



THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

Marine Notice

POL-009
Rev. 07/24

TO: ALL SHIPOWNERS, OPERATORS, AND MASTERS OF LIBERIAN FLAG VESSELS, AND RECOGNIZED ORGANIZATIONS

SUBJECT: Implementation of the 2021 Revised MARPOL Annex VI, Regulations for the Prevention of Air Pollution from Ships

Reference: (a) Maritime Regulation 2.37
(b) MARPOL Convention

Supersedes: Marine Notice POL-009, dated 01/24

The following changes have been included to reflect the outcome of MEPC 81:

- a. New definitions added in Section 1.
- b. Section 12.2 (NO_x) amended to include reporting of all cases of Tier II engines accepted in lieu of Tier III.
- c. Section 12.3.14 (SO_x) updated to clarify requirements are not applicable to gas fuel systems.
- d. Section 14 on Fuel Oil Quality was amended to reflect low-flashpoint fuels and gas fuels to be included in the bunker delivery note.
- e. Section 14.7 amended to include amendments to the fuel sampling Guidelines.
- f. Section 15.10 amended to include a new reporting format when using power reserve.
- g. Section 15.11 amended to include voluntary early collection of data from 1 January 2025, including fuel consumption data per fuel type and consumer type to be reported to IMO.
- h. Section 16.7 amended to allow 'other data' to be recorded.
- i. Attachments 3, 4, 5, 7, and 8 updated together with the Supplement to Annex 1.
- j. A new attachment 9 and 10 also included.

PURPOSE:

The purpose of this Marine Notice is to provide guidance on the implementation of the 2021 Revised MARPOL Annex VI, Regulations for the Prevention of Air Pollution from Ships as amended by **Resolution MEPC 385(81)**.

MARPOL Annex VI was ratified by Liberia on 27 August 2002. Annex VI entered into force and became effective on 19 May 2005. The revised MARPOL Annex VI was adopted by the Maritime Environment Protection Committee (MEPC) of the IMO in October 2008 by **Resolution MEPC.176(58)**, and entered into force on 1 July, 2010. The revised Annex VI has been further

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in 16.4, 16.5 or 16.6 above completed after 1 January 2023, a ship shall, after the end of the calendar year in which the transfer takes place, calculate and report the attained annual operational CII for the full 12-month period from 1 January to 31 December in the calendar year during which the transfer took place, in accordance with 15.13 and 16.11 above, for verification in accordance with 8.3 above. Nothing in this regulation relieves any ship of their reporting obligations under 16.2 to 16.6 above.

16.13 The Verifier shall verify the attained annual operational CII taking into account the guidelines developed by the Organization in **MEPC Resolution 348(78) as amended by MEPC 389(81)**. Additional documentation to facilitate data verification may include the following, as well as other documentation that the Verifier deems relevant:

- .1 a copy of the verified ship's Operational Carbon Intensity Plan (SEEMP part III);
- .2 documents (IEE certificate, Stability Booklet or International Tonnage Certificate) evidencing the capacity parameter of the ship in the metric relevant for the calculation of its operational carbon intensity (deadweight or gross tonnage);
- .3 aggregated data of fuel oil consumption and distance travelled covering the entire calendar year to calculate the attained annual operational CII (AER or cgDIST), in the format specified by the Administration (see sample form of data summary set out in revised *Attachment 7* of this Marine Notice);
- .4 the aggregated values of the parameters and associated calculation methods to determine the annual metric value of the trial CIIs on voluntary basis, if any, in the format specified by the Administration (see sample form of data summary set out in *Attachment 7-Add.1* of this Marine Notice);
- .5 supported by documentary evidence, the correction factors and voyage adjustments in accordance with guidelines in **Resolution MEPC 355(78)** applied in the attained annual operational CII calculation, if any, during the reporting period (see sample form of data summary set out in revised *Attachment 7* of this Marine Notice); and
- .6 statements of compliance for the previous two calendar years where applicable.

17.0 European Union Monitoring, Reporting, Verification (EU MRV) Regulation and IMO Data Collection System (DCS) – CO₂ Air Emissions

17.1 The EU MRV Regulation entered into force on 1 July 2015, and it requires ship owners and operators to annually monitor, report and verify CO₂ emissions for vessels larger than 5,000 gross tonnage (GT) calling at any EU and EFTA (Norway and Iceland) port. Data collection takes place on a per voyage basis and started 1 January 2018. The EU regulation includes a provision that the Commission shall review the regulation and shall, if appropriate, propose amendments to this regulation in order to ensure alignment with an international agreement (IMO DCS).

