
Fuel Consumption Data and Recording

Notice to ship owners, managers, Masters, Approved Nautical Inspectors, Recognised Organisations and surveyors

This Marine Notice supersedes BMA Information Bulletin No.172

1. Purpose

- 1.1. This Marine Notice is intended to provide instructions and guidance to Companies¹ operating Bahamian ships on fuel consumption data reporting, as required under Regulation 26 and necessary preparations for introduction of a Carbon Intensity Index rating (CII) per Regulation 28 of Annex VI of the International Convention for the Prevention of Pollution from Ships 1973, as amended (MARPOL Annex VI)².
- 1.2. This Marine Notice also outlines Bahamas Maritime Authority (BMA) advice towards compliance with fuel consumption monitoring, reporting and verification requirements for ships calling at European Union (EU) and/or United Kingdom (UK) ports (EU & UK MRV).
- 1.3. This Notice should be read in conjunction with Regulations 26, 27 & 28 and Appendices IX & X of MARPOL Annex VI, and International Maritime Organization (IMO) Resolutions MEPC.338(76), MEPC.346(78) through 349(78), MEPC.352(78) through 355(78) and Circular [MEPC.1/Circ.901](#).

2. Application

- 2.1. This Notice applies to all ships of 5,000 gross tonnage and above with the exception of:
 - i. ships not propelled by mechanical means;
 - ii. offshore platforms, including FPSOs, FSUs and drilling rigs, regardless of their propulsion;
 - iii. ships operating exclusively in Bahamian waters, provided that such ships are constructed and act in a manner consistent with Chapter 4 of MARPOL Annex VI so far as is reasonable and practicable.

¹ The Company is the entity responsible for the management of the ship in accordance with the ISM Code. For ships to which the ISM Code is not applicable, the Company is the Managing Owner in accordance with Section 52 of the Merchant Shipping Act

² All references are given to MARPOL Annex VI as applicable from 01 November 2022

- 2.2. Fuel consumption data collection and annual operational CII rating requirements also apply to ships that may have joined or left the Bahamas flag during the calendar year for which only data for a partial annual submission is available.
- 2.3. In situations where a ship is under repair or conversion, or in extended lay-up, or remains otherwise out of active operations during the entire year, the requirements of this Notice apply should the ship have consumed and/or bunkered any quantity of fuel during the year.
- 2.4. The provisions of this Notice may be voluntarily adopted for ships of less than 5,000 gross tonnage.

3. Fuel consumption data submission timeline

- 3.1. The Company shall ensure that fuel consumption data and the attained annual operational CII index for the previous year for ships to which Regulation 27 and 28 of MARPOL Annex VI apply is submitted to the Reporting Organisation/Verifier by not later than 31 March. The Statement of Compliance required by Regulation 6.4 of MARPOL Annex VI is to be issued by the Reporting Organisation/Verifier by 31 May each year.
- 3.2. Verified fuel consumption and attained annual operational CII index data is to be uploaded to the IMO Global Integrated Shipping Information System (GISIS) by the Reporting Organisation/Verifier within 1 month after issuing the Statement of Compliance but not later than 30 June each year.
- 3.3. When preparing the annual fuel consumption reports for their fleet, the Company should be aware that submission is also required **for a part of a year** if a ship has left or been accepted to their management, joined or left the Bahamas Flag, or has been recycled before 31 December. The reporting of the fuel consumption data is required on the day of completion of the transfer from one flag to another or of the change from one Company to another, or as close as practical thereto.
- 3.4. Notwithstanding 3.3 above where a ship changes flag to the Bahamas at any time after 01 January the attained annual operational CII index shall be reported to the Reporting Organisation/Verifier for the entire 12 months period by 31 March the next year. As of the date of issue of this Notice the IMO is yet to develop the detailed guidance on the end of year reporting where only partial fuel consumption information is available.
- 3.5. Recognising that on occasions timely submission or review of aggregated and verified data cannot be completed, the BMA exercises a pragmatic approach in allowing the Reporting Organisation/Verifier additional time to complete the submission and issue

a Statement of Compliance. A request for a conditionally issued short term International Energy Efficiency (IEE) Certificate should be submitted via the Classification Society by the Company for every ship where any of the limit date(s) in paragraph 3.1 cannot be met. The BMA will consider such requests on a case-by-case basis.

