS) until the outbreak of the Covid 19 pandemic at the end of 2019. EMISS were also attended by MTMSM and MTM (India) personnel on each occasion.

When Covid 19 was declared in Myanmar, all physical sessions were ceased by National health rules and regulations. Safety Seminars were conducted online as Webinars until mid-2022. Recently, as all of our staff, seafarers and families became fully vaccinated and also the risk of Covid 19 is diminishing in Myanmar, we decided to kick-start our physical seminar program after approval from our MD, MTMSM Singapore.

☑ Preparation and Venue

Myanmar Country Head, Captain Than Naing Tun, formed a Seminar team consisting of members from all departments to smoothly prepare, arrange, invite, execute and record the first ever physical seminar post-pandemic.

The Team discussed internally and agreed to select Myanmar Sports Hotel as the seminar venue. This hotel has been used for every EMISS in 2018 and 2019.

Apart from the regular items, the team needed to ensure uninterrupted electricity, internet connection and staff transport due to the current extraordinary and extreme circumstances in Myanmar.

Also, we were tasked with sourcing and arranging meals and refreshments for participants and maintaining seminar expenses within the allotted budget.

☑ Agendas

As the seminar was principally targeted for Ratings, High Impact KSTs were orientated to attain full and firm understanding in their minds. Some presentations were accompanied with video clips to attract participants' attention. Each of the KST presentations were concluded with post lecture questions, to which attendees responded with active interest. At the end of the Seminar we conducted a very active Q&A session. This proceeded in a free and lively manner with ice breaking activities and knowledge and experience sharing. In fact, this seminar gave us a very good opportunity to proactively demonstrate how to diminish and prevent incidents, accidents, losses and personal injuries on board our ships.

☑ Seminar

107 participants attended including on-leave senior officers and 46 participants were online, making the total number of 153. Presentation sessions went well with attending senior officers providing supportive inputs based on onboard experiences with integration of KST contents.

☑ Appreciations

MTMMC expressed heartfelt thanks to the Seminar Team members and all participants.



*By: Capt. Than Naing Tun
Myanmar—Country Head*

Training and Development— NWMM (Manila)

MTM Manila has been steadfast on training completion and development. Amidst the strict implementation of lockdown, quarantine and social distancing due to COVID issues, it didn't hinder the continuity of trainings.

Online training was used to bridge the gap between the Crew and Office in completing their training on time. Crew who were quarantined and locked down were scheduled for in-house training or advised to download and read their KST and SHELL PiS to keep them occupied and not bored while at the quarantine area or home.

Now, with the current COVID situation, MTM Manila Training Department is trying to restore the classroom-based training but still in the transition of inhouse blended training wherein, those Crew staying within Manila area will come to the office while those who are in the provinces will attend simultaneously via Zoom. Those who attend the training in the office should be fully vaccinated and strictly follow the office COVID protocols. Crew are well informed and monitored when scheduled to take non-STCW courses and are properly arranged and coordinated with the Company approved Maritime Training Institutes (MTI) either blended learning or online based training.

The Training Department is continuously monitoring and assisting the Crews' Crew Web Portal and reach out to them to complete their SHELL PIS, KST, RAI, ECDIS and other required modules. Some who report to the office for de-briefing are lured to the Training Department to complete their CWP. All KST and SHELL PIS modules were saved in a flash drive and sent to all vessels under MTM Manila for easier access.



Crew who have concerns with their PEAP are contacted and scheduled to report in the office for de-briefing and coaching to continue their professional development. They will be advised depending on the result of their assessment or as per their Appraisers' remarks. Those with negative PEAP comments, concerns and recommendations to take retraining courses or such, will be assisted or endorsed to the approved MTI as required.

Proper tracking, monitoring, coordinating, coaching / guidance of the Filipino Crew emboldens them to accomplish their required Inhouse, PDOT, APAT, BTWMS and non-STCW courses in compliance with the Company's mission, vision, MTM Core Values and MTM policies. New Wave Maritime Management

By: Capt. Beverly Pawid
Training Manager—Manila

Celebrating Every Milestone

It was in October 1520 that Ferdinand Magellan discovered the passage linking the Atlantic and Pacific Oceans, now known as the Strait of Magellan. The story of that famous circumnavigation of the globe is one of extreme peril and disaster. Scurvy, starvation, mutiny, battles with native peoples, storms, sinking and desertion...and that was just during the period of searching for the passage!

Happily, these days the transit is less eventful.

Many seafarers will never get the opportunity to sail this famous route, many wait for years for the experience.

Our own vessel STRATEGIC SYNERGY was calmly sailing in the Strait of Magellan at the end of May 2022.