17.2 The Administration actively participated in the development of the IMO DCS and closely followed the development with the EU MRV Regulation in order to determine the most

efficient way forward to serve our Liberian flag Shipowners. There are several common requirements between the two schemes, including monitoring, verification and annual data reporting. Considering the common requirements of the EU MRV and IMO DCS schemes, there are efficiencies to be gained in implementation 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.

173 Considering there are various entities that have been accredited under the EU MRV scheme, including Classification Societies recognized by Liberia, the Administration is offering shipowners and operators with Liberian registered ships two options for a single service provider to cover both EU MRV and IMO DCS:

- .1 Classification Societies recognized by Liberia that have achieved EU MRV verifier accreditation; or
- .2 Independent EU MRV accredited verifiers

174 Shipowners have the option to choose either an authorized classification society verifier or an authorized non- classification society verifier. The Verifier will undertake all the verification work covering both the EU MRV and IMO DCS and CII regulations. The Verifier will conduct the complete verification services required for the EU MRV, including issuance of the approval documentation and reporting. The Verifier will conduct the verification services required for the IMO DCS and CII and the Administration will issue the approval documentation and report the required data to IMO.

Updated Appendix 1 on the Registry's website at: [MARPOL Annex VI](#) contains the list of authorized Classification Societies recognized by Liberia and authorized independent EU MRV accredited verifiers with whom the Administration has entered into a cooperation agreement for delivering this service. Each offers shipowners a streamlined and combined compliance service covering both the EU MRV; and IMO DCS and CII regulations.

175 Compliance Process

The implementation schedule is shown in attachment 10 to this Marine Notice and in summary the Verifiers will undertake all the necessary work with the exception of the following tasks that will be carried out by the Administration:

- Issuance of SEEMP Parts II and III Confirmation of Compliance with regulation 26 of 2021 Revised MARPOL Annex VI;
- Issuance of annual fuel oil consumption and operational carbon intensity rating Statement of Compliance with regulations 27 and 28 of 221 Revised MARPOL Annex VI;
- Conducting verification and company audits of the SEEMP;
- On-board verification of Confirmation of Compliance for SEEMP Parts I and III and Statement of Compliance;

- Mandatory annual IMO DCS reporting under regulation 27 of 2021 Revised MARPOL Annex VI.

The Administration's fees for these services are part of the new authorization agreement with the Verifiers. The Verifier selected for the combined EU MRV and IMO DCS and CII services will invoice the shipowner/operator directly for this service.

18.0 Implementation management

18.1 Owners/Operators should include appropriate elements of 2021 Revised MARPOL Annex VI into their Company's Safety Management System (SMS). Such elements should include requirements regarding:

- .1 Nitrogen Oxides (NO_x)
- .2 Sulphur Oxides (SO_x);
- .3 Emission Control Areas (ECAs);
- .4 Ozone Depleting Substances
- .5 Volatile Organic Compounds (VOCs);
- .6 Fuel Oil Quality, including BDN and sampling;
- .7 Incineration, including training and prohibitions; and
- .8 Energy efficiency management including collection and reporting of fuel oil consumption data and operational carbon intensity in accordance with Parts II and III of the SEEMP.

