



**REPUBLIC OF
THE MARSHALL ISLANDS**

MARITIME ADMINISTRATOR

Marine Notice

No. 2-013-12

Rev. Oct/2018

**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: Regulations on Energy Efficiency for Ships and Fuel Oil Consumption Data
Collection**

- References:**
- (a) **MARPOL**, *International Convention for the Prevention of Pollution from Ships, Consolidated Edition 2017*, as amended
 - (b) **IMO Resolution [MEPC.292\(71\)](#)**, *2017 Guidelines for Administration verification of ship fuel oil consumption data*
 - (c) **IMO Resolution [MEPC.278\(70\)](#)**, *Amendments to MARPOL Annex VI (Data Collection System for Fuel Oil Consumption)*, adopted 28 October 2016
 - (d) **IMO Resolution [MEPC.282\(70\)](#)**, *2016 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP)*, adopted 28 October 2016
 - (e) **IMO Circular [MEPC.1/Circ.795/Rev.2](#)**, *Unified Interpretations to MARPOL Annex VI*, issued 01 December 2014
 - (f) **IMO Circular [MEPC.1/Circ.850/Rev.2](#)**, *2013 Interim Guidelines for Determining Minimum Propulsion Power to Maintain the Maneuverability of Ships in Adverse Conditions (Consolidation of IMO Resolutions MEPC.232(65), MEPC.255(67), and MEPC.262(68))*, issued 15 July 2015
 - (g) **IMO Circular [MEPC.1/Circ.866](#)**, *2014 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships (Consolidation of IMO Resolutions MEPC.245(66), MEPC.263(68), and MEPC.281(70))*, issued 30 January 2017
 - (h) **IMO Circular [MEPC.1/Circ.876](#)**, *Sample Format for the Confirmation of Compliance, Early Submission of the SEEMP Part II on the Ship Fuel Oil Consumption Data Collection Plan and its Timely Verification Pursuant to Regulation 5.4.5 of MARPOL Annex VI*, issued 16 April 2018
 - (i) **RMI Marine Guideline [2-13-7](#)**, *Guidance on the International Maritime Organization Data Collection System for Fuel Oil Consumption of Ships and the European Union System for Monitoring, Reporting, and Verification of Carbon Dioxide Emissions from Maritime Transport.*

PURPOSE

This Marine Notice provides the Republic of the Marshall Islands (RMI) Maritime Administrator (the “Administrator”) policies concerning the Regulations on Energy Efficiency for Ships in Chapter 4 of the International Convention for the Prevention of Pollution from Ships (MARPOL), Annex VI.

It supersedes Rev. Jan/2018 and reflects the inclusion of reference to MEPC.1/Circ.876 and RMI Marine Guideline 2-13-7, and the Administrator’s understanding regarding application of IMO Resolution MEPC.282(70) for new ships constructed on or after 1 March 2018.

APPLICABILITY

All regulations referred to within this Notice are those of MARPOL Annex VI, as amended.

This Notice applies to all RMI-flagged vessels of 400 gross tonnage (GT) and above, except where expressly provided otherwise as detailed in the relevant sections below. Additionally, this Notice does not apply to ships **not** propelled by mechanical means, platforms including Floating Production, Storage and Offloading Facilities (FPSOs) and Floating Storage Units (FSUs), and drilling rigs regardless of their propulsion.

REQUIREMENTS

1.0 Definitions

1.1 For the purposes of the Regulations on Energy Efficiency for Ships (Chapter 4 of MARPOL Annex VI), Regulation 2 defines the following terms:

.1 **New ship**¹ means a ship:

- a. for which the building contract is placed on or after 01 January 2013; or
- b. in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 01 July 2013; or
- c. the delivery of which is on or after 01 July 2015.

.2 **Major Conversion**² means a conversion of a ship:

- a. which substantially alters the dimensions, carrying capacity, or engine power of the ship; or
- b. which changes the type of the ship; or

¹ considering Unified Interpretation 1 in IMO Circular [MEPC.1/Circ.795/Rev.2](#)

² considering Unified Interpretation 2 in IMO Circular MEPC.1/Circ.795/Rev.2

- c. the intent of which in the opinion of the Administration is substantially to prolong the life of the ship; or
- d. which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of the present Convention not applicable to it as an existing ship; or
- e. which substantially alters the energy efficiency of the ship and includes any modifications that could cause the ship to exceed the applicable required Energy Efficiency Design Index (EEDI) as set out in Regulation 21.

.3 **A ship delivered on or after 01 September 2019** means of a ship:

- a. for which the building contract is placed on or after 01 September 2015; or
- b. in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 01 March 2016; or
- c. the delivery of which is on or after 01 September 2019.

2.0 Survey and Certification

2.1 All ships of 400 GT and above to which this Notice applies are to be subject to the surveys as specified in Regulation 5.4.

