



Date: 28th March 2022

Circular no.: 0056C/TG/03/22

To: Deputy Registrars, Ship-owners / Operators, Managers, Representatives of Togo flagged vessels, , Masters, Seafarers, and Recognized Organizations.

REPLACEMENT OF CIRCULAR
Ref.0041C/TG/04/20

Subject: “Guidance on the “International Maritime Organization Data Collection System for Fuel Oil Consumption of Ships (IMO DCS)” and the European Union System for Monitoring, Reporting, and Verification of Carbon Dioxide Emissions from Maritime Transport (EU MRV)”.

To: Deputy Registrars, Ship-owners, Ship-operators & Ship-managers, Masters and Officers of merchant ships, Flag State Surveyors, and Recognised Organisations.

Scope: This Merchant Marine Circular replaces the Circular with Ref.: 0041C/TG/04/20 that aimed to provide guidance for complying with both: (1) MARPOL, Annex VI, regulation 22A- the global International Maritime Organization (IMO) data collection system for fuel oil consumption of ships (IMO Data Collection System DCS) and (2) the regional European Union (EU) system for Monitoring, Reporting, and Verification (MRV).

The replacement of the above circular is necessary after accession of the Togolese Republic to the Protocol of 1997 amending the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto. The accession was effected by the deposit of an instrument on 7 September 2021, in accordance with article 5(2) of the Protocol. The Protocol will enter into force for Togo on 7 December 2021, in accordance with article 6(2) of the Protocol.

References:

- a. EU Regulation 2015/757 (EU MRV), on the monitoring, reporting and verification of carbon dioxide emissions from maritime transport, and amending Directive 2009/16/EC, 29 April 2015.
- b. EU Regulation 2016/1927, on templates for monitoring plans, emissions reports, and documents of compliance pursuant to Regulation (EU) 2015/757, 04 November 2016.
- c. MARPOL Annex VI, Regulation 22A (IMO DCS).
- d. IMO Resolution MEPC.282(70) - Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP), adopted on 28.10.2016.
- e. IMO Resolution MEPC.278(70)-Amendments to MARPOL Annex VI (Data collection system for fuel oil consumption of ships), adopted 28.10.2016.
- f. IMO Resolution MEPC.292(71) - 2017 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data.
- g. IMO Resolution MEPC.293(71) - 2017 Guidelines for the Development and Management of the IMO Ship Fuel Oil Consumption Database.
- h. IMO PMP.7/Circ.76 - 7 September 2021 concerning the Accession of Togo to Protocol of 1997 amending the international convention for the prevention of pollution from ships, 1973, as modified by the protocol of 1978 relating thereto.



General context

1. The purpose of this Marine Advisory is to provide guidance on compliance with EU MRV regulations and MARPOL, Annex VI, regulation 22A (IMO Data Collection System (DCS)).

Togolese Republic became full member of MARPOL-ANNEX VI after the deposit of an instrument to IMO on 7 September 2021, in accordance with article 5(2) of the Protocol. Therefore, the Protocol will enter into force for Togo on 7 December 2021, in accordance with article 6(2) of the Protocol.

The IMO regulation applies to all ships of 5.000 gross tonnage and above. The EU regulation applies to all cargo and passenger ships of 5.000 gross tonnage and above that call on ports in Europe.

The EU regulation included a provision that the Commission shall review the regulation and shall, if appropriate, propose amendments to this Regulation to ensure alignment with an international agreement (IMO DCS). In February 2019, the European Commission made a proposal to amend the EU MRV Regulation to take appropriate account of the global data collection system, which is still under consultation within the EU framework.

There are several common requirements between the two schemes, including monitoring, verification, and annual data reporting. Considering the common of the EU MRV and IMO DCS schemes, there are efficiencies to be gained in the implementation of both schemes by combining key compliance aspects to the extent possible. This will avoid unnecessary duplication, reduce administrative burdens and thus provide a cost-efficient, streamlined and quality focused service for shipowners covering both regulations.

IMO DCS

2. The IMO DCS entered into force in 01 March 2018 through amendments to MARPOL Annex VI by IMO Resolution MEPC.278(70). The IMO DCS will require the development of operational procedures in a new Part II of the Ship Efficiency Management Plan (SEEMP) using a proscribed format. The IMO data collection system requires ships above 5 000 gross tonnages (GT) to report consumption data for each type of fuel oil, hours underway and distance travelled, for all international voyages. The IMO DCS covers any maritime activity carried out by ships, including dredging, pipeline laying, ice-breaking, fish-catching, and off-shore installations. The IMO DCS does not apply to ships not propelled by mechanical means, platforms including Floating Production, Storage and Offloading Facilities (FPSOs) and Floating Storage Units (FSUs), and drilling rigs regardless of their propulsion.