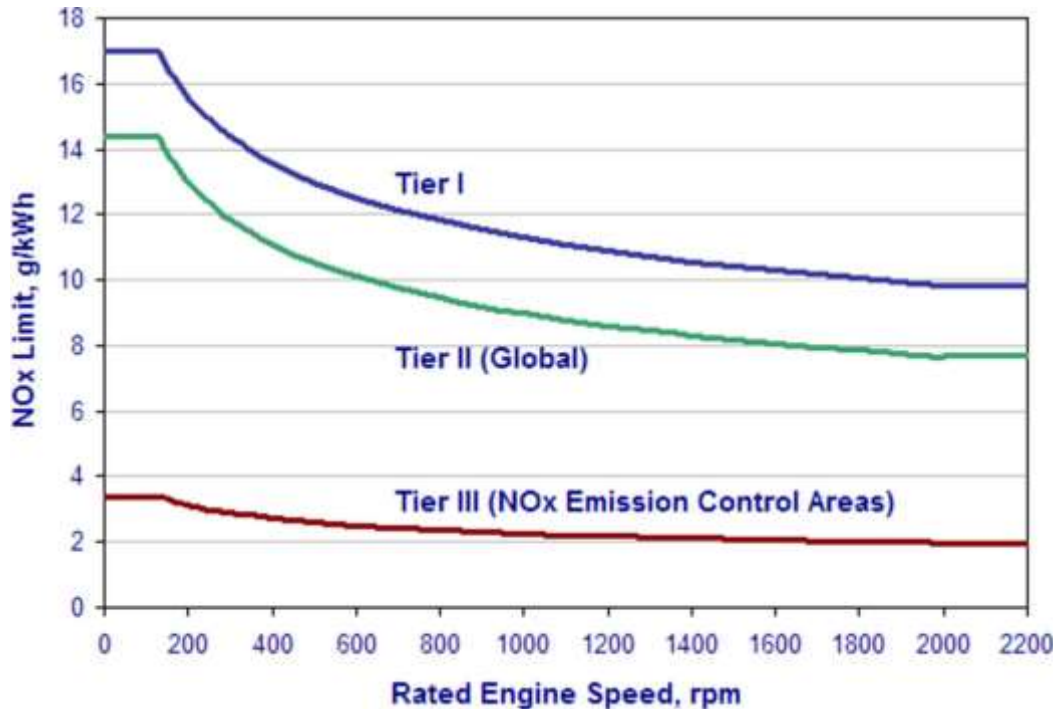
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ATTACHMENT 1

MARPOL 2021 Revised Annex VI - NO_x Emission Limits

Tier	Date	NO _x Limit, g/kWh		
		n < 130	130 ≤ n < 2000	n ≥ 2000
Tier I	2000	17.0	$45 \cdot n^{-0.2}$	9.8
Tier II	2011	14.4	$44 \cdot n^{-0.23}$	7.7
Tier III	2016*	3.4	$9 \cdot n^{-0.2}$	1.96

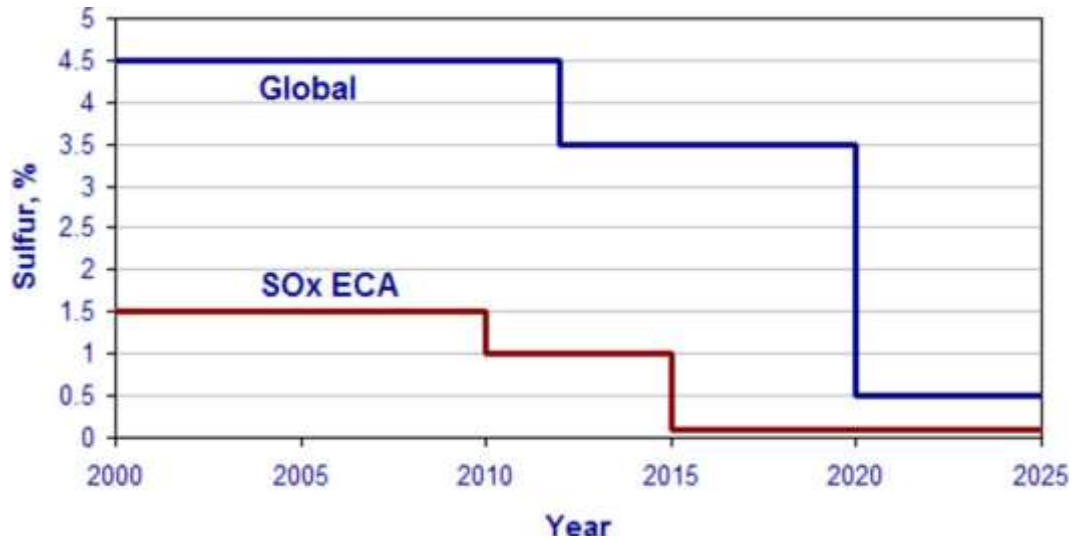
* In NO_x Emission Control Areas (Tier II standards apply outside ECAs).



