



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° POL 021

MARPOL ANNEX VI

REPORTING SYSTEM ESTABLISHED FOR THE PURPOSE OF ENERGY EFFICIENCY AND FUEL CONSUMPTION DATA COLLECTION

TO: SHIPOWNERS, SHIPS' OPERATORS AND MANAGERS, SHIPPING AGENTS, SVG PORT AUTHORITY, SVG CUSTOMS & EXCISE DEPARTMENT, SVG COAST GUARD, REGISTERING AGENTS, FLAG STATE SURVEYORS, RECOGNIZED ORGANIZATIONS

APPLICABLE TO: ALL VESSELS TO WHICH MARPOL Annex VI APPLIES (400 GT AND ABOVE)

EFFECTIVE AS FROM: 1st January 2018

Kingstown, 14th December, 2017

Summary

The Saint Vincent and the Grenadines Maritime Administration wishes to advise the shipping community that with effect from 1st January 2018 **agents** acting on behalf of the ship owners / masters are required to report on the energy efficiency of the vessels they represent.

1. INTRODUCTION

The Saint Vincent and the Grenadines Maritime Administration (SVGMARAD), is a specialised executive arm of the Ministry of National Security, established to administer the National Shipping and Maritime framework. The SVGMARAD is also responsible for implementing regulatory functions embodied in legislation with the intent of ensuring safety and security of life at sea, navigation and protection and prevention of pollution of the marine environment.

In keeping with Saint Vincent and the Grenadines' obligations under the International Convention for the Prevention of Pollution from Ships, 1973 as amended by the Protocol of 1978 (MARPOL Convention), the SVGMARAD requires data on energy efficiency measures and fuel consumption. The data collected will assist in capturing Green House Gas (GHG) emissions and the use of energy efficient technology on-board vessels. The ultimate objective of the convention is to achieve a reduction of GHG emissions from ships.

2. REPORTING SYSTEM

Under the International Maritime Organisation's (IMO) Global MTCC Network (GMN) project, the Maritime Technology Cooperation Centre Caribbean (MTCC Caribbean) is established in Trinidad and Tobago. The SVGMARAD as the technical focal point and compliance authority for the IMO, requires ships arriving and operating within Saint Vincent and the Grenadines' waters to comply with the reporting system established for the purpose of energy efficiency and fuel consumption data collection.

Effective Date: The reporting as mentioned in this notice is mandatory from 1st January, 2018.

Application: Ships of 400 GRT and above are required to complete and submit the MTCC Caribbean Reporting Form on arrival.

Reporting Arrangements: The reporting form is in excel format and it is available for download on the **SVGMARAD website at (www.svg-marad.com)**. Agents are required to provide completed reports to the Energy Efficiency Focal Point Officer at:

E-mail: energyefficiency.svgmarad@gmail.com.

Responsibility for Reporting: The ship's master, or a person authorised by him/her (i.e. a ship's agent), is responsible for completing the report and ensure that reported information is correct.

Timing of Reporting: Ship-owners, Ship Operators/Managers and Masters of vessels are required to submit the required information without delay **on arrival** and, if necessary, when leaving the ports within Saint Vincent and the Grenadines.

Formats of Reporting: Users must only use the Excel forms available to input data. Further instructions on how to complete the forms are available at Annex 1 attached. No other format of the reporting form will be accepted. Please do not use forms from any other source other than the SVGMARAD website.

Non-Compliance: Failure to comply with this reporting requirement can lead to delays in the granting of departure clearance.

Further information can be obtained from:-

Energy Efficiency Focal Point Officer
Ms. Jillianjoy Davis
Maritime Administration
Upper Floor, Cruise Ship Terminal
Kingstown
St. Vincent and the Grenadines

Telephone: (784) 456-1378
E-mail: registrar.svgmarad@gmail.com

**Energy Efficiency Focal Point Officer and
Registrar of Ships and Seafarers
Maritime Administration**



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This document is to be used as a guiding document to complete MTCC Caribbean's Data Collection Form

VESSEL GENERAL INFORMATION

Ship Type: Please choose the type of ship as follows: *Bulk Carrier, Gas Carrier, Tanker, Container ship, General Cargo ship, Refrigerated cargo carrier, Combination carrier, Passenger ship, Ro-ro passenger ship, Ro-ro cargo ship (Vehicle carrier), Offshore Supply vessel*

Shipping Agency: Please state the name of the Shipping Agency Company assigned to this vessel for this particular port call.

VESSEL SPEED & FUEL

V_{ref} - ship speed in deep water at summer load line draught @75%MCR (knots): This is the speed, measured in knots, on deep water at the vessel's summer load line draft at 75% of the rated installed power or maximum continuous rating (MCR) for each main engine. The MCR value on the nameplate is to be used for this calculation.

Dual-fuel engines: Please state Yes if dual-fuel engines are used, or No if dual-fuel engines are not used.

Type of fuel: Please state the type(s) of fuel(s) used for this voyage.

VESSEL ENERGY EFFICIENCY DESIGN INDEX

Attained EEDI: Please state Yes if there is an attained EEDI for this vessel, or No if one has not been provided.

EEDI Value: Please state the value of EEDI if it has been provided.

PROPULSION SYSTEM

Maximum Continuous Rating (kW): The maximum continuous rated output of the engine as specified by manufacturers.

SFC (g/kWh)@75%MCR: The specific fuel consumption (SFC) of the main engine at the 75% of its maximum continuous rating (MCR) power.

