Establishment of data collection system for fuel oil consumption as part of a roadmap for developing a comprehensive IMO strategy on reduction of GHG emissions from ships

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International Maritime Organization
International Maritime Organization (IMO)

- A specialized agency of the UN
- The IMO Convention adopted in 1948 and IMO first met in 1959
- 171 Member States
- Consultative organizations
- Develop and maintain a comprehensive regulatory framework for international shipping on safety, environment, legal matters, technical co-operation, security and the efficiency of shipping
- Marine Environment Protection Committee (MEPC) – IMO body responsible for MARPOL, BWMC, etc.

Safe, secure and efficient shipping on cleaner oceans
Shipping CO₂ emissions are projected to increase by 50% to 250% in the period to 2050, despite fleet average efficiency improvements of about 40% and in the absence of further regulations.

- Demand is the primary driver.
- Technical and operational efficiency measures can provide significant improvements but will not be able to provide total net reductions if demand continues.
- Changes in the fuel mix have a limited impact on GHG emissions.

Ref: Third IMO GHG Study 2014
Three-step approach to consider further measures to enhance the energy efficiency of ships

MEPC 68 (May 2015) agreed a three-step approach:

1. Data collection
2. Data analysis
3. Decision-making on what further measures, if any, are required

Step 1: data collection will provide the basis for an objective, transparent and inclusive policy debate in the MEPC
New regulation 22A added to chapter 4 of MARPOL Annex VI

- Ships of 5,000 gross tonnage and above will be required to submit to their Administration annual reports on fuel oil consumption and transport work parameters, via a methodology included in the SEEMP.
- Administrations to submit aggregated data to IMO, which will maintain an anonymised IMO Ship Fuel Oil Consumption Database.
- Regulation 22A is expected to enter into force on 1 March 2018, with first data “calendar year” beginning 1 January 2019.
New appendix IX - Information to be submitted to IMO Ship Fuel Oil Consumption Database

- IMO number
- Period of calendar year covered
- Technical characteristics of the ship
  - Ship type
  - Gross tonnage (GT)
  - Net tonnage (NT)
  - Deadweight tonnage (DWT)
  - Power output (rated power) of main and auxiliary engines (kW)
- EEDI (if applicable)
- Ice class
- Fuel oil consumption, by fuel oil type, in metric tonnes and methods used for collecting fuel oil consumption data
- Distance travelled (over ground), hours underway
Fuel oil consumption data collection process

Ship

flag State Administration

IMO Secretariat

IMO Ship Fuel Oil Consumption Database

Submits data to flag State or RO in accordance with regulation 22A

Data collection methodology to be included in the ship’s SEEMP

Ship required to keep on board the Statement of Compliance - Ship Fuel Oil Reporting

Aggregates data and submits to IMO Secretariat

Ensures that the ship’s SEEMP, and verifies the data reported, complies with regulation 22A

Issues to the ship Statement of Compliance - Ship Fuel Oil Reporting

Aggregates all data submitted by flag States, ROs, and non-party ships

Provides flag States with anonymized data from the IMO Ship Fuel Oil Consumption Database

Data will be anonymised to the extent that individual ships cannot be identified

Access to anonymized data will be restricted to Parties to Annex VI only
Reduction of GHG emissions from ships
Reduction of GHG emissions from ships

• MEPC welcomed the Paris Agreement on Climate Change and recognized it as a major achievement by the international community. It also unanimously recognized IMO's own role in mitigating the impact of GHG emissions from international shipping and recognized and agreed that further appropriate improvements related to shipping emissions can and should be pursued.

• **Roadmap for the development of a ‘Comprehensive IMO strategy on reduction of GHG emissions from ships’** approved to enable several important questions to be addressed including: what role should the international shipping sector have in supporting the Paris Agreement to provide a long-term vision for the shipping sector?

• Initial strategy to be adopted in 2018

• List of activities, including further IMO GHG studies, with relevant timelines

• Alignment of activities with the three-step approach for further measures

• Provides a way forward for adoption of a revised strategy in 2023 to include short-, mid-, and long-term further measures, as required, with implementation schedules
Roadmap for development of a ‘Comprehensive IMO strategy on reduction of GHG emissions from ships’

Discussions should include but not be limited to the elements below:
• Levels of ambition and guiding principles for the strategy;
• Emissions scenarios;
• Assessment of the projected future demand for shipping;
• Parameters/indicators on energy efficiency of ships (current status and long-term potential);
• Emission reduction opportunities (near-, mid- and long-term actions), including alternative fuels;
• Costs and benefits;
• Capacity building and technical cooperation;
• Barriers to emissions reductions and how to overcome them;
• Priority areas for R&D, including in relation to technology;
• Impact of EEDI;
• Impacts on States, taking into account the HLAP (resolution A.1098(29)); and
• Impacts of other regulations on GHG emissions
All up-to-date information available from IMO website:

Thank you for your attention