ATTACHMENT 2

MARPOL 2021 Revised Annex VI - Fuel Sulfur Limits

Date	Sulfur Limit in Fuel (% m/m)	
	SO _x ECA	Global
2000	1.5%	4.5%
2010.07	1.0%	3.5%
2012		
2015	0.1%	0.5%
2020		



ATTACHMENT 3

A SAMPLE FORM OF A SHIP EFFICIENCY ENERGY MANAGEMENT PLAN (Part I of SEEMP)

Name of Vessel:		GT:	
Vessel Type:		Capacity:	
IMO number:			

Date of Development:		Developed By:	
Implementation Period:	From: Until:	Implemented By:	
Planned Date of Next Evaluation:			

Review and update log

Date/timeline	Updated parts	Developed by	Implemented by

1 MEASURES

Energy Efficiency Measures	Implementation (including the starting date)	Responsible Personnel

2 MONITORING

Description of monitoring tools

3 GOAL

Measurable goals

4 EVALUATION

Procedures of evaluation

**A SAMPLE FORM OF A SHIP FUEL OIL CONSUMPTION DATA COLLECTION PLAN
(Part II of SEEMP)**

1 Review and update log

Date/timeline	Updated parts	Developed by	Implemented by

2 Ship particulars

Name of Ship	
IMO Number	
Company	
Flag	
Ship type	
Gross tonnage	
NT	
DWT	
EEDI (If applicable)	
Ice class	

3 Record of revision of Fuel Oil Consumption Data Collection Plan

Date of revision	Revised provision

4 Ship engines and other fuel oil consumers and fuel oil types used

	Engines or other fuel oil consumer type	Power	Fuel oil types
1	Type/model of main engine	(KW)	
2	Type/model of auxiliary engine	(KW)	
3	Boiler	(...)	
4	Inert gas generator	(...)	
5	Others (specify)	(...)	

5 Emission factor

C_F is a non-dimensional conversion factor between fuel oil consumption and CO₂ emission in the 201 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships ([resolution MEPC.308\(73\)](#)), as amended. The annual total amount of CO₂ is calculated by multiplying annual fuel oil consumption and C_F for the type of fuel.

Fuel oil Type	<i>CF</i> (t-CO ₂ / t-Fuel)
Diesel/Gas oil (e.g. ISO 8217 grades DMX through DMB)	3.206
Light fuel oil (LFO) (e.g. ISO 8217 grades RMA through RMD)	3.151
Heavy fuel oil (HFO) (e.g. ISO 8217 grades RME through RMK)	3.114
Liquefied petroleum gas (LPG) (Propane)	3.000
Liquefied petroleum gas (LPG) (Butane)	3.030
Liquefied natural gas (LNG)	2.750
Methanol	1.375
Ethanol	1.913
Other (.....)	

6 Method to measure fuel oil consumption

The applied methods for measurement for each consumer type of this ship are given below. The description explains the procedure for measuring data and calculating annual values, measurement equipment involved, etc.

Engines or other fuel oil consumer type	Method	Description
Type/model of main engine		
Type/model of auxiliary engine		
Boiler		
Others (Specify)		

7 Method to measure distance travelled including laden distance

Description

8 Method to measure hours underway

Description

9 Processes that will be used to report the data to the Administration

Description

10 Data quality

Description

**SAMPLE FORM OF SHIP OPERATIONAL CARBON INTENSITY PLAN
(PART III OF THE SEEMP)**

1 Review and update log

Date/timeline	Updated parts	Developed by	Implemented by
<1 st time>			
<2 nd time>			
Etc.			

2 Required CII over the next three years, attained CII and rating over three consecutive years

Name of the ship		IMO number		
Company				
Flag				
Gross tonnage				
Applicable CII		<input type="checkbox"/> AER ; <input type="checkbox"/> cgDIST		
Year	Required annual operational CII	Attained operational CII (before any correction)	Attained annual operational CII	Operational carbon intensity rating (A, B, C, D or E):
<year -1>				
<year-2>				
<year-3>				
	Required annual operational CII			
<year>:				
<year+1>				
<year+2>				

3 Calculation methodology of the ship's attained annual CII, including required data and how to obtain these data as far as not addressed in part II

Description

4 Three-year implementation plan

Company personnel to be responsible for the three-year implementation plan, monitoring and recording performance

