

**ANNEX 6**

**RESOLUTION MEPC.388(81)  
(adopted on 22 March 2024)**

**AMENDMENTS TO THE 2022 GUIDELINES FOR THE DEVELOPMENT OF A SHIP  
ENERGY EFFICIENCY MANAGEMENT PLAN (SEEMP) (RESOLUTION MEPC.346(78))**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING that regulation 26 of MARPOL Annex VI requires each ship to keep on board a Ship Energy Efficiency Management Plan (SEEMP), to be developed and reviewed, taking into account the guidelines adopted by the Organization,

NOTING ALSO that, at its seventy-eighth session, it adopted, by resolution MEPC.346(78), the *2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)*,

HAVING CONSIDERED, at its eighty-first session, proposed amendments to the *2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)*,

1 ADOPTS amendments to the *2022 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)*, the text of which is set out in the annex to the present resolution;

2 REQUESTS the Parties to MARPOL Annex VI and other Member Governments to bring the annexed amendments to the attention of masters, seafarers, shipowners, ship operators and any other interested parties.

ANNEX

**AMENDMENTS TO THE 2022 GUIDELINES FOR THE DEVELOPMENT OF A SHIP  
ENERGY EFFICIENCY MANAGEMENT PLAN (SEEMP) (RESOLUTION MEPC.346(78))**

1 A new paragraph 2.5 is added after paragraph 2.4, as follows:

"2.5 *Consumer type* means a type of engine or set of engines, boiler, fuel cell or others used for the same purpose."

2 Section 7 is replaced by the following:

**"7 GUIDANCE ON METHODOLOGY FOR COLLECTING DATA ON FUEL OIL  
CONSUMPTION, DISTANCE TRAVELLED AND HOURS UNDER WAY  
AND OTHER ITEMS**

***Total annual fuel oil<sup>1</sup> consumption***

7.1 Fuel oil consumption should include all the fuel oil consumed on board including but not limited to the fuel oil consumed by the main engines, auxiliary engines, gas turbines, boilers and inert gas generator, for each type of fuel oil consumed, regardless of whether a ship is under way or not. Methods for collecting data on annual fuel oil consumption in metric tonnes include (in no particular order):

.1 method using bunker delivery notes (BDNs):

This method determines the annual total amount of fuel oil used based on BDNs, which are required for fuel oil for combustion purposes delivered to and used on board a ship in accordance with regulation 18 of MARPOL Annex VI; BDNs are required to be retained on board for three years after the fuel oil has been delivered. The Data Collection Plan should set out how the ship will operationalize the summation of BDN information and conduct tank readings. The main components of this approach are as follows:

- .1 annual fuel oil consumption would be the total mass of fuel oil used on board the vessel as reflected in the BDNs. In this method, the BDN fuel oil quantities would be used to determine the annual total mass of fuel oil consumption, plus the amount of fuel oil left over from the last calendar year period and less the amount of fuel oil carried over to the next calendar year period;
- .2 to determine the difference between the amount of remaining tank oil before and after the period, the tank reading should be carried out at the beginning and the end of the period;
- .3 in the case of a voyage that extends across the data reporting period, the tank reading should occur by tank monitoring at the ports of departure and arrival of the voyage and by statistical methods, such as rolling average using voyage days;

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<sup>1</sup> Regulation 2.1.14 of MARPOL Annex VI defines "fuel oil" as any fuel delivered to and intended for combustion purposes for propulsion or operation on board a ship, including gas, distillate and residual fuels.

- .4 fuel oil tank readings should be carried out by appropriate methods such as automated systems, soundings and dip tapes. The method for tank readings should be specified in the Data Collection Plan;
  - .5 the amount of any fuel oil offloaded should be subtracted from the fuel oil consumption of that reporting period. This amount should be based on the records of the ship's oil record book; and
  - .6 any supplemental data used for closing identified difference in bunker quantity should be supported with documentary evidence;
- .2 method using flow meters:
- This method determines the annual total amount of fuel oil consumption by measuring fuel oil flows on board by using flow meters. In case of the breakdown of flow meters, manual tank readings or other alternative methods will be conducted instead. The Data Collection Plan should set out information about the ship's flow meters and how the data will be collected and summarized, as well as how necessary tank readings should be conducted, as follows:
- .1 annual fuel oil consumption may be the sum of daily fuel oil consumption data of all relevant fuel oil consuming processes on board measured by flow meters;
  - .2 the flow meters applied to monitoring should be located so as to measure all fuel oil consumption on board. The flow meters and their link to specific fuel oil consumers should be described in the Data Collection Plan;
  - .3 note that it should not be necessary to correct this fuel oil measurement method for sludge if the flow meter is installed after the daily tank as sludge will be removed from the fuel oil prior to the daily tank;
  - .4 the flow meters applied to monitoring fuel oil flow should be identified in the Data Collection Plan. Any consumer not monitored with a flow meter should be clearly identified, and an alternative fuel oil consumption measurement method should be included; and
  - .5 calibration of the flow meters should be specified. Calibration and maintenance records should be available on board;
- .3 method using bunker fuel oil tank monitoring on board:
- .1 to determine the annual fuel oil consumption, the amount of daily fuel oil consumption data measured by tank readings which are carried out by appropriate methods