4. SEEMP Part II and Fuel Consumption Data Collection Methodology Plan

- 4.1. In order to fulfil the required reporting provisions, all ships to which this Notice applies should include the data collection methodology, given in the Data Collection Plan and the procedure for data reporting and verification in the Shipboard Energy Efficiency Management Plans (SEEMP), especially in Part II of the SEEMP: Ship Fuel Oil Consumption Data Collection Plan.
- 4.2. The SEEMP should be verified by the nominated Reporting Organisation/Verifier, prior to commencement of fuel consumption data reporting. On successful verification of the amended SEEMP, the Reporting Organisation/Verifier is to issue a Confirmation of Compliance³ to the ship, in accordance with Regulation 5.4.5 of MARPOL Annex VI.
- 4.3. Where there is a change of nominated Reporting Organisation/Verifier, the new Reporting Organisation/Verifier shall obtain the SEEMP Part II verified by the previous Recognised Organisation/Verifier and the related Confirmation of Compliance and take those to their files as a basis for later verifications.
- 4.4. The SEEMP Parts I & II and Confirmation of Compliance shall be kept on board.

5. SEEMP Part III

- 5.1. By 01 January 2023 for ships of 5,000 gross tonnage and above, which fall under one or more of the categories in Regulations 2.2.5, 2.2.7, 2.2.9, 2.2.11, 2.2.14 to 2.2.16, 2.2.22, and 2.2.26 to 2.2.29^[13] the SEEMP shall include:
 - i. a description of the methodology that will be used to calculate the ship's attained annual operational CII required by Regulation 28 and the processes that will be used to report this value to the ship's Administration;
 - ii. the required annual operational CII, as specified in regulation 28, for the next three years;
 - iii. an implementation plan documenting how the required annual operational CII will be achieved during the next three years; and

³ See MEPC.1/Circ.876: https://wwwcdn.imo.org/localresources/en/OurWork/Documents/MEPC_1-Circ-876_Sample%20Format%20For%20The%20Confirmation%20Of%20Compliance.pdf

^[13] Where a ship may be identified as falling to more than one category listed above the more stringent criteria shall be taken

- iv. a procedure for self-evaluation and improvement.
- 5.2. Necessary amendments to the existing SEEMP shall be completed and verified by the Reporting Organisation/Verifier on or before 01 January 2023. On successful verification of the amended SEEMP, the Reporting Organisation/Verifier is to issue a Confirmation of Compliance to the ship, in accordance with Regulation 5.4.6 of MARPOL Annex VI.
- 5.3. With regards to the amended SEEMP Part III, as per the provisions of Regulation 26.3.1 of MARPOL Annex VI, the BMA fully recognises the constraints being faced by the industry in relation to introduction of the new energy efficiency requirements.
- 5.4. Therefore, in the opinion of the BMA, the owners of a ship may exercise their best judgement to allocate the preparation of the required amendments to the existing SEEMP to a competent entity of their choice.
- 5.5. The SEEMP Part III amendments shall be verified and confirmed acceptable to the Reporting Organisation/Verifier as outlined in Para.6 below.
- 5.6. The SEEMP Part III and a Confirmation of Compliance shall be kept on board.

6. Reporting Organisations / Verifiers

- 6.1. The BMA has authorised its existing Recognised Organisations⁴ to act as Reporting Organisations/Verifiers in order to collect, and verify fuel consumption data from Bahamian ships, and to report to IMO in accordance with the provisions of Regulation 22A of MARPOL Annex VI.
- 6.2. The Reporting Organisation/Verifier does not need to be the Recognised Organisation that classes the ship, though this may streamline the process.
- 6.3. Any documents used as disaggregated data for gathering of fuel consumption information should be retained either on board the ship or with the Company for not less than 12 months after the end of the respective calendar year. Such documents shall be made available to the BMA and/or Recognised Organisation that classes the ship upon request.

7. Reporting of Fuel Consumption Data

- 7.1. Reporting of fuel consumption data shall be completed for each ship individually based on the report format indicated in Appendix IX of MARPOL Annex VI. IMO will

⁴ Refer to Marine Notice 02: <https://www.bahamasmaritime.com/wp-content/uploads/2020/11/BMA-Marine-Notice-MN002-Authorised-Classification-Societies-v1.0.pdf>

preserve reported data in such a way as to preclude identification of any individual ship for which the data had been submitted.