List of measures to be considered and implemented

Measure	Impact on CII	Time and method of implementation and responsible personnel			Impediments and contingency measures	
		Milestone	Due	Responsible	Impediment	Contingencies
		Milestone	Due	Responsible	Impediment	Contingencies
		Milestone	Due	Responsible	Impediment	Contingencies
		Milestone	Due	Responsible	Impediment	Contingencies
		Milestone	Due	Responsible	Impediment	Contingencies
		Milestone	Due	Responsible	Impediment	Contingencies

Calculation showing the combined effect of the measures and that the required operational CII will be achieved

Year	Required annual operational CII	Targeted operational annual CII	Targeted rating
<year>:			
<year+1>			
(year+2>			

5 Self-evaluation and improvement

Description

6 Plan of corrective actions (if applicable)

Description

Analysis of causes for inferior CII rating

Analysis of measures in the implementation plan

Measure	Analysis of effect	Actions

List of additional measures and revised measures to be added to the implementation plan

Measure	Impact on CII	Time and method of implementation and responsible personnel			Impediments and contingency measures	
		Milestone	Due	Responsible	Impediment	Contingencies

ATTACHMENT 4

Information to be submitted to the IMO Ship Fuel Oil Consumption Database (regulation 27)

Identity of the ship

IMO number
Period of calendar year for which the data is submitted
Start date (dd/mm/yyyy)
End date (dd/mm/yyyy)

Technical characteristics of the ship

Year of Delivery
Ship type, as defined in regulation 2 of this Annex or other (to be stated)
Gross tonnage (GT)¹
Net tonnage (NT)²
Deadweight tonnage (DWT)³
Power output (rated power⁴) of main and auxiliary reciprocating internal combustion engines over 130 kW (to be stated in kW)
Attained EEDI⁵ (if applicable)
Attained EEXI⁶ (If applicable)
Ice class⁷

Fuel oil consumption data

Total fuel oil consumption by fuel oil type⁵ in metric tonnes and methods used for collecting fuel oil consumption data:

-
- 1 Gross tonnage should be calculated in accordance with the International Convention on Tonnage Measurement of Ships, 1969.
- 2 Net tonnage should be calculated in accordance with the International Convention on Tonnage Measurement of Ships, 1969. If not applicable, note "N/A".
- 3 DWT means the difference in tonnes between the displacement of a ship in water of relative density of 1025 kg/m³ at the summer load draught and the lightweight of the ship. The summer load draught should be taken as the maximum summer draught as certified in the stability booklet approved by the Administration or an organization recognized by it. If not applicable, note "N/A". Rated power means the maximum continuous rated power as specified on the nameplate of the engine.
- 4 Rated power means the maximum continuous rated power as specified on the nameplate of the engine.
- 5 Refer to the 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships ([resolution MEPC.308\(73\)](#)), as amended by resolutions [MEPC.322\(74\)](#) and [MEPC.332\(76\)](#)), and as may be further amended.
- 6 Refer to the 2022 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI) (resolution [MEPC.350\(78\)](#)).
- 7 Ice class should be consistent with the definition set out in the *International Code for ships operating in polar waters (Polar Code)*, (resolutions [MEPC.264\(68\)](#) and [MSC.385\(94\)](#)). If not applicable, note "N/A".

Fuel oil consumption data:

Total fuel oil consumption by fuel oil type⁵ per consumer type in metric tonnes and methods used for collecting fuel oil consumption data:

- Main Engine(s)
- Auxiliary Engine(s)/Generator(s)
- Oil-fired Boiler(s)
- Others (specify)

Fuel oil consumption while the ship is not underway by fuel oil type⁵ per consumer type in metric tonnes and methods used for collecting fuel oil consumption data:

- Main Engine(s)
- Auxiliary Engine(s)/Generator(s)
- Oil-fired Boiler(s)
- Others (specify)

Total distance travelled (nm)

Laden distance travelled (nm) (on a voluntary basis)

Hours underway

Total amount of onshore power supplied (kWh)

For ships to which regulation 28 of MARPOL Annex VI applies:

Total transport work

Applicable CII⁸: AER cgDIST

Required annual operational CII⁹

Attained annual operational CII before any correction¹⁰

Attained annual operational CII¹¹

Installation of innovative technology¹², if applicable: A B-1 B-2 C-1 C-2

Operational carbon intensity rating¹³: A B C D E

CII for trial purpose (on voluntary basis)¹⁴:

- EEPI (gCO₂/t/nm):
- cbDIST (gCO₂/berth/nm):
- clDIST (gCO₂/m/nm):
- EEOI (gCO₂/t/nm or others)¹⁵

⁸ Refer to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII) guidelines, G1) (resolution [MEPC.352\(78\)](#)).