such as automated systems, soundings and dip tapes will be aggregated. The tank readings will normally occur daily when the ship is at sea and each time the ship is bunkering or de-bunkering; and

.2 the summary of monitoring data containing records of measured fuel oil consumption should be available on board;

.4 method using LNG cargo tank monitoring on board:

LNG ships use the Custody Transfer Monitoring System (CTMS) to monitor/record the cargo volumes inside the tanks. When calculating the consumption:

.1 the LNG liquid volume consumed is converted to mass using the methane density of 422 kg/m<sup>3</sup>. This is because LNG is transported at methane boiling point, while other heavier hydrocarbons have a higher boiling point and remain at liquid state; and

.2 nitrogen mass content is subtracted for each laden voyage from LNG consumption as it does not contribute to CO<sub>2</sub> emissions;

.5 method using cargo tank monitoring on board for ships using cargo other than LNG as a fuel:

.1 to determine the annual fuel oil consumption, the amount of daily fuel oil consumption data measured by tank readings which are carried out by appropriate methods to the cargo used as a fuel. The method for tank readings should be specified in the SEEMP Data Collection Plan; and

.2 the tank readings will normally occur daily when the ship is at sea and each time the ship is loading or discharging cargo; and the summary of monitoring data containing records of measured fuel oil consumption should be available on board.

7.2 Any corrections, e.g. density, temperature, nitrogen content for LNG, if applied, should be documented.<sup>2</sup>

### ***Fuel oil consumption per consumer type***

7.3 For the collection of fuel oil consumption per consumer type (main engines, auxiliaries, boilers and others), the methods can include:

.1 method using flow meters:

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<sup>2</sup> For example, ISO 8217 provides a method for liquid fuel.

This method determines the annual fuel oil consumption by measuring fuel oil flows on board by using flow meters. In case of the breakdown of flow meters, manual tank readings or other alternative methods will be conducted instead. The Data Collection Plan should set out information about the ship's flow meters and how the data will be collected and summarized, as well as how necessary tank readings should be conducted, as follows:

- .1 annual fuel oil consumption may be the sum of daily fuel oil consumption data of each consumer type on board measured by flow meters;
  - .2 the flow meters applied to monitoring should be located so as to measure all fuel oil consumption for each consumer type;
  - .3 note that it should not be necessary to correct this fuel oil measurement method for sludge if the flow meter is installed after the daily tank as sludge will be removed from the fuel oil prior to the daily tank;
  - .4 the flow meters applied to monitoring fuel oil flow and their link to specific fuel consumer types should be identified in the Data Collection Plan. Any individual consumer of a consumer type not monitored with a flow meter should be clearly identified, and an alternative fuel oil consumption measurement method should be included; and
  - .5 calibration of the flow meters should be specified. Calibration and maintenance records should be available on board;
- .2 method using bunker fuel oil tank monitoring on board:
- .1 to determine the annual fuel oil consumption of each consumer type, the amount of daily fuel oil consumption data measured by tank readings which are carried out by appropriate methods such as automated systems, soundings and dip tapes will be aggregated. The tank readings will normally occur daily when the ship is at sea and each time the ship is bunkering or de-bunkering; and
  - .2 the summary of monitoring data containing records of measured fuel oil consumption should be available on board;

7.4 If there is a consumer type whose fuel oil consumption cannot be determined directly according to one of the methods indicated in paragraphs 7.3.1 and 7.3.2, the annual fuel oil consumption of that consumer type should be determined according to one of the following methods. The method used to determine the annual fuel oil consumption of each consumer type should be described in detail in the Data Collection Plan. Note that each consumer type may use a different method to measure fuel oil consumption.

