

Fuel consumption data collection for 2023

[Members are urged to continue to support IMCA’s ongoing work on emissions regulation of the offshore sector.]

IMCA wishes to thank vessel operator members who have been supporting our fuel consumption data collection exercise over the past 4 years and urges members to continue this support by submitting their fuel consumption data for the year 2023. This data is vital in supporting our work on behalf of members to identify the most suitable Carbon Intensity Indicator (CII) for the offshore sector as part of future international regulations on emissions reduction through the IMO.

Please use one of the following templates to make your submission. These are automatically imported to our analysis system, so please do not modify the templates – instead, please contact fueldata@imca-int.com if you have any questions.

- ◆ [Fuel data submission template – single vessel](#)
 - (submit a separate file for each vessel)
- ◆ [Fuel data submission template – bulk](#)
 - (enter data for all vessels onto the ‘Submission’ tab, then verify using the ‘FuelData’ tab).

Vessels of 5000 GT and over are the primary focus of the IMO work, but vessels from 400 GT may be covered by future EU and other regulations, so submissions for vessels of 400 GT and over are also welcome.

Submitted data is treated with the utmost confidentiality by a small group of authorised secretariat staff and only anonymised aggregate data will be used to assess which potential CII should be proposed to IMO. You may wish to use the ‘encrypt’ option when submitting via email.

Background

In 2019, IMCA’s Marine Policy & Regulatory Affairs (MPRA) Committee identified two possible carbon intensity indicators (CIIs) (Proxy A and Proxy B) for the offshore sector. These were proposed to the IMO as alternatives to the ‘transport work’ CII being applied to cargo and passenger ships¹. In response, IMO asked IMCA to collect robust data from its members to assess which, if either, of these proxies could provide a good basis for assessing the CII of the sector.

IMCA is now entering the fifth year of its fuel consumption data collection exercise. All data received is used to support our lobbying at the IMO for a sensible approach for the treatment of the offshore sector. IMCA is grateful to all those members who have participated in this project and urges continued support, as the 2025 deadline for reporting our findings to IMO is fast approaching.

Further information on this project, including the submission templates, briefing materials and a video recording, can be found at <https://www.imca-int.com/data/fuel/>.

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Pilot exercise on activity data

Separately, IMCA is working with a third-party specialist company to assess whether the results of the proxies would look different and potentially produce a more accurate result if fuel consumption was assessed based on the operational modes of the vessel. The proposed modes are 'on DP', 'in transit/underway', 'at anchor', 'moored' and 'stopped/drifted'. IMCA's Board member companies are participating in this project, but other members are welcome to join.

For more information on this topic, or if you wish to participate in the pilot exercise, please contact [Margaret Fitzgerald](#), IMCA Head of Legal & Regulatory Affairs and secretariat lead for the MPRA committee.