In time-honoured fashion certificates were presented to the lucky first-timers including Trainee O/S Carlo Jearan Pague Florin who was on his first contract with MTM. Congratulations to him and all other first-timers onboard.

Captain Ankur Agarwal who was transiting for the 7th time is seen here receiving his certificate from Chief Engineer Birender Rawat and Chief Officer Vyacheslav Khromchenko.

The vessel's passage coincided with the birthday of Messman Joon Mark Matugas. Many happy returns to him and well done to Chief Cook Lomar De Leon De La Cruz for baking a delicious looking birthday cake.

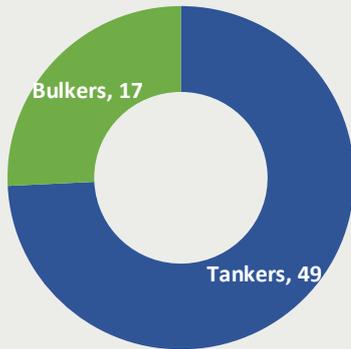
Better than a 16th century ship's biscuit!



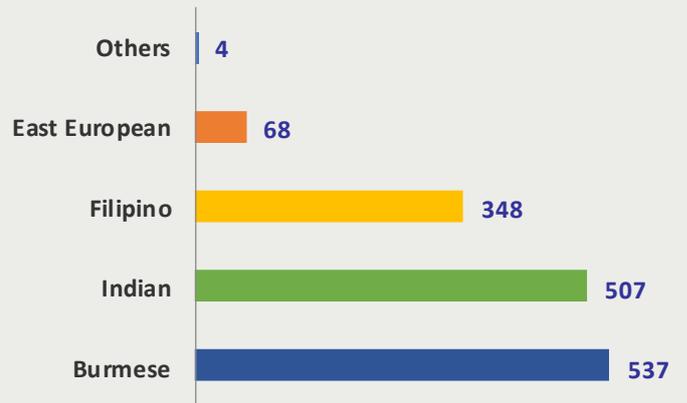
By: Mr. Allister Nisbet
Group Training Manager

MTMSM Updates

FLEET SIZE



CREW ONBOARD



SHIP STAFF PROMOTIONS



CAPT WIN MYINT
joined 2009



CAPT THAN WIN HTUN
joined 2003



CAPT ARVIND KUMAR
joined 2016



CAPT ANKUR A. SUBHEDAR
joined 2017



CAPT SANKET A. BAGWE
joined 2018



CAPT SUMIT KUMAR
joined 2019



CAPT ABHINAV PILANIYA
joined 2019



CAPT SHER SINGH REEN
joined 2021

SHIP STAFF PROMOTIONS



CE KYAW KYAW THEIN
joined 1989



CE AUNG THU SHEIN
joined 2006



CE JOEMAR MABANES
joined 2015



CE JOEL DIAZ
joined 2015



1 A/E MIN THU NAING
joined 2008

NEW JOINER IN GREECE



ATHANASIOS ANAGNOSTOU
Technical Consultant
May 2022

NEW JOINERS IN SINGAPORE



AJIT GEORGE
Head of Crewing Operations
April 2022



PREM SHANKAR
Vessel manager—Technical
May 2022

NEW JOINERS IN MUMBAI



CAPT. GIRISH PADHNIS
Country Head
April 2022



VINAY SAWANT
Manager—Crewing & Planning
June 2022



NIMESH TRIVEDI
Technical Superintendent
June 2022

SHORE STAFF PROMOTIONS SINGAPORE



JASWINDER SINGH
Vessel Manager
From Sr. Technical Superintendent
January 2022



RITEN PURI
Sr. Technical Superintendent
From Technical Superintendent
January 2022



KARAN KAPOOR
Sr. Technical Superintendent
From Technical Superintendent
January 2022

SHORE STAFF PROMOTIONS & MOVEMENTS MUMBAI



UTTESH SALIAN
Manager Crew Operations
From Assistant Manager
April 2022



RAVISHANKAR DAMANIA
Sr. Accounts Manager
From Accounts Manager Corporate
April 2022



RAVI RAO
Manager—Recruitment
From Manager Planning & Development
April 2022

Congratulations !!!

MTM Notice Board

GREASING

We have recently run into a series of mechanical issues on our vessels because greasing routines have not been carried out properly. One such example was a vessel using the anchor for manoeuvring/berthing when the anchor failed to run out.

This equipment failure was reported by the Pilot to the Port Authorities who in turn informed the Charterers. Subsequent investigations revealed the bearing(s) to be broken and the shaft seized because of lack of grease. The Charterers put the vessel off-hire until the windlass was temporarily repaired and certified in good operational order by Class. In the subsequent dry-dock the windlass shaft was taken to a shore workshop for straightening at great additional expense. Many days and a significant amount of money had been lost by Owners simply because greasing routines had not been followed.