⁹ Refer to the 2022 Guidelines on the reference lines for use with operational carbon intensity indicators (CII reference lines guidelines, G2) (resolution [MEPC.353\(78\)](#)) and 2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3) (resolution [MEPC.338\(76\)](#)).

- 10 As calculated in accordance with the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1) (resolution [MEPC.352\(78\)](#)) before any correction using Interim guidelines on correction factors and voyage adjustments for CII calculations (G5) (resolution [MEPC.355\(78\)](#)).
- 11 As calculated in accordance with the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1) (resolution [MEPC.352\(78\)](#)) and having been corrected taking into account Interim guidelines on correction factors and voyage adjustments for CII calculations (G5) (resolution [MEPC.355\(78\)](#)).
- 12 Refer to the 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI (MEPC.1/Circ.896).
- 13 Refer to the 2022 Guidelines on the operational carbon intensity rating of ships (CII rating guidelines, G4) (resolution [MEPC.354\(78\)](#)).
- 14 Refer to the 2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1) (resolution [MEPC.352\(78\)](#)).
- 15 Refer to the Guidelines for voluntary use of the ship energy efficiency operational indicator (EEOI) ([MEPC.1/Circ.684](#)).

ATTACHMENT 5

STANDARDIZED DATA REPORTING FORMAT FOR THE DATA COLLECTION SYSTEM AND OPERATIONAL CARBON INTENSITY TO THE ADMINISTRATION

Identity of the ship

Name of the ship	
Company	
Flag	
IMO number	
Period of the calendar year for which the data is submitted	
Start date (dd/mm/yy)	
End date (dd/mm/yy)	

Technical characteristics of the ship

Year of delivery		
Ship type, as defined in regulation 2.2 of MARPOL Annex VI or other (to be stated)		
Gross tonnage (GT)		
Net tonnage (NT)		
Deadweight tonnage (DWT)		
Power output (rated power) over 130 (kW)	Main Engine(s)	
	Auxiliary Engine(s)	
Attained EEDI (if applicable)		
Attained EEXI (if applicable)		
Ice class (if applicable)		

Fuel oil consumption data

Total fuel oil consumption data	Fuel oil type	Quantity in metric tonnes (t)	Method(s) used for collecting fuel oil consumption data
	Diesel/Gas Oil (CF: 3.206)		
	LFO (CF: 3.151)		
	HFO (CF: 3.114)		
	LPG (Propane) (CF: 3.000)		
	LPG (Butane) (CF: 3.030)		
	Ethane (CF: 2.927)		
	LNG (CF: 2.750)		
	Methanol (CF: 1.375)		
	Ethanol (CF: 1.913)		
	Other (specify) Cf: t-CO ₂ /t-Fuel		

Total fuel oil consumption data per consumer type	Fuel oil type	Consumer type	Quantity in metric tonnes (t)	Method(s) used for collecting fuel oil consumption data
	Diesel/Gas Oil (CF: 3.206)		Main engines(s)	
Auxiliary engine(s)/Generator(s)				
Oil-fired Boiler(s)				
Others (specify)				
LFO (CF: 3.151)		Main engines(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler(s)		
		Others (specify)		
HFO (CF: 3.114)		Main engines(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler(s)		
		Others (specify)		
LPG (Propane) (CF: 3.000)		Main engines(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler(s)		
		Others (specify)		
LPG (Butane) (CF: 3.030)		Main engines(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler (s)		
		Others (specify)		
Ethane (CF: 2.927)		Main engines (s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler (s)		
		Others (specify)		
LNG (CF: 2.750)		Main engines(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler(s)		
		Others (specify)		
Methanol (CF: 1.375)		Main engines(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler(s)		
		Others (specify)		
Ethanol (CF: 1.913)		Main engines(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler(s)		
		Others (specify)		
Other (specify) Cf: t-CO ₂ /t-Fuel		Main engines(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler (s)		
		Others (specify)		

