PP-2 on a glimpse:

Three (3) participating countries:

- **Chile**
- **Panama**
- **Peru**

Stakeholders engaged:

- **Maritime Administrations**
- **Ship Owners / Operators**

Project totals for reporting period: 01st Jan 2018 - 31st Dec 2018

- **80 ships** (over 5,000GT) provided details on the fuel consumers and energy efficient measures implemented onboard.

68 ships (over 5,000GT) reported data in line with IMO DCS regulation

Fuel Oil Consumption

HFO:	1,010,150 MT
LFO:	23,585 MT
DO/MGO:	256,098 MT
Total FO Cons.	**1,289,833** MT

Distance sailed: **4,792,562** nm

Hours underway: **396,332.50** hrs

Tr. Work: **148,789,285,884** DWT.nm

Dissemination activities:

Dissemination activities of Pilot Project 2 results were conducted throughout the project's implementation to build and maintain interest and engagement of the stakeholders:

> through the National Workshops, for effectively communicating the results, lessons and experiences learned

> through other means: dedicated website, newsletter, social media presence, email communications etc.

> through personal meetings/interactions with participants, to return an output of the results

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Capacity Building Workshops:

The MTCC Latin America organized and participated in one (1) Regional Workshop and four (4) National Workshops:

(1) First Regional Workshop
13th-15th March 2018, Panama City,Panama

(2) First National Workshop
13th-15th June 2018, Panama City, Panama

(3) Second National Workshop
22nd-24th August 2018, Cartagena,Colombia

(4) Third National Workshop
14th-16th November 2018, Lima, Peru

(5) Fourth National Workshop
13th-15th March 2019, Mexico City, Mexico

Pilot Project 2:

Fuel Oil Consumption Data Collection and Reporting

MTCC LATIN AMERICA
Maritime Technology Cooperation Centre

About the Project

The purpose of MTCC Latin America's Pilot Project 2, is to make use and perform detailed analysis of the fuel oil consumption, distance sailed and hours underway data collected over a reporting period of one year, with a scope of providing useful insights on:

♦the effectiveness of processes followed for collecting, reporting and verifying fuel oil consumption data (in line with IMO DCS requirements)

♦ the completeness and accuracy of the relevant data collected and reported

♦conclusions drawn on:

a.the effectiveness of processes followed for data collections, reporting and verification

b.the reported data accuracy, through their comparison against estimated/calculated data through use of other independent data sources and empirical estimations

♦issues, problems and anticipated difficulties in the overall data collection, reporting and verification process, for all parties involved in it (ship managers, independent verifiers, flag administration).

♦best practices to collect the necessary data and development of the needed trends and data analysis routines.

Methodology

The methodology followed for Pilot Project 2, was carefully designed and planned, to cover all stakeholders views and considerations as well as all aspects of the research subject, and comprises of:

(1) Literature review on ships fuel oil consumption data collection and reporting;

(2) Identification of the key stakeholders acting actively in the implementation of the fuel consumption data collection, reporting and verification process, as well as the subsequent data analysis for effective decision making;

(3) Development of forms, for uniform collection of data;

(4) Selection of participating maritime administrations and shipping companies and agreement on uniform collection of data, focusing only on ships of 5,000GT and above;

(5) Initiation of data collection, for the reporting period 01/01/2018 – 31/12/2018, simulating the overall monitoring, reporting and verification process, as same will be effected for IMO DCS regulation implementation;

(6) Analysis of the data collected during the Pilot Project;

(7) Report on the findings of the project together with description of methodologies used, providing details of the above activities and outcomes;

(8) Preparation of material and dissemination activities of project results, throughout the project's implementation to engage stakeholders as well as after its completion.

PP-2 Results:

The results of Pilot Project 2, reveal that existing technologies and reporting systems implemented onboard, if utilized correctly, may offer immediate positive impact.

The shipping sector's contribution towards tackling climate change, can only be facilitated and enhanced through a combination of:
-enhanced regulatory compliance
-ship performance optimization

Regulatory compliance may be the key for ship performance optimization, if effectively implemented and results exploited.

With the exact same data sets utilized for regulatory compliance (and the exact same effort and administrative burden by companies and crew), and the utilization of existing technology onboard (AIS), it is possible to automate and optimize the regulatory process and provide the means for effective utilization of data for simultaneous ships performance optimization.

The Pilot Project 2 goes beyond simple data collection: we tried to get a glimpse on how the regulations could better be implemented, for all parties involved.

To have a meaningful impact, it is not sufficient to concentrate on the ships, with more advanced technology levels and more resources / capabilities.

We need to address shipping as a whole, and offer the means to all companies/ships, to make the most out of their data, in order to better facilitate and enhance the shipping sector's contribution towards tackling climate change.