Reporting started with the year 2019. The Ship Energy Efficiency Management Plans of all ships covered by the IMO DCS must include a description of the methodology for data collection and reporting. After each calendar year, the aggregated data are reported to the flag state, or any organization duly authorized by it. If the data have been reported in accordance with the requirements, the flag state or any organization duly authorized by it, issues a statement of compliance to the ship. Flag states or any organization duly authorized subsequently transfer this data to an IMO ship fuel oil consumption database, which is part of the Global Integrated Shipping Information System (GISIS) platform. IMO will then produce annual reports, summarizing the data collected.

3. In accordance with IMO requirements, the TOGO Maritime Administration is authorizing its ROs to:

- Perform verification of SEEMPs Part II for every vessel of 5000 gross tonnage and above as required by Regulation 22A of Annex VI of MARPOL 73/78 and afterwards issue a “Confirmation of Compliance” for the ship upon successful completion of verification. This “Confirmation of Compliance” must be retained on board the ship;
- Verify if the data reported by ships of 5.000 gross tonnage and above has been collected and complies with Regulation 22A of Annex VI of MARPOL 73/78 and afterwards issue a “Statement of Compliance” in accordance with Regulation 6.6 and 6.7 of Annex VI of MARPOL 73/78.
- Upon issuance of C.o.C. (Confirmation of Compliance) and S.o.C. (Statement of Compliance) to submit same along with the reported data noted in appendix IX, Annex VI, of MARPOL 73/78 to Togo’s international ship registry.
- **Submit to the International Maritime Organization the reported data noted in appendix IX, Annex VI, of MARPOL 73/78, using the IMO Ship Fuel Oil Consumption Database. (GISIS Module- Appendix 1 for parties to MARPOL ANNEX VI). Upon completion of the above submission to inform Togo’s international ship registry accordingly.**

4. Change of Owners / Managers: In the event of a change of owners/managers, the ship, on the day of completion of the change or as close as possible, shall report to its Recognized Organization [or Independent Verifier], the aggregate data for the period of the calendar year corresponding to the existing managers/owners, as specified in MARPOL Appendix IX of Annex VI informing also the TOGO Maritime Administration



5. Change of Flag: In the event of transfer of Flag, the ship, on the day of the completion of the transfer, or as close as possible, shall report to her Recognized Organization [or Independent Verifier], the aggregated data for the period of the calendar year corresponding to the period under the losing Flag, as specified in MARPOL Appendix IX of Annex VI informing also the new Maritime Administration.

EU MRV

6. EU MRV Data Collection Scheme: The MRV scheme entered into force on 01 July 2015 through EU Regulation 2015/757, as part of an effort to reduce greenhouse gas (GHG) emissions. The regional regulation requires shipping companies to establish an MP for data collection, to provide reports measuring the quantity of Carbon dioxide (CO₂) emissions from individual ships, per voyage for every voyage touching on an EU port, on an annual basis. The Monitoring Plan (M.P.) should be developed in line with EU regulation 2016/1927. The MP is subject to verification by an accredited independent verifier in accordance with EU Regulation 2015/757. This verifier is EU accredited by a national body (which may also be a class society or may be another verification body with the appropriate accreditation).

7. EU MRV Applicability: The EU MRV applies to all ships of more than 5.000 gross tonnage (GT), for all voyages conducted into, between, and out of EU and European Free Trade Association (EFTA) States' (Norway and Iceland) ports. It is important to note that the EU ports also include 'outermost regions' which are ports that are not geographically within Europe, but because they are under the Administrative control of an EU member State, they are considered an EU port of call. These include: the Azores, Canary Islands, Madeira, Martinique, Guadeloupe, French Guyana, Saint-Martin, Mayotte, and Reunion. For a list of European Economic Area (EEA) Member States' Overseas Countries and Territories which do not qualify as EU ports of call, refer to the Frequently Asked Questions on the implementation of the MRV shipping Regulation of the European Commission (https://ec.europa.eu/clima/policies/transport/shipping_en#tab-0-3). The MRV Regulation is not applicable to voyages and activities for purposes other than transporting cargo or passengers for commercial purposes, such as dredging, ice-breaking, pipe laying and offshore installation and construction. Moreover, the MRV regulation does not apply to warships, naval auxiliaries, fish-catching or fish-processing ships, wooden ships of a primitive build, ships not propelled by mechanical means, or government ships used for non-commercial purposes



8. EU MRV: MP Overview: The first step for ship owners and operators should be to prepare a ship-specific monitoring plan (M.P.) for fuel consumption data collection and CO2 emissions for each of their ships (EU 2015/757 Article 6). The MP is subject to verification by an independent, EC-accredited verifier. If a ship only falls within the scope of the MRV Regulation after 31 August 2017 the company is to submit a monitoring plan to the verifier without undue delay and within two months of the ships first call in a port under the jurisdiction of a EU Member State. Ship owners have three **(3) options for verification** pursuant to Regulation (EC) No. 765/2008 by either: (a) their own Recognized Organization (RO), if accredited by a National Accreditation Body (NAB)¹ recognized by the EC; (b) another so accredited RO; or (c) an EC-authorized third-party, independent accredited verifier. Templates for the MP are in Annex I of EC Implementing Regulation (EU) 2016/1927.