Fuel oil consumption data while the ship is not under way, per consumer type	Fuel oil type	Consumer type	Quantity in metric tonnes (t)	Method(s) used for collecting fuel oil consumption data
	Diesel/Gas Oil (CF: 3.206)		Main engines(s)	
Auxiliary engine(s)/Generator(s)				
Oil-fired Boiler(s)				
Others (specify)				
LFO (CF: 3.151)		Main engines(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler(s)		
		Others (specify)		
HFO (CF: 3.114)		Main engines(s)		
		Auxiliary engines		
		Oil-fired Boiler(s)		
		Others (specify)		
LPG (Propane) (CF: 3.000)		Main engines(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler(s)		
		Others (specify)		
LPG (Butane) (CF: 3.030)		Main engines(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler(s)		
		Others (specify)		

	Ethane (CF: 2.927)	Main engine(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler(s)		
		Others (specify)		
	LNG (CF: 2.750)	Main engine(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler(s)		
		Others (specify)		
	Methanol (CF: 1.375)	Main engine(s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler (s)		
		Others (specify)		
	Ethanol (CF: 1.913)	Main engine (s)		
		Auxiliary engine(s)/Generator(s)		
		Oil-fired Boiler(s)		
		Others (specify)		
Other (specify) Cf: t-CO ₂ /t-Fuel	Main engine(s)			
	Auxiliary engine(s)/Generator(s)			
	Oil-fired Boiler(s)			
	Others (specify)			

Total Distance Travelled (nm)	
Laden distance travelled (nm) (on a voluntary basis)	
Hours underway (h)	
Total amount of onshore power supplied (kWh)	

For ships to which regulation 28 of MARPOL Annex VI applies:

Total transport work	
Applicable CII	<input type="checkbox"/> AER ; <input type="checkbox"/> cgDIST
Required annual operational CII	
Start date for annual CII (dd/mm/yy)	
End date for annual CII (dd/mm/yy)	
Attained annual operational CII before any correction (AER in g CO ₂ /dwt.nm or cgDIST in g CO ₂ /gt.nm)	
Attained annual operational CII (AER in g CO ₂ /dwt.nm or cgDIST in g CO ₂ /gt.nm)	
Installation of innovative technology, if applicable (refer to MEPC.1/Circ.896)	<input type="checkbox"/> A ; <input type="checkbox"/> B-1 ; <input type="checkbox"/> B-2 ; <input type="checkbox"/> C-1 ; <input type="checkbox"/> C-2
Operational carbon intensity rating	<input type="checkbox"/> A ; <input type="checkbox"/> B ; <input type="checkbox"/> C ; <input type="checkbox"/> D ; <input type="checkbox"/> E
CII for trial purpose (none, one or more on voluntary basis)	<input type="checkbox"/> EEPI ; <input type="checkbox"/> cbDIST ; <input type="checkbox"/> clDIST ; <input type="checkbox"/> EEOI
EEPI (gCO ₂ /dwt.nm)	
cbDIST (gCO ₂ /berth.nm)	
clDIST (gCO ₂ /m.nm)	
EEOI (gCO ₂ /t.nm or others)	

ATTACHMENT 5 – Add.1

STANDARDIZED DATA REPORTING FORMAT FOR THE PARAMETERS TO CALCULATE THE TRIAL CARBON INTENSITY INDICATORS ON VOLUNTARY BASIS*

Metric of Cargo Mass Carried or Work Done in EEOI calculation (gCO ₂ /t.nm or others)*****	
Transport work*****	
Attained annual EEPI (gCO ₂ /dwt.nm)	
Laden distance travelled (n.m)	
Attained annual clDIST (gCO ₂ /m.nm) *****	
Length of lanes (metre) *****	
Attained annual cbDIST(gCO ₂ /berth.nm) ***	
Available lower berths***	
End date for trial CII (dd/mm/yy)**	
Start date for trial CII (dd/mm/yy)**	
IMO number**	
End date for DCS (dd/mm/yy)**	
Start date for DCS (dd/mm/yy)**	

* For reporting a trial CII, the data should be reported as applicable taking into account the information already provided in appendix 3.

