



Sagar Sandesh

Guiding Spirit to Shipping Industry

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All women officers of the army's offshore sailing expedition.....



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India rushes petroleum products to foreign....



IME(I) & CMMI jointly host Conclave on -Energy Efficiency Existing Ship Index>Challenges & Way Forward



The Institute of Marine Engineers (India) IME(I) Mumbai Branch and The Company of Masters Mariners of India (CMMI) arranged the webinar on industry's most needed topic on Energy Efficiency Existing Ship Index (EEXI). Considering phase advancements adopted in MEPC 75 and MEPC 76 / June 2021 with preponing of timelines, preparing the ship owner was seen decisive. Expertise on the subject from IRClass headed by Mr. Vijay Arora, Managing Director with his team members Mr. Suhas Vhanmane & Mr. Kunal Sharma both Surveyors were invited as Speakers.

Mr Sunil Kumar, head of Technical Sub Committee IME(I), Capt. B. K. Jha Master CMMI, Mr. Arun Kumar Gupta Chairman of IME(I) Mumbai Branch warm welcomed the esteemed guests attended in large gathering and briefed on the theme of the webinar. Thereafter requested Chief Guest of the event Shri Kumar Sanjay Bariar, Addl. Director General of Shipping to address the forum.



Shri Kumar Sanjay Bariar

Shri. Bariar thanked both the IME(I)& CMMI team for taking initiative and jointly arranging webinar on the most required subject which is need of an hour considering the compliance

date on EEXI coming closer. He also conveyed appreciation to IRS Class Mr. Vijay Arora for his initiative in taking the subject on this platform and to guide the ship owners/ operators a way forward to overcome the anticipated challenges. He briefed on the subject and **applicability being 1st November, 2022**, highlighted on immediate focus which lies in completion of EEXI and to pro-actively utilise this opportunity to avoid adverse impact of non-compliance of MARPOL Annex VI. In this connection he also gave reference of M.S notice 7 of 2021 issued by DGS as a directive for the stake holders.

He further highlighted that there will be financial impact on industry & Indian Shipping. Ship owners & Ship building stake holders will also need to consider and assess how will they support the compliances and to deal with the finance impact.



Mr. Vijay Arora, MD with his team members Mr. Suhas & Mr. Kunal

Mr. S. M. Rai, senior member of Technical Sub Committee IME(I) introduced the keynote speakers from IRS Class Mr. Vijay Arora, Managing Director with his team members Mr. Suhas Vhanmane, Vice President & Principal Surveyor & Mr. Kunal Sharma, Surveyor.


Here under are the detailed

presentation given by Mr Arora & his team through various slides:

Background: IMO initial GHG Reduction strategy adopted in 2018 with vision to phase out GHG emissions from international shipping at 3 level of ambition (1)Energy Efficiency Design

Index EEDI for new ships (2) Reduce CO2 emission per transport work by 40% by 2030 and 70% by 2050. (3) Reduce total annual GHG emission by atleast 50% compared to 2008.

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Emission Reduction Measures : Short Term-2018 to 2023 (2019 IMO Date Collection System -DCS), Mid Term- 2023 to 2030 (2020-Tech measures for new ships. Advancement of EEDI Phase 3 and reduction factor changes done for few type of vessels and Long Term beyond 2030(2023 EEXI, SEEMP Part III and CII).

Energy Efficiency Design Index EEDI and recent phase advancements : Requirements on EEDI have been into force for new ships since 2013 and Advancements related to phase advancements adopted at MEPC 75 in 2020 with timelines and reduction rates 2020 to 2024-20% reduction factor and from 01 January, 2025 onwards -30% reduction factor.

Phase 3 start date has been preponed to 1st April,2022 for Gas Carriers, Containers , G Cargo, LNG, Cruise Passenger ships (Gas Carrier 15,000 DWT and above and for smaller Gas Carrier 30% is retained as on 01 January ,2025). For remaining ships start date has been retained as 01 January, 2025 and 30% reduction rate.

EEXI Applicability :



EEXI Webinar

Attained EEXI is applicable to ships 400 GT and above AND Required EEXI is applicable for ships above the threshold DWT ranging basis type of ship and its Size.

