



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° POL 014

MARPOL ANNEX VI SHIP ENERGY EFFICIENCY MANAGEMENT SYSTEM

TO: SHIPOWNERS, SHIPS' OPERATORS AND MANAGERS, FLAG STATE SURVEYORS, RECOGNIZED ORGANIZATIONS

APPLICABLE TO: ALL VESSELS TO WHICH MARPOL Annex VI APPLIES

EFFECTIVE AS FROM: 1st January 2013

Monaco, 2nd May 2012

New regulations for the reduction of greenhouse gas emissions were adopted during the 62nd Session of the Marine Environment Protection Committee of the IMO in July 2011.

Energy Efficiency Design Index (EEDI) has been introduced by a fourth chapter in MARPOL Annex VI.

EEDI is applicable to new ships whose keel will be laid on or after 1st July 2013 and describes the emission of CO₂ of new ships per ton of cargo and one Nautical Mile. In addition to the EEDI, a Ship Energy Efficiency Management Plan (SEEMP) will be required for each ship, and will need to be kept on board permanently.

EEDI is only applicable to ships whose keel will be laid on or after 1st July 2013. SEEMP will also be applicable to existing ships from 1st January 2013.

Ship Energy Efficiency Management Plan (SEEMP)

Survey, certification and verification

SEEMP will be required on board all **new ships** of 400 Gross Tonnage and more:

- For which the building contract is placed on or after 1st January 2013;
- Whose keel will be laid on or after 1st July 2013; or
- Ships which will be delivered on or after 1st July 2015.

Existing ships of 400 Gross Tonnage or more are required to have the SEEMP on board at the date of the first intermediate or renewal survey for the Air Pollution Prevention Certificate (IAPP) on or after 1st January 2013.

If the ship complies with the requirements, an International Energy Efficiency Certificate (IEEC) will be issued, which will be valid throughout the life of the ship. The Certificate will cease to be valid if the ship is withdrawn from service. A new Certificate will be issued following a major conversion of the ship or upon a change of flag.

Port State Control inspectors will be limited to verify, when appropriate, that there is a valid International Energy Efficiency Certificate on board.

Development of a SEEMP

Planning, implementation, monitoring and self-evaluation and improvement are components of a continuous circle that may lead to a permanent improvement of energy management.

During the *planning* phase the possible measure should be identified so that an efficient energy management may be achieved:

- Ship's specific measures: speed optimization, weather-routeing, maintenance of hull, etc.
- Crew's specific measures: motivation, training.

During the *implementation* phase appropriate procedures for realization of the identified measures should be prepared.

During the *monitoring* of the energy efficiency, the criteria should be determined so that a continuous development of the energy management is observable. The IMO recommends using the Energy Efficiency Operational Indicator (EEOI) as a parameter.

An appropriate guideline for the calculation of the EEOI was established and published with MEPC.1/Circ.684. However each Company is free to develop a monitoring tool on their own which is the most practical.

A *self-evaluation* of the measures should be carried out periodically with regards to effectiveness and potential *improvement*. The SEEMP should contain an appropriate procedure.

The SEEMP may be included in the Company's Safety Management System.

The IMO has released a guideline to support the companies concerned: Res. MEPC.213 (63) – *Guidelines for the development of a Ship Energy Efficiency Management Plan*.