- 7.2. In accordance with Appendix IX of MARPOL Annex VI, the following information is to be included in the annual cumulative fuel consumption data report:
- i. Identity of the ship: IMO number, ship type, gross tonnage, net tonnage, deadweight, rated power of each main and/or auxiliary reciprocating internal combustion engine over 130 kW, Attained EEDI (where applicable), Ice Class;
 - ii. Every type of fuel oil consumed on board for any purpose (engines, boilers, incinerator, inert gas generators, heaters etc.), in metric tonnes. This requirement also applies to ships consuming boil-off gas (BOG) for the purpose of propulsion or shipboard operational needs⁵;
 - iii. distance travelled over ground;
 - iv. hours underway;
 - v. information on the method used to collect fuel consumption data as required by Regulation 22A of MARPOL Annex VI.
- 7.3. Reporting of direct CO₂ emission measurements is not mandatory. This method may however be utilised concurrently where the necessary equipment is installed on board to supplement the fuel consumption data report.
- 7.4. When the Reporting Organisation/Verifier has received fuel consumption data from a ship and verified that it has been collected and reported correctly per the guidelines of MEPC.348(78), a Statement of Compliance shall be issued to the ship confirming the submission of the data required for the period. The format of the Statement of Compliance can be found in Appendix X of MARPOL Annex VI.
- 7.5. Each Statement of Compliance will remain valid for the duration of the calendar year when it was issued and for the first five months of the next calendar year.
- 7.6. Expired Statements of Compliance are not required to be retained beyond their expiration date, once a new statement has been issued and delivered on board.
- 7.7. In situations where a ship is not in a position to obtain a new Statement of Compliance following the end of a calendar year due to lay-up, conversion of period of inactivity, the last issued Statement of Compliance shall be retained on board for inspection.
- 7.8. Submitted fuel consumption data shall be verified by the Reporting Organisation/Verifier for consistency and accuracy as required through Regulation 27 of MARPOL Annex VI. IMO has developed a set of guidelines aiming to facilitate such verification which can be found in Resolution MEPC.348(78).

⁵ The quantity of consumed BOG should be reported in metric tonnes in reference to the original quantity of liquified gas

- 7.9. The method of fuel consumption data verification and any additional documents that may need to be provided to the Reporting Organisation/Verifier along with the annual fuel consumption data collection report shall be clearly addressed in the SEEMP. Such verification may be undertaken based on one of the methods addressed in 6.3 above but should not be the same method used for the annual fuel consumption data collection.

8. Measures to Improve Efficiency

- 8.1. Certain steps may be considered by the Company to improve fuel consumption efficiency on board a ship, such as hull drag minimisation, draft optimisation, propeller and rudder blade flow improvement devices and others. The BMA welcomes any innovative solution aimed at improving fuel consumption efficiency.

9. Required Annual Operational CII Index, CII Rating and Corrective Actions

- 9.1. See Para. 21.1 through 21.4 of Marine Notice 61 for further details.

10. EU MRV Reporting

- 10.1. Submission of data pursuant to [Regulation \(EU\) 2015/757](#)⁶ stipulating the European requirements on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport (MRV), is in addition to the provisions of MARPOL Annex VI.
- 10.2. It is anticipated that the MRV and MARPOL Annex VI fuel consumption data submission requirements will eventually be aligned to reduce administrative burden, as some ships will need to report the same data twice. However, so far there are no firm indications of the timescale for alignment of the MRV and MARPOL Annex VI requirements.
- 10.3. Where a Bahamas Recognised Organisation that is acting as a Reporting Organisation/Verifier (DCS) has been accredited as an MRV verifier, the BMA has no objection to fuel consumption data and MRV reporting being combined, provided that the combined reports provide all of the information required by Regulation 22A of MARPOL Annex VI.

⁶ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:32015R0757>

11. UK MRV Reporting

- 11.1. As a result of the United Kingdom having left the EU, the EU MRV no longer applies to the UK. However, the UK has adopted MRV regulations based on the EU MRV. Please refer to the UK [Merchant Shipping \(Monitoring, Reporting and Verification of Carbon Dioxide Emissions\) \(Amendment\) \(EU Exit\) Regulations 2018](#) and UK Marine Information Notice [MIN669\(M+F\)](#).
- 11.2. Collection of fuel consumption data pursuant to UK MRV requirements shall apply to all ships trading in or out of any UK ports from 01 January 2022 with the first submission to be effected by 30 April 2023.
- 11.3. Fuel consumption data for voyages between ports in the UK, whilst at berth in any UK ports, between ports in the UK and non-EEA ports and vice-versa shall be included in UK MRV reporting.
- 11.4. To avoid duplication, fuel consumption data covering voyages between the UK and EEA ports and vice versa shall not be reportable under the UK MRV regulations and shall continue to be submitted as part of EU MRV data.
- 11.5. All Bahamas Recognised Organisations acting as Reporting Organisation/Verifier (DCS) will provide a similar level of service in respect of UK MRV as those currently being provided to cover EU MRV data collection, verification and issuance of Document of Compliance.
- 11.6. Companies operating Bahamian ships on the routes outlined in paragraph 9.4 on or after 01 January 2022 shall ensure that a duly prepared and verified Monitoring Plan is on board by 31 December 2021. The plan may be modelled on the EU MRV plan and should be verified by the selected Reporting Organisation/Verifier.
- 11.7. A Document of Compliance covering the 2022 UK MRV fuel consumption data submission shall be provided on board every applicable ship by 30 June 2023.

12. Enquiries

- 12.1. Any enquiries relating to this Notice may be addressed to the BMA Inspections & Surveys department at tech@bahamasmaritime.com or by contacting any BMA office.

Revision History

Version	Description of Revision
1.0	First Issue
1.1	Minor editorial amendments for clarity
1.2	SEEMP Part III and CII guidance added