Vessels complying with EEDI requirements: EEXI Technical File - For New Ships, Contracted after 1st January

2013 or keel after 1st July 2013 and delivered after 2015- Prior to 1st November 2022, since these vessels have Approved EEDI Technical File, same can be used and the Attained EEDI can be considered as Attained EEXI, provided it is demonstrated that it is less than or equal to Required EEXI. On or after

1st November 2022, Common Technical File for EEDI and **EEXI. For Existing Ships,** EEXI Technical File to be prepared demonstrating the Attained EEXI \leq Required EEXI. **THIS GIVE ISSUANCE OF INTERNATIONAL ENERGY EFFICIENCY CERTIFICATE (IEE Certificate).**

Energy Efficiency Existing Ship Index (EEXI) Regulation: EEXI is a technical measure of ship's energy efficiency (g/t.nm). Reg 23 (Attained EEXI) and Reg 25 (Required EEXI) of MARPOL ANNEX VI. For Ships of 400 GT and above of specified ships types: Attained EEXI \leq Required EEXI, **IF NOT MET THAN EFFICIENCY IMPROVEMENT IS REQUIRED** by Power Optimisation/ Fuel Change/ Energy Saving Devices/ Replacement with new ships or other verifiable options.

Information for EEXI Assessment: Under Attained EEXI- Ship Type, Power of ME & AEs (MCR) and Specific Fuel Oil consumption (SFC) -Nox Technical File/Shop Test Report , CF Conversion Factor between fuel consumption & CO2 emission, DWT of Cargo Ships (Stability Booklet), Vref Speed of vessel at 75% MCR at Summer load draught (Sea Trial Report, Approved / Estimated Speed vs Power Curve), Details of Innovative Energy Efficient Technology (Sea Trial Report, Manufacture's Technical Report)

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MARINE NEWS



"Failure is a lesson learned; success is a lesson applied."

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Challenges for Existing Ships: To obtain Vref, SFC when NOX Tech File is not available and Evaluating Impact of Energy Saving Devices.

EEXI Improvement: Solutions include Engine Power Limitation (EPL), Fitting bulbous bow, Retrofitting duct around propeller, Vortex generator fins, Propeller boss cap fins, Optimised propeller, Air Lubrication systems, Change to Alternative Fuel.

Engine Power Limitation (EPL): This is one of the most commonly considered method for compliance with EEXI. However it can be overridden by ship's Master / OICNW for the purpose of securing Safety of ship and Life at Sea. EPL is to be accompanied by on board Approved Management Manual.

Preliminary Assessment of EEXI of IRS Class Ships, the BC & Tankers: By using appx values of SFC and Vref, on an average Attained EEXI exceeds Required EEXI by roughly 27-28%. Attained EEXI calculated for 40 vessels exact/ specific parameters, it is noted that it is still higher than Required

EEXI for 90% vessels. Based on this, the observed EPL range is 55 to 75% of original installed MCR.

Carbon Intensity Indicator (CII): Extension of IMO DCS. CII is a operational measure of ship's energy efficiency (g/t.nm). Reg 26.3.1(SEEMP) and 28 of MARPOL Annex VI. Attained Annual Operational CII <= Required Annual Operational CII. Attained CII is calculated using verified IMO DCS data AND Required CII is calculated using annual reduction factor and CII ref value.

Preliminary Assessment - CII based on IMO DCS data of 2020 (IRS Classed Ships): Ranking Label from five grades (A, B, C, D, E) to the ship based on Attained Annual Operational CII, A indicate the Best and E indicate Worst. From the study based on 2020 IMO DCS data, the number of ships in Rating A, B, C are expected to be reducing by 2023 and in Rating D & E are expected to be increasing. More than 55% vessels would be falling in D & E by 2023.

CII - Amendments to SEEMP (New Part III): Verified SEEMP III (Enhanced SEEMP III) to be available on board prior

to 01st January 2023 alongwith a Confirmation of Compliance. For ships that achieve D Rating for three consecutive years OR an E Rating in one year, a corrective action shall be developed as part of SEEMP Part III and approved. The Implementation of SEEMP III is will also be subject to Audits (verification mechanism is under discussion and likely to be concluded in MEPC 78).