Winches and windlasses are exposed to the elements, all moving parts must be lubricated/greased to prevent them seizing or having bearing failure.

We also receive observations from SIRE and PSC inspectors relating to lack of greasing. Vents and Fire Flaps found frozen are considered high risk observations and regarded as detainable deficiencies by PSC. Ships can be detained and lose thousands of dollars a day for want of a 'wad' of grease or a few drops of lubricating oil.

Please be aware the issue can be much bigger than losing money, think life threatening. If a fire flap cannot be closed or boat launched because the davit is stuck then lives are at

risk. How are you going to escape a flame engulfed accommodation block if the dogs on the weather door are seized in the closed position.

When on board we walk past equipment with grease nipples several times during the course of a day. Have a look closely and see if there are signs of recent greasing, e.g. greasy handprints, grease oozing from glands or seals. Check to see if the nipples are intact and not painted over. Report deficiencies.

In a very succinct manner one Ship Owner recently said to me: "I want someone sleeping with a grease gun under his pillow" (he was joking of course).

Whilst you are not being asked to go as far as that please comply with the routines and remember – **COMPLIANCE WITH GREASING ROUTINES CAN SAVE LIVES!**



SHIPS COMING AND GOING

Exciting times for us all at the moment with MTM expansion plans going well and new ships coming into management.

Technical Management

Lila Fujairah, Aframax Tanker, was taken over last month in Fujairah and has already successfully completed her first Voyage with a full cargo of Crude Oil - Persian Gulf to Red Sea.

Silver Ray and Scarlet Ray, 20,000dwt Chemical Tankers were taken over last month in NW Europe and join the Ebony Ray and Indigo Ray carrying chemicals world-wide. Bulk Carrier **Eleen Eva**, 33000grt, trading world-wide and manned by Mumbai office.

Crew Management

Two General Cargo ships the **Golden Isle, Blue Master** and the **Golden Karoo** have joined other vessels for which MTM have Manning Agreements – ships manned by Manila office.

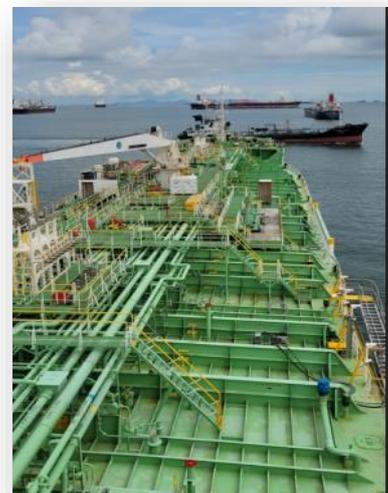
Sad for some, the **Strategic Encounter** was sold last month and continues to sail in all her glory for new Owners.

A lot of hard work by the office departments and support teams goes into taking over new ships. But the hardest work

is done by the Sea Staff who join these vessels, very often at short notice, with little or no hand-over time and then are faced immediately with Inspections/Audits/Familiarisation routines/Drills/Cargo Operations/Engine and Machinery operation and finally getting the ship **safely** from A to B.

Very well done to all for being part of these successes.

For the Messman who wants to be a Cook, 1A/E who wants the Chief's job or the Mate who wants the Old Man's job and all other ranks aspiring for promotion – **STAY WITH MTM, THE FUTURE LOOKS ROSY.**



*By: Capt Robert Ord
Sr. Manager, Marine*

MTM SHIP MANAGEMENT

VISION

To achieve excellence in Ship Management.

MISSION

MTM's mission is to provide high quality value-added services to our customers through operational excellence and dedicated, empowered people working together. We deliver safe, reliable, and sustainable services and promote continuous improvement of our systems, standards, and culture to enhance customer satisfaction.

CORE VALUES

- ✦ **COMMUNICATION** - We encourage open communication and value feedback to build a healthy work culture and ensure employee satisfaction and engagement.
- ✦ **TEAMWORK** - We are stronger together as a team and work collaboratively.
- ✦ **ACCOUNTABILITY** - We believe in delivering our best and holding ourselves accountable for results.
- ✦ **TRUST** - We build open and honest relationships with transparency in decision making and fearless communication.
- ✦ **EQUALITY** - We treat people with a standard of performance that is consistent and equal.
- ✦ **APPRECIATION** - We recognize and appreciate our employees to create a unique company culture and strengthen employee relations.

MTM GROUP OFFICES WORLDWIDE



Safety Talk Design & Layout by: Melissa Canilang

To contribute or be featured in the next issue, send your articles & photos to melissa.canilang@mtmsm.com