** Consistent with appendix 3.

*** Only applicable to cruise passenger ships.

**** Only applicable to ro-ro ships.

***** As defined in section 3 of Guidelines for voluntary use of the ship energy efficiency operational indicator (EEOI) circulated by [MEPC.1/Circ.684](#). The distance travelled shall be determined from berth of the port of departure to berth of the port of arrival and shall be expressed in nautical miles.

ATTACHMENT 6

SAMPLE OF THE BDN SUMMARIES

Date of Operations (dd/mm/yyyy)	Fuel Oil Type/Mass(MT)							Descriptions
	DO/GO	LFO	HFO	LPG(P)	LPG(G)	LNG	Others(C _F)	
① BDN								
09/01/2019								
02/05/2019			150					
08/07/2019								
09/10/2019								
10/12/2019			300					
① Annual Supply Amount	0	0	450	0	0	0	0	
② Correction for the tank oil remainings								
01/01/2019			400					
31/12/2019			200					
② Correction for the tank oil remainings	0	0	200	0	0	0	0	The difference in the amount of the remaining tank oil at the beginning/end of the data collection period.
③ Other corrections								
30/03/2019								
15/09/2019								
31/12/2019								
③ Annual other corrections	0	0	0	0	0	0	0	
Annual Fuel Consumption								
Annual Fuel Consumption (①+②+③)	0	0	650	0	0	0	0	

Explanatory remarks;

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

ATTACHMENT 7

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})				consumed by standalone engine driven cargo pumps during discharge operations on tankers (FC_{others})			
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.

** 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 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 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships (resolution MEPC.308(73), as may be amended)

**** Hours underway should be equal to the time between the start and end date and time. In case the segment is not underway, it should be left blank

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.

ATTACHMENT 7-Add.1

STANDARDIZED DATA REPORTING FORMAT FOR OPERATIONAL CARBON INTENSITY TO THE ADMINISTRATION

SAMPLE OF THE COLLECTED DATA SUMMARIES TO CALCULATE TRIAL CII ON A VOLUNTARY BASIS

The following aggregated data should be additionally included in the table in Attachment 7, if one or more trial CII metrics have been applied on a voluntary basis:

Date from (dd/mm/yyyy)	*Date to (dd/mm/yyyy)	Laden distance travelled (N.M)	****Transport work (metric of transport work)
01/01/2023			
02/01/2023			
03/01/2023			
31/12/2023			
Annual total			

* In the case of daily underlying data, this column would be left blank.

**** As defined in section 3 of the Guidelines for voluntary use of the ship energy efficiency operational indicator (EEOI) circulated by [MEPC.1/Circ.684](#).

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

ATTACHMENT 8

FORMAT FOR REPORTING TO THE ORGANIZATION USE OF A POWER RESERVE BY UN-LIMITING THE SHAFT / ENGINE POWER LIMITATION

Ship type:
 IMO number:
 DWT:
 GT:
 Maximum unlimited shaft/engine power (kW):
 Limited shaft/engine power (kW):

Table 1

Date (dd/mm/yyyy)	Time (UTC)	Position when the power reserved was used		Override activation/Reactivation	Reason for using the power reserve ¹	Beaufort number ²	Wave height ²	Ice condition ²
		Longitude	Latitude					

¹ Reason for override (select at least one option):

- .1 operating in adverse weather
- .2 operating in ice-infested waters
- .3 participation in search and rescue operations
- .4 avoidance of pirates
- .5 engine maintenance
- .6 description of other reasons consistent with regulation 3.1 of MARPOL Annex VI

² Beaufort number and wave height or ice condition, as applicable, to be entered in case of using the power reserve under adverse weather condition.

ATTACHMENT 9

Template for Information to be provided to the Organization by the Administration which accepts that the installation of a Tier III non-identical replacement engine was not feasible and accordingly a Tier II engine has been installed.

Information to be submitted by the Administration:

1 Particulars of ship

Name of ship:
IMO Number:

2 Replacement of a marine diesel engine or a steam system*

Propulsion or non-propulsion*
If non-propulsion: Usage _____

3 Replaced marine diesel engine details (if applicable):

Number of engines:
Rated power & rated speed:
NO_x certification Tier: pre-2000, I or II* Test cycle(s):

4 Non-identical replacement marine diesel engine details:

Number of engines:
Rated power & rated speed:
