



TECHNICAL CIRCULAR No. 314 of 5<sup>th</sup> January 2016

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
Subject:	<b>Air Pollution and energy efficiency</b>
Reference:	<b>Operational efficiency standards</b>

**Air Pollution and energy efficiency**

**Operational efficiency standards**

In considering further technical and operational measures for enhancing energy efficiency standards for new and existing ships, the Committee continued its work towards developing a data collection system for fuel consumption. Although the Committee has not yet decided if the system would be mandatory or voluntary, it was agreed that the following information should be reported by the registered owner for their ships of 5000 GT and above on international voyages:

- Total annual fuel consumption, by fuel type (e.g., HFO, MGO and MDO), in metric tons,
- IMO number,
- Ship type,
- Gross and Net Tonnage,
- Deadweight,
- Total installed power (main and auxiliary engine [kW]),
- EEDI (if applicable), and
- Ice class (if applicable).

If the collection of data becomes mandatory, it has been proposed that relevant sections of the Ship Energy Efficiency Management Plan, SEEMP, should be revised and submitted for review to determine that it includes a methodology for the collection and reporting of fuel consumption data. While there was some support for the development of guidelines to facilitate consistency, quality and robustness of the reported data, it was ultimately agreed that the responsibility rests with the flag Administration to verify the data submitted and to decide on how this verification is to be accomplished. Reported data would not be included in or appended to the International Energy Efficiency Certificate. Rather, a Statement of Compliance would be issued to the ship after complying with the provisions of the system for a given year as evidence for PSC verification.

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Further discussions are required on data other than fuel consumption to be reported under the system. Aside from the determination of whether data collection will be mandatory or voluntary, the inclusion of transport work (distance travelled x amount of cargo carried) and/or other proxies for transport work remains to be decided. There is a general view for consideration of distance travelled and service hours as potential proxies that may facilitate a reasonable calculation of vessel efficiency.

Expanding the discussion to cargo weight/volume would afford more precise efficiency calculations, but this comes at a significant cost in terms of complexity and burden.

Additionally, this raises issues on data that is considered to be commercially sensitive. It was agreed that confidentiality of data reported and subsequently extracted from the data base requires further consideration.

An intersessional working group further progressed this initiative in September 2015 and agreed that the method to determine the annual fuel consumed would be at the discretion of the owner and that distance of the goods transported is from berth-to-berth. Reporting the amount of goods transported (e.g., deadweight, gross tonnage, volume) and whether it needs to be according to ship type was not agreed.

#### REFERENCES:

- International Energy Efficiency Certificate. **Operational efficiency standards**

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Kindest Regards,  
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