.1 method using subtraction:

If the fuel consumption for only one of the consumer types is not available, the fuel consumption of this consumer type may be derived by subtracting the fuel consumption of the other consumer types from the total annual fuel oil consumption measured in paragraph 7.1; and

.2 method using estimated fuel oil consumption:

In cases where none of the above methods in paragraphs 7.3.1, 7.3.2 and 7.4.1 can be applied, an alternative method that is to the satisfaction of the Administration or any organization recognized by it may be used to estimate the annual fuel oil consumption of the consumer type, based for example on manufacturer data or actual historic fuel consumption for a specified period.

### **Conversion factor $C_F$**

7.5 If fuel oils are used that do not fall into one of the categories as described in the *2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.364(79)), and have no  $C_F$ -factor assigned (e.g. some "hybrid fuel oils"), the fuel oil supplier should provide a  $C_F$ -factor for the respective product supported by documentary evidence.

### **Distance travelled**

7.6 Appendix IX of MARPOL Annex VI specifies that distance travelled should be submitted to the Administration and:

- .1 distance travelled over ground in nautical miles should be recorded in the logbook in accordance with SOLAS regulation V/28.1;<sup>3</sup>
- .2 the distance travelled while the ship is under way under its own propulsion should be included in the aggregated data of distance travelled for the calendar year; and
- .3 other methods to measure distance travelled accepted by the Administration may be applied. In any case, the method applied should be described in detail in the Data Collection Plan.

7.7 Laden distance should be calculated as the distance sailed when the ship is loaded.

### **Hours under way**

7.8 Appendix IX of MARPOL Annex VI specifies that hours under way should be submitted to the Administration. Hours under way should be an aggregated duration while the ship is under way under its own propulsion.

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<sup>3</sup> Distance travelled measured using satellite data is distance travelled over the ground.

**Data quality**

7.9 The Data Collection Plan should include data quality control measures which should be incorporated into the existing safety management system. Additional measures to be considered could include:

- .1 the procedure for identification of data gaps and correction thereof; and
- .2 the procedure to address data gaps if monitoring data is missing, for example, flow meter malfunctions.

**Total amount of onshore power supplied**

7.10 Total amount of onshore power supplied should be calculated as the sum of amount of onshore power supplied in kWh. The amount of onshore power supplied should be recorded based on relevant document by power supplier. The document should be stored. This information as shown on the bill from the port or electricity provider could be included in the electronic record.

**Total transport work**

7.11 Total transport work is the annual sum of each voyage's transport work which is distance sailed multiplied by cargo carried during a voyage. Relevant transport work metrics per ship types are provided in Table 1 below.

**Table 1: Transport work to be reported per ship type**

Ship type	Transport work metric
bulk carriers, tankers, combination carriers, gas carriers, LNG carriers, general cargo ships, ro-ro cargo ships (vehicle carriers), ro-ro cargo ships	$\sum_v (cargo\_mass_v \times distance_v)$
containerships	$\sum_v ((cargo\_mass_v + container\_mass_v) \times distance_v)$ and $\sum_v (No\_of\_TEU_v \times distance_v)$
cruise passenger ships	$\sum_v (No\_of\_passengers_v \times distance_v)$
ro-ro passenger ships	$\sum_v (No\_of\_passengers_v \times distance_v)$ and $\sum_v (cargo\_mass_v \times distance_v)$

**A standardized data reporting format**

7.12 Regulation 27.3 of MARPOL Annex VI states that the data specified in appendix IX of the Annex are to be communicated electronically using a standardized form developed by the Organization. The collected data should be reported to the Administration in the standardized format shown in appendix 3."

3 Appendix 2, section 4 is replaced by the following:

**4 Ship engines and other fuel oil consumers and fuel oil types used**

	Engines or other fuel oil consumer type	Power	Fuel oil types
1	Type/model of main engine	(kW)	
2	Type/model of auxiliary engine	(kW)	
3	Boiler	(...)	
4	Inert gas generator	(...)	
5	Others (Specify)	(...)	

4 Appendix 2, sections 6 and 7 are replaced by the following:

**"6 Method to measure fuel oil consumption**

The applied methods for measurement for each consumer type of this ship are given below. The description explains the procedure for measuring data and calculating annual values, measurement equipment involved, etc.

Engines or other fuel oil consumer type	Method	Description
Type/model of main engine		
Type/model of auxiliary engine		
Boiler		
Others (Specify)		

**7 Method to measure distance travelled including laden distance**

Description

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