



Information on the differences between the IMO's mandatory data collection system (DCS) and the MTCC Caribbean Data Collection and Reporting System for pilot projects.

Notice to all Caribbean Maritime Administrations, Ship Agents, Operators, Owners, Ports and other regional maritime stakeholders.

Summary

This notice explains the requirements and differences between the IMO mandatory DCS and the MTCC Caribbean data collection system required for the purpose of the Global Maritime Technology Cooperation Centers Network (GMN) project. The notice emphasizes that data requested by MTCC Caribbean is separate to IMO requirements and cooperation from all stakeholders is essential to achieve the objectives of MTCC Caribbean.

1.0 Introduction

The Paris Agreement on climate change agreed to at the United Nations Framework Convention on Climate Change (UNFCCC) Conference in 2015, appeals for a global response to combat the threat of climate change. Efforts from every industry are being structured around reducing Greenhouse Gases (GHGs) emissions through the use of alternate fuels and/or energy efficiency measures. Whilst the Paris Agreement excludes international shipping, the regulatory body for the industry, the International Maritime Organization (IMO) has implemented a number of strategies geared towards the reduction of greenhouse gas emissions from the sector. These strategies are formulated and implemented through the organization's Marine Environment Protection Committee (MEPC) and includes the development of *MARPOL Annex VI – Prevention of Air Pollution from Ships* and *IMO Initial GHG Strategy* adopted by MEPC (MEPC 72) in April 2018.

MARPOL Annex VI Chapter 4 Regulation 23 – Promotion of technical co-operation and transfer of technology relating to the improvement of energy efficiency of ships involves global projects executed by IMO. One of these projects; the Global Maritime Technology Cooperation Centres Network (GMN) project, has established a network of five Maritime Technology Cooperation Centres (MTCCs) inclusive of MTCC Caribbean. As per IMO GHG studies, ships' energy consumption and CO₂ emissions could be reduced by up to 75% by implementing operational measures and existing technologies. Improvements in energy efficiency are also important in mitigating increase in emissions. In alignment with this, the deliverables of MTCC Caribbean includes the promotion of the uptake of low-carbon technologies and operational measures for ships trading in the region, and the establishment of a data-collection system applicable to the region.

2.0 IMO Mandatory Data Collection and Reporting

MARPOL Annex VI Chapter 4 Regulation 22A adopted by MEPC (MEPC 70) in October 2016 entered into force on March 1st, 2018 with a mandatory requirement that all commercial ships of 5000 gross tonnage and above, collect data on their fuel oil consumption (each type of fuel used) and transport work parameters. This data is to be submitted in annual reports to their flag State. Once the flag State (hereafter the Administration) has verified that the ship's SEEMP and the data reported is in accordance with the requirements outlined in *Regulation 22A and the 2017 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data*, the Administration will issue a Certificate of Compliance to the ship. The Administration will subsequently transfer the data to the IMO Ship Fuel

Oil Consumption Database, and the data will then be used to produce an annual report to MEPC. The Data Collection System (DCS) is the first step of a three steps approach (Data Collection and Reporting → Data Analysis → Decision Making) by the IMO for developing a comprehensive strategy on the reduction of GHG emissions from ships.

The DCS is expected to equip IMO with reliable data which, when analysed, will inform relevant decisions and policies in the MEPC. The data can also be used by Ship Operators to improve the ships' Energy Efficiency Operational Index (EEOI). Data collection will begin on 1st January, 2019 with first reporting for calendar year 2019 by spring 2020, see timeline in Figure 1.

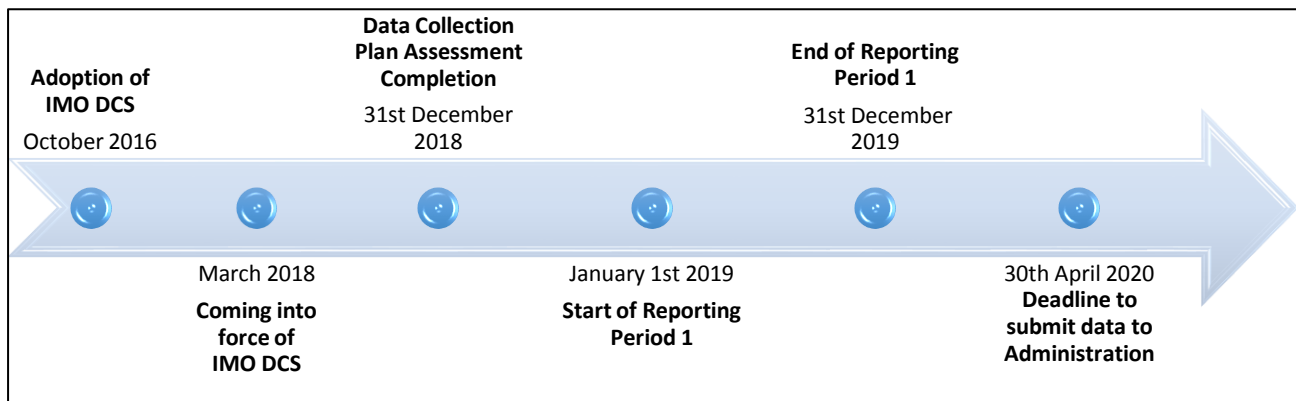


Figure 1: IMO DCS Road Map

Parameters which must be monitored and reported for the IMO DCS includes; Total Fuel Consumption, Hours Underway, Distance Travelled and Methods used to measure parameters.