9. EU MRV Required Annual Emissions Report: The emissions and transport work data for each calendar year should be consolidated in an annual report, which would then be verified by an independent, accredited verifier by 30 April of each following year. Initial data collection period began on 01 January 2018. The Template for the Emissions Report (E.R.) is detailed in Annex II of EU Regulation 2016/1927. The first annual reporting is due by 30 April 2019. Each subsequent year thereafter, reports are due on 30 April. Once the annual report is done and verified, the report is submitted by the shipowner to the EC and this Administration. Following annual report verification, verifiers will issue a DoC to demonstrate compliance (EU 2015/757, Articles 17 and 18). Verifiers must inform the European Commission and this Administration, without delay, of the issuance of any DoC.

10. By 30 June of each year following the end of a reporting period, ships arriving at, within or departing from a port under the jurisdiction of a EU Member State, and which have carried out voyages during that reporting period, must carry on board a valid DoC. The document of compliance is valid for a period of 18 months after the end of the reporting period. By 30 June each year, the EC will make publicly available the information on CO2 emissions reported.

11. EU MRV Change of Flag / Ownership: The EU MRV is neither class nor flag related, so this will have no effect on the EU MRV reporting. Only if a ship changes company, the new company shall ensure that the ship under its responsibility complies with the requirements of the EU MRV in relation to the entire reporting period during which it takes responsibility for the ship concerned (ref. EU Reg. 2015/757, Art. 11.2



12. The CIRCULAR Ref.0041C/TG/04/20 relating to the subject is repealed on the date of publication of this circular.

EU MRV AND IMO DCS TABLE

	EU MRV	IMO DCS
Entry into force	July 2015	March 2018
Monitoring Plan (MP) verification and approval by:	31 December 2017	31 December 2018 and issuance of Confirmation of Compliance (CoC)
First Monitoring period begins:	01 January 2018	01 January 2019
First data reporting period and subsequent reporting:	01 January 2019, and each year thereafter	01 January 2020, and each year thereafter
Shipowner reports to:	European Commission (EC) and Administration to receive data by 30 April 2019	Administration and IMO must receive data from shipowner by 31 March 2020
Ships to carry a statement of compliance (SoC) or / and document of compliance (DoC) on board:	DoC by 30 June 2019, annual renewable	SoC following verification; no later than 31 May every year

Comparative Table between EU MRV and IMO DCS

	EU MRV	IMO DCS
Entry into force	1 st July 2015	1 st March 2018
Scope	Ships above 5'000 GT Voyages to / from EEA ports of call	Ships 5'000 GT or above International voyages
First monitoring period	2018	2019
Procedures	Monitoring Plan (37 sections)	Data Collection Plan (SEEMP Part II) (9 sections)
Compliance (procedures)	Assessment Report (no need to be on-board)	Confirmation of Compliance (must be on-board)
Reporting	Fuel consumption (port / sea) Carbon emissions Transport work (actual cargo carried) Distance sailed Time at sea excluding anchorage	Total fuel consumption Distance travelled Hours underway Design deadweight used as proxy
Verification	Independent accredited verifiers	Flag administrations or Authorized Organizations
Compliance (reporting)	Document of Compliance (June 2019)	Statement of Compliance (May 2020)
Publication	Distinctive public database	Anonymous public database

Key differences between EU MRV and IMO DCS



While the two systems have the same general objective, there are important differences:

- The IMO DCS comprises any activity carried out by ships in the marine environment, while the EU MRV covers only transport of goods and persons.
- The IMO DCS applies to all international voyages, while the EU MRV applies only to voyages to and from EU- EEA ports, including domestic voyages.
- Emissions in EU- EEA ports are reported separately in the EU MRV system and the IMO DCS system.
- The IMO DCS requires annual aggregated data, while the EU MRV uses data per voyage.
- The IMO DCS requires data on the deadweight tonnage (the carrying capacity of the ship), while the EU MRV requires data related to transport work (weight of actual cargo carried or number of passengers).
- The IMO requires publication of aggregated data, while the EU publishes data on the performance of individual ships.

For the International Ship Registry of Togo



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For the Togolese Maritime Authority



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Encl.: USER GUIDANCE ON THE SHIP FUEL OIL CONSUMPTION GIS MODULE
(IMO SHIP FUEL OIL CONSUMPTION DATABASE) _ 12 May 2020