

**INFORMATION BULLETIN**

№ IB 2018-012 from 16.04.2018

To: All Ship owners and Shipping Company  
Attn: Operators, Masters and Officers of Merchant Ships

Subject: Ship Energy Efficiency Management Plan (SEEMP)



Dear customer of IBICON company!

In order to help ship owners and operators understand how to deal with the Ship Energy Efficiency Management Plan our company IBICON suggest You the present Information Bulletin.

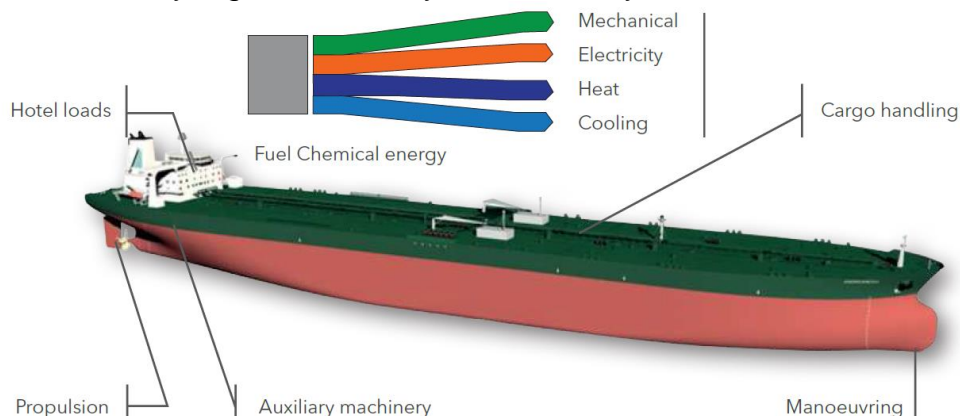
From 1 March 2018, Regulation 5.4.5 of MARPOL Annex VI requires Administrations to ensure that the Ship Energy Efficiency Management Plan (SEEMP) of ships of 5,000 GT and above complies with Regulation 22.2 of MARPOL Annex VI.

IMO Guidelines for the development of SEEMP was adopted by Resolution MEPC.282(70).

There are two parts to a SEEMP.

Part I provides a possible approach for monitoring ship and fleet efficiency performance over time and some options to be considered when seeking to optimize the performance of the ship.

Part II provides the methodologies ships of 5,000 gross tonnage and above should use to collect the data required pursuant to regulation 22A of MARPOL Annex VI and the processes that the ship should use to report the data to the ship's Administration or any organization duly authorized by it.



Our company IBICON offers You services for development of Ship Energy Efficiency Management Plan within the existing Safety Management System to ensure compliance with the new requirements.

In addition, our company offers the preparation of the energy efficiency report and a software product that allows for the quantitative assessment (calculation) of Energy Efficiency Operational Indicator (EEOI).

For more information, please visit our website [www.IBIcon.com](http://www.IBIcon.com) or send Your letter to our email address [info@ibicon.ru](mailto:info@ibicon.ru) or contact our specialist by phone: +7 (812) 716 88 56, +7 (812) 716 31 36, +7 (812) 407 10 56 or Skype: [IbiconSpb](https://www.skype.com/ibicon)

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The table below contains all the SEEMP measures:

Category	Improvement method	Description
1. Fuel Efficient Operations	Improved voyage planning	Careful planning and execution of voyages.
	Weather routeing	Potential efficiency savings using routeing tools from existing providers.
	Just in time	Optimize speed based on early communication with next port on berth availability.
	Speed optimization	To minimize fuel consumption, taking into account engine manufacturers optimal settings and arrival times/availability of berths at port.
	Optimized shaft power	Efficiency can be improved by setting constant RPM.
2. Optimized Ship Handling	Optimum trim	Operating at optimum trim for specified draft and speed.
	Optimum ballast	Ballasting for optimum trim and steering conditions.
	Optimum propeller and propeller inflow considerations	Possible retrofitting of improved propeller designs and/or inflow modifiers such as fins or ducts in order to improve efficiency.
	Optimum use of rudder and heading control systems (autopilots)	Reducing distance sailed 'off track' and minimizing losses caused by rudder corrections. Possible improvements through retrofitting optimized rudder designs.
3. Hull Maintenance	Hull coating	Use of advanced coating systems, better management of cleaning intervals and underwater inspection.
4. Propulsion System	Propulsion system maintenance	Systematic minimization of heat and mechanical loss through routine maintenance and optimization.
5. Waste Heat Recovery	Energy heat loss	Thermal heat loss from exhaust gases to generate electricity or propulsion via shaft motors.
6. Improved Fleet Management	Fleet Operation Planning	Better utilization of fleet capacity and use of 'best practice'.
7. Improved Cargo Handling	Cargo handling	Cargo handling matched to ship and port requirements.
8. Energy Management	Energy usage	Review of energy usage such as electrical and HVAC systems.
9. Fuel Type	Ship's fuel	Potential use of emerging alternative fuels.
10. Other Measures	Computer software	Computer software to calculate fuel consumption; use of renewable energy technology; use of shore power.

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