ELECTRIC POWER SUPPLY SYSTEM

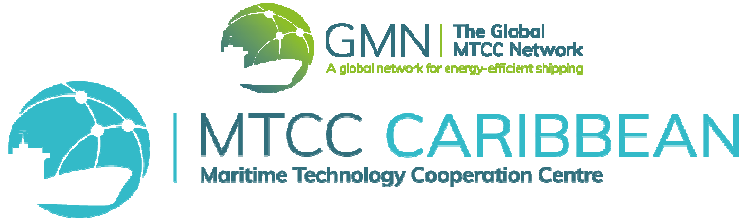
SFC (g/kWh): The specific fuel consumption (SFC) of the main engine at the 75% of its maximum continuous rating (MCR) power.

Fuel Type: Please state the type(s) of fuel used for this voyage.

ENERGY SAVING TECHNOLOGY

Please indicate if any of the following energy saving technology are used on the vessel:

Waste Heat Recovery, Solar Panels, M/E Shaft Generator, Lighting System, Steam Turbine Generator, Vessel trim/Draft Optimisation, Air Cavity Lubrication, Hull Coating Condition, Contra-rotating Propellers, Ship Operational Efficiencies (Vessel Speed Reduction/ Slow



Steaming, Voyage & Route Optimisation, Voyage Planning & Execution), Propeller Boss Cap Fins, Frequency Converters.

Other: (please choose from the following list): *Propulsion Engine Derating, Common Rail, Rotating Fuel Injector Controls, Automated Engine Monitoring/Control Systems, High Efficiency Turbochargers, Two Stage Turbochargers, Turbocharger Cut Off, High Efficiency Boilers, Auxiliary Engine Waste Heat Recovery.*

EMISSION CONTROL MEASURES

Please indicate if any of the following emission control measures are used on the vessel:

After Treatment Technologies (Selective Catalytic Reduction, Exhaust Gas Scrubbers- Wet, Exhaust Gas Scrubbers- Dry), Alternative Fuels (Low Sulfur Fuels, Liquefied Natural Gas- gas only, Liquefied Natural Gas- dual fuel, Methanol, Bio Fuels).

Engine Technologies (Humid Air Method, Water Injection & Water Emulsion, High Scavenge Pressure & Compression Ratio).

Other: Please state any other emission control measure used on this ship.

VOYAGE DATA

Voyage number: The number allocated to this voyage.

Voyage Distance: The distance in nautical miles covered by vessel for this voyage, from port of departure to port of arrival.

Voyage Time (hrs): The time taken in hours to complete this voyage.

Departure Port: The name of the Port of Departure.

Arrival Port: The name of the Port of Arrival.

Date of Departure: The date of Departure (format dd/mm/yy)

Date of Arrival: The date of Arrival (format dd/mm/yy)

Time of Departure: The time of departure (format 24hours)

Time of Arrival: The time of arrival (format 24hours)

Departure Displacement: The weight of water displaced by this vessel at the waterline upon departure.

Arrival Displacement: The weight of water displaced by this vessel at the waterline upon arrival.

FUEL CONSUMPTION DATA

Departure

Arrival

Total HFO: Total Heavy Fuel oil on board upon departure.

Total HFO: Total Heavy Fuel oil on board upon arrival.

Total DFO: Total Diesel Fuel oil on board upon departure.

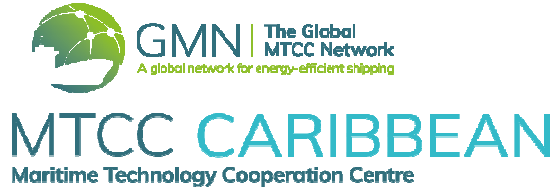
Total DFO: Total Diesel Fuel oil on board upon arrival.

Total GFO: Total Gas Fuel oil on board upon departure.

Total GFO: Total Gas Fuel oil on board upon arrival.



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Total Fuel Consumed: **Total HFO:** (Total Departure HFO – Total Arrival HFO)

Total DFO: (Total Departure DFO – Total Arrival DFO) **Total GFO:** (Total Departure GFO – Total Arrival GFO)

REPRESENTATIVE SEA CONDITIONS

Beaufort Scale #: The average numerical value rating winds according to the Beaufort Scale as follows;

Force	Speed(mph)	Description/Ocean Surface
0	0 - 1	Calm; glassy (like mirror)
1	1 - 3	Light wind; rippled surface
2	4 - 7	Light breeze; small wavelets
3	8 - 12	Gentle breeze; large wavelets, scattered whitecaps
4	13 - 18	Moderate breeze; small waves, frequent whitecaps
5	19 - 24	Fresh breeze; moderate waves, numerous whitecaps
6	25 - 31	Strong breeze; large waves, white foam crests
7	32 - 38	Moderate gale; streaky white foam
8	39 - 46	Fresh gale; moderately high waves
9	47 - 54	Strong gale; high waves
10	55 - 63	Whole gale; very high waves, curling crests
11	64 - 73	Violent storm; extremely high waves, froth and foam, poor visibility
12	73+	Hurricane; huge waves, thundering white spray, visibility

Mean Wind Speed (m/s): The rate at which wind is moving, measured in meters per second.

Mean Wind Direction (deg): The average direction from which the wind is blowing, expressed in units of degrees (relative to the longitudinal of the vessel).

Significant Wave Height (m): The wave height or vertical distance between a crest and trough, measured in meters.

Mean Wave Period (m): The time measured between two crests/two troughs, measured in seconds.

Mean Wave Direction (deg): The average direction from which the waves are coming from, expressed in units of degrees (relative to the longitudinal of the vessel).