SEEMP Part III Contents: Required CII over the next 3 years, Attained CII and Rating over last 3 consecutive years. Calculation methodology of ship's Attained Annual CII. 3-years implementation plan.

PSC Inspection, Points of Focus: Availability of valid IEE Certificate, EEXI Technical File, SEEMP (Part I, II & III). Evidence that Master & Crew are familiar. Valid required statements of compliance includes Fuel Oil consumption reporting and operational carbon intensity rating for minimum last 5 years. Evidence that any over riding event of EPL system has been notified to Administration, RO and Port State in accordance with OMM and recorded in OMM. Subsequently the EPL system is properly reactivated

and informed to Administration/ RO and verified by them.

IRS Support Service Activities: Web base electronic tool for EEXI calculation and development of EEXI Technical File. Assessments & verification and issuance of IEE Certificate. EPL Advise & Energy Saving Devices (ESD) evaluation. Computational Fluid Dynamics (CFD) analysis for speed power Vref estimation. Survey for EPL witness and confirmation. Calculation of CII using web base electronic tool and issuance of Statement of Compliance. Feasibility of modification to improve EE. Real time fuel consumption, emission monitoring and evaluation for rating compliance. Audit of SEEMP III. Conduct training and workshops for EEXI and CII.



Capt. Shiv Halbe, CEO MASSA

Presentation was excellently explained through various slides which was very well received. Thereafter the Q&A session was moderated by **Capt. Shiv Halbe, CEO MASSA.** With new measures spelt in the webinar, requires challenging tasks that all ships to calculate EEXI following technical means to improve their energy efficiencies and to establish their annual operational CII and CII Rating and carbon intensity links the GHG emissions to the amount of cargo carried over distance travelled and this had indicted huge impact to the industry, the stake holders raised numerous interesting questions which were very well managed answered by Mr Vijay Arora.

On behalf of IMEI Mumbai Branch and CMMI, **Mr Sanjeev Mehra, Hon Secretary IMEI Mumbai branch and MD of Kenmark Tech Solutions** presented memento to Chief Guest **Shri Kumar Sanjay Bariar.** There after **Capt. B. K. Jha and Shri Bariar** presented memento to IRS Team **Mr. Vijay Arora, Mr Suhas and Mr Kunal.** The Session was ended with Vote of Thanks from **Capt. Kaustubh Pradhan, Deputy Master CMMI** followed by National Anthem.

Three Rescued, Seven Dead after Trawler Sinks off Newfoundland

NEW DELHI
Sagar Sandesh News Service

The Canadian Coast Guard is searching for possible

survivors from the Spanish trawler Villa del Pitaxo, which went down off the coast of Newfoundland in the early hours of Tuesday morning.

Shortly after midnight, the Joint Rescue Coordination Center in Halifax received notice of an EPIRB signal from a fishing vessel at a position about 250 NM east of St. John's. A Cormorant rescue helicopter, a C130 Hercules aircraft, the cutter CCGS Cygnus and two good

samaritan vessels - the Playa Mendiña Dos and Novo Virgem da Barcarene - have been dispatched to assist in a search.

Search teams located three survivors

The fishing vessel has not been found, but search teams located three survivors - all with severe hypothermia from cold water exposure - in a life raft. The ship's master, identified by Spanish media as Juan Costa, is among the rescues.

The remains of seven deceased crewmembers have been located, according to Alberto Nunez Feijoo, a top government official in the trawler's home province of Galicia, Spain.

Four life rafts from the vessel have been spotted and three have been searched as of Tuesday afternoon, according to Canada's National Post. The rescuers hold out hope for finding additional survivors in the fourth raft once it is reached. 14-17 more crewmembers are missing.

The search continues for the remaining crew

"The search continues for the remaining crew and we remain hopeful of finding them. We will update as more information becomes available," said JRCC Halifax in a statement.

Villa del Pitaxo was engaged in the Northwest Atlantic Fisheries Organization groundfish trawl fishery at the time of the casualty. She departed her home port of Vigo in late January and had been at sea since. Surface conditions in the area at the time of the casualty were reportedly poor, with rough seas, high wind and low visibility.



Villa del Pitaxo (file image courtesy Salvamento Maritimo)

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