2.2 The Administrator has delegated, in accordance with IMO requirements, the survey and certification functions associated with Chapter 4 of MARPOL Annex VI to its Recognized Organizations (ROs)³ that are specifically authorized to:

- .1 verify attained EEDI values calculated for each ship (See §3.1.4 of this Notice);
- .2 issue an International Energy Efficiency Certificate (IEEC) after completion of the relevant surveys referred to in §2.1 above. The IEEC is to remain valid for the life of the ship, except for the cases specified under Regulation 9.11 (ship withdrawn from service, major conversion, or upon transfer of the ship to the flag of another State).
- .3 perform verification of the Ship Energy Efficiency Management Plan (SEEMP) Part II (Ship Fuel Oil Consumption Data Collection Plan) and issue Confirmation of Compliance (See §4.4 of this Notice);
- .4 verify data collected from each ship operator, per ship (See §5.2.2.1);

³ See RMI Marine Guideline [2-11-15](#), *Organizations Acting on Behalf of the Marshall Islands Maritime Administrator*.

- .5 issue an Annual Statement of Compliance (SoC) upon successful completion of data verification (See §5.2.2.2 of this Notice); and
- .6 submit/transfer data to the IMO Ship Fuel Oil Consumption Database.

3.0 EEDI⁴

3.1 Attained EEDI (Regulation 20)

- 3.1.1 The attained EEDI is defined under Regulation 2.36 as the EEDI value achieved by an individual ship in accordance with Regulation 20.
- 3.1.2 The attained EEDI must be calculated for each new ship as defined in §1.1.1 above or an existing one which has undergone a major conversion so extensive that it is regarded as newly constructed.
- 3.1.3 Only new ships of 400 GT and above, which fall into one or more of the categories defined in Regulations 2.25 to 2.35, 2.38, and 2.39 are required to have an attained EEDI calculated:
 - a. Bulk carrier
 - b. Combination carrier
 - c. Container ship
 - d. Cruise passenger ship
 - e. Gas carrier
 - f. General cargo ship
 - g. LNG carrier
 - h. Passenger ship
 - i. Refrigerated cargo carrier
 - j. Ro-Ro cargo ship
 - k. Ro-Ro cargo ship (vehicle carrier)
 - l. Ro-Ro passenger ship
 - m. Tanker
- 3.1.4 The attained EEDI value is to be calculated specifically for each ship, in accordance with the guidelines set forth in IMO Circular [MEPC.1/Circ.866](#), and is to be verified by an RO authorized by the Administrator as part of the survey and certification requirements described in §2.0 of this Notice.

3.2 Required EEDI (Regulation 21)

- 3.2.1 The required EEDI is defined under Regulation 2.37 as the maximum value for the attained EEDI that is allowed by Regulation 21 for a specific ship type and size.

⁴ Regulations 20 and 21 do not apply to ships which have ice-breaking capability, as defined in Regulation 2.42, and/or non-conventional propulsion, as defined in Regulation 2.41 (diesel-electric propulsion, turbine propulsion, or hybrid propulsion systems).

Notwithstanding the above, Regulations 20 and 21 shall apply to cruise passenger ships having non-conventional propulsion and LNG carriers having conventional or non-conventional propulsion, when delivered on or after 01 September 2019 as defined in §1.1.3.

3.2.2 The attained EEDI must be less than or equal to the relevant required EEDI value. This only applies for each new ship as defined in §1.1.1 above (or existing ship which has undergone a major conversion so extensive that the ship is regarded as a newly constructed ship), which falls into one or more of the categories defined in Regulations 2.25 to 2.31, 2.33 to 2.35, 2.38 and 2.39 and is at or above the corresponding size parameter:

- | | |
|---|---|
| a. Bulk carrier $\geq 10,000$ DWT | g. LNG carrier $\geq 10,000$ DWT |
| b. Combination carrier $\geq 4,000$ DWT | h. Refrigerated cargo carrier $\geq 3,000$ DWT |
| c. Container ship $\geq 10,000$ DWT | i. Ro-Ro cargo ship $\geq 1,000$ DWT |
| d. Cruise passenger ship $\geq 25,000$ GT | j. Ro-Ro cargo ship (vehicle carrier) $\geq 10,000$ |
| e. Gas carrier $\geq 2,000$ DWT | k. Ro-Ro passenger ship ≥ 250 DWT |
| f. General cargo ship $\geq 3,000$ DWT | l. Tanker $\geq 4,000$ DWT |

3.2.3 See also IMO Circular [MEPC.1/Circ.850/Rev.2](#), *2013 Interim guidelines for determining minimum propulsion power to maintain the maneuverability of ships in adverse conditions*, as amended, for guidance on complying with the EEDI provisions in Regulation 21.5 which requires that each ship to which Regulation 21 applies has sufficient installed propulsion power to maintain its maneuverability in adverse conditions. Rev.2 extends the application of the 2013 Interim Guidelines to EEDI phase 2 requirements.