2.1 MTCC Caribbean Data Collection and Reporting System

The objectives of MTCC Caribbean include the mapping of the existing technologies and best practices utilized on-board vessels trading in the Caribbean region. Therefore data must be collected on the use of equipment and machinery on-board including air emissions abatement and energy efficiency technologies being employed. In order to accomplish the objectives, the MTCC Caribbean Data Collection and Reporting System has been established. In this regard, ships of 400 GRT and above are required to submit data using MTCC Caribbean's Reporting Form. Vessels smaller than 400 GRT are also encouraged to participate in this reporting system. The MTCC Caribbean data collection began on 1st June, 2017 and is ongoing with approximately fifteen percent of vessels currently reporting. For reliable results in the region, a requisite of fifty percent participation is targeted by December 2018 as detailed in Figure 2.

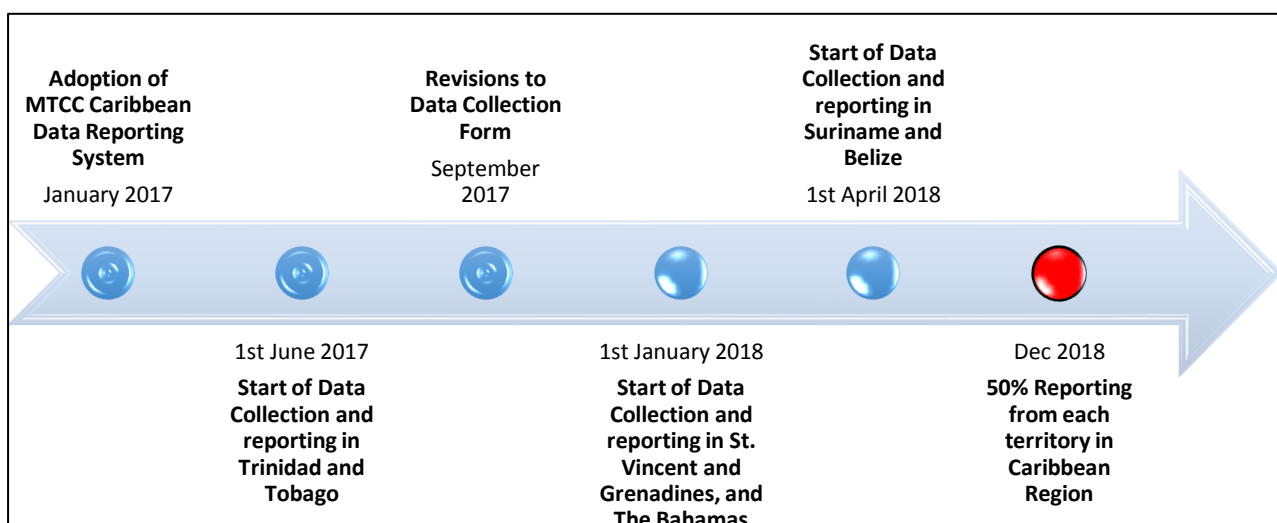


Figure 2: MTCC Caribbean Data Reporting System Timeline

The reporting system will also provide the baseline of fuel consumption for ships trading in the Caribbean region. The participating ships will be required to report their fuel oil consumption, and voyage data at each port of call while operating in the region. The data requested under MTCC Caribbean Data Collection and Reporting System is tailored to the needs of MTCC Caribbean's pilot projects. Consequently, the MTCC Caribbean reporting requirement is more specific than that required for the IMO mandatory DCS.

3.0 Conclusion

The data collection and reporting required for the purpose of MTCC Caribbean's pilot projects will contribute towards informing policy decisions within the region. The voluntary data reporting system established by MTCC Caribbean for the purpose of pilot projects on energy efficiency technology and fuel consumption, will therefore assist the region in mitigating impacts of shipping emissions. It should be further noted that MTCC Caribbean's data reporting requirements are not required by IMO as mandated by Regulation 22A and NOT based on the methodology approved in SEEMP. The purpose of MTCC Caribbean data collection system is:

- To facilitate the findings of two pilot projects of MTCC; and
- To create a capacity within each administration to establish a reporting system.

In this regard the cooperation of all stakeholders within all territories in the region is crucial for ensuring that the objectives of all initiatives by the IMO including those of MTCC Caribbean are realised in the attempt to reduce GHG emissions of the global maritime sector.

Further information can be obtained from:

MTCC Caribbean

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