

Fuel consumption data collection

The IMO is pressing ahead with the development of mandatory short-term measures to reduce CO₂ emissions from international shipping as part of its' commitment to the targets set by the Paris Agreement. Included in this process is the development of suitable Carbon Intensity Indicator.

Members will be aware that IMCA successfully argued at the IMO that the 'transport work proxy', which has been developed as a Carbon Intensity (CI) Indicator for cargo ships, is not a suitable metric for assessing the Carbon Intensity of the offshore sector since the measurement of fuel consumed/distance travelled does not reflect how the offshore sector operates.

IMO Member States are now considering the joint submission ([MEPC 74/6](#)) (include a hyperlink to the document) proposing two possible metrics (Proxy A and Proxy B) for assessing the Carbon Intensity for the offshore sector which IMCA Members developed, in collaboration with the Russian Federation.

While the arguments raised in the submission are acknowledged by several IMO Member States, there is concern that the proposed proxies are theoretical and lack any data to support them. For this reason, the Marine Policy & Regulatory Affairs Committee (MPRA) has initiated a data collection initiative which builds upon IMO's mandatory Data Collection System (DCS) for vessels over 5,000 GT, but which additionally collects those data elements which are proposed to be included in the proxies A and B.

IMO's DCS collects fuel consumption data per calendar year.

1 January 2019 – 31 December 2019

1 January 2020 – 31 December 2020

1 January 2021 – 31 January 2021

Reflecting this reporting period, the MPRA now wants to start collecting 2020 data in addition to the outstanding 2019 data which has not yet been submitted by Members.

Call to Action – help IMCA to achieve a positive outcome for the offshore sector

In support of the IMCA submission, the MPRA Committee (MPRA) has developed a spreadsheet for 2019 and 2020 which will enable members to share their data regarding fuel consumption.

Members are requested to submit the required data via the spreadsheet – please see screen shot example below.

Please download the spreadsheet from [here](#).

Complete your information and fuel consumption data and then email to IMCA (fueldata@imca-int.com)

We will compile all data received and use it to lobby the IMO for a sensible approach for the treatment of the offshore sector. Members can be assured that all data submitted will be treated anonymously.



Vessel Fuel Consumption Data for 2019

CONFIDENTIAL - COMMERCIAL SENSITIVE

This spreadsheet should be submitted to fueldata@imca-int.com

Access is limited to authorised IMCA secretariat staff only, with only anonymised aggregate data published

Submission summary

The following information is not used in any reports, but may be useful in case of a query regarding your submission

Company name	
Submitted by (name)	
Email address	

Definitions

Vessel type - select primary purpose in column B, or choose 'Other' then enter another vessel type in column C

Total installed power - includes all engines

Total cumulative gross kWh of rated power used per year - can be calculated and entered into column F

Hours underway - total hours at sea either steaming or on DP

Vessel name	Vessel type	Vessel type (other)	Total installed rated power from all engines in kW	Total yearly running hours on all engines	Total calculated gross kWh generated/year i.e. the sum of the installed rated power per engine multiplied by the yearly running hours per engine	Diesel/gas oil consumption in tonnes	LFO consumption in tonnes	HFO consumption in tonnes	LPG (Propane) consumption in tonnes	LPG (Butane) consumption in tonnes	LNG consumption in tonnes	Methanol consumption in tonnes	Ethanol consumption in tonnes	Other consumption in tonnes	Distance travelled in NM	Total hours underway

For more details, please contact:

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