4.0 SEEMP

- 4.1 All ships of 400 GT and above must keep on board a ship-specific SEEMP. This may be a stand-alone document, or it may form part of the ship's Safety Management System (SMS). The SEEMP is to be developed taking into account the guidance contained in IMO Resolution [MEPC.282\(70\)](#)⁵.
- 4.2 By 31 December 2018, all ships of 5,000 GT and above to which Regulation 22A applies are to include, as Part II of the SEEMP, a description of the ship-specific methodology that will be used to collect the data required by Regulation 22A.1, and the processes that will be used to report the data to the Administrator, considering the guidance contained in IMO Resolution MEPC.282(70).
- 4.3 Part I of the SEEMP is not required to be approved by the Administrator. Part II of the SEEMP must be verified for compliance with Regulation 22.2 prior to the beginning of

⁵ The amendments to Regulation 22 of MARPOL Annex VI under IMO Resolution [MEPC.278\(70\)](#) have entered into force on 01 March 2018. These amendments specify that the SEEMP shall be developed taking into account IMO Resolution MEPC.282(70), which addresses the SEEMP Part II for ships 5,000 GT and above. Accordingly, the Administrator is of the view that a ship delivered on or after 1 March 2018 of 5,000 GT and above to which Chapter 4 of MARPOL Annex VI applies is to be provided with a SEEMP that includes the Part II and is verified as part of the Initial Survey in accordance with Regulation 5.4.1 of MARPOL Annex VI.

the ship's first data collection period by an RMI RO.

- 4.4 On completion of the verification of the Part II of the SEEMP, a Confirmation of Compliance is to be issued according to the sample format provided in IMO Circular [MEPC.1/Circ.876](#), and retained on board the ship. The Confirmation of Compliance is to remain valid for the life of the ship, except when the IECC becomes invalid (see §2.2.2 of this Notice) or where a major conversion affects the data collection methodology or reporting processes, necessitating revision of the SEEMP Part II.
- 4.5 Refer to Marine Guideline [2-13-7](#) for additional guidance on the SEEMP Part II.

5.0 Data Collection System for Fuel Oil Consumption of Ships (Regulation 22A)

5.1 Ship Fuel Oil Consumption Data Collection

- 5.1.1 As required by Regulation 22A.1, beginning 1 January 2019 for calendar year 2019 all ships of 5,000 GT and above must collect the data specified in Appendix IX of MARPOL Annex VI (fuel oil consumption, by fuel oil type, distance travelled and hours underway) for that calendar year and each subsequent calendar year or portion thereof, as appropriate. The data is to be collected according to the methodology specified in Part II of the SEEMP, as referenced in §4.3 of this Notice.
- 5.1.2 At the end of each calendar year, or in the event of a change of Flag or Company as described in §5.2.1.2 of this Notice, the data collected in that calendar year, or portion thereof as appropriate, must be aggregated for reporting purposes.
- 5.1.3 The disaggregated data collected must be kept readily accessible and be made available to the RO upon request for a period of not less than 12 months from the end of the calendar year in which the data was collected.

5.2 Data Reporting and Verification

5.2.1 Reporting

- .1 Within three (3) months after the end of each calendar year, aggregated values for each datum specified in Appendix IX to MARPOL Annex VI must be reported to the RO electronically, following the reporting process specified in Part II of the SEEMP.
- .2 In the event of a transfer from the RMI to another Flag, or change from one Company to another, within a calendar year, the ship must report to the RO the aggregated data for the relevant portion of that calendar year on the day of completion of the change/transfer, or as close as practical thereto. The associated disaggregated data must also be provided when requested by the RO.
- .3 All reports are to be submitted utilizing the standardized data reporting format for

the data collection system, provided under Appendix 3 of IMO Resolution [MEPC.282\(70\)](#).

5.2.2 Verification

- .1 All data reported in accordance with §5.2.1 of this Notice must be verified by an RMI RO as required by Regulation 22A.7, taking into account IMO Resolution [MEPC.292\(71\)](#), *2017 Guidelines for Administration verification of ship fuel oil consumption data*.
 - a. The verification of data reported in accordance with §5.2.1.1 of this Notice must be completed no later than five (5) months after the end of the previous calendar year.
 - b. The verification of data reported in accordance with §5.2.1.2 of this Notice must be completed no later than two (2) months after receipt of the reported data.
- .2 A SoC, corresponding to the form provided under Appendix X of MARPOL Annex VI, must be issued after successful completion of the relevant verification referred to in §5.2.2.1 above. The SoC is to be valid until 17 months after the end of the calendar year in which the reported data was collected, as required by Regulation 9.12.