

ANNEX 7

**RESOLUTION MEPC.389(81)
(adopted on 22 March 2024)**

**AMENDMENTS TO THE 2022 GUIDELINES FOR ADMINISTRATION VERIFICATION OF
SHIP FUEL OIL CONSUMPTION DATA AND OPERATIONAL CARBON
INTENSITY (RESOLUTION MEPC.348(78))**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING that regulation 27.7 of MARPOL Annex VI requires that ship fuel oil consumption data be verified according to procedures established by the Administration, taking into account guidelines developed by the Organization,

NOTING ALSO that regulation 28.6 of MARPOL Annex VI specifies that the attained annual operational CII shall be documented and verified against the required annual operational CII to determine operational carbon intensity rating, taking into account the guidelines developed by the Organization,

NOTING FURTHER that, at its seventy-eighth session, it adopted, by resolution MEPC.348(78), the *2022 Guidelines for Administration verification of ship fuel oil consumption data and operational carbon intensity*,

HAVING CONSIDERED, at its eighty-first session, proposed amendments to the *2022 Guidelines for Administration verification of ship fuel oil consumption data and operational carbon intensity*,

1 ADOPTS amendments to the *2022 Guidelines for Administration verification of ship fuel oil consumption data and operational carbon intensity*, as set out in the annex to the present resolution;

2 REQUESTS the Parties to MARPOL Annex VI and other Member Governments to bring the annexed amendments to the attention of masters, seafarers, shipowners, ship operators and any other interested parties.

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INTENSITY (RESOLUTION MEPC.348(78))**

1 Paragraph 4.1.5 is replaced by the following:

"4.1.5 copies of documents containing information on the amount of fuel oil consumption, distance travelled, hours under way for the ship's voyages and the other data during the reporting period (e.g. the ship's official logbook, oil record book, BDNs, arrival/noon/departure reports, and from auto-log data files); and"

2 The Table in appendix 2 is replaced by the following:

SAMPLE OF THE COLLECTED DATA SUMMARIES

Date and time from (dd/mm/yyyy; hh:mm UTC)	* Date and time to (dd/mm/yyyy; hh:mm UTC)	Distance travelled (nm)	Hours under way (hh:mm) **	Cargo carried (metric tons)	Cargo carried (TEU)	Cargo carried (Passenger)	(voluntary basis) Laden voyage (Y/N)	***exceptional conditions Specified in regulation 3.1 of MARPOL Annex VI (Y/N)	***Sailing in ice condition (Y/N)	***STS Operation (Y/N)	Fuel consumption (metric tons)			
											Main engine(s)			
											HFO****	LFO	MGO	etc.
01/01/2023 00:00	01/01/2023 13:20	150	13:20	1,500			Y	N	N	N				
.....				
31/12/2023 00:00	31/12/2023 24:00	290	24:00	1,500			Y	N	N	N				
Annual Total														

(continued from the table above)

Fuel consumption (metric tons)																									
Auxiliary engine(s)												Boiler(s)				Others (Specify)				***mass to be deducted from the total					
																				consumed for production of electrical power($FC_{electrical}$)				consumed by oil-fired boiler for cargo heating/discharge on tankers (FC_{boiler})	
HFO	LFO	MGO	etc.	HFO	LFO	MGO	etc.	HFO	LFO	MGO	etc.	HFO	LFO	MGO	etc.	HFO	LFO	MGO	etc.	HFO	LFO	MGO	etc.		

- * In the case of daily underlying data, this column would be left blank.
- ** Hours under way should be equal to the time between the start and end date and time. In case the segment is not under way, it should be left blank.
- *** Refer to the 2022 *Interim guidelines on correction factors and voyage adjustments for CII calculations (G5)*, adopted by resolution MEPC.355(78). Supporting documentation may be additionally submitted to facilitate the verification when necessary, such as Baplie files where the number of in-use reefer containers on board are recorded. Note that voyages in different sailing or operational conditions should be recorded in separate rows so that the correction factors and voyage adjustments can be duly calculated and verified.
- **** Refer to fuel types specified in the 2022 *Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.364(79), as may be amended)

Explanatory remarks: If bunker supply/correction data have been recorded in a company's electronic reporting system, the data is acceptable to be submitted in the existing format instead of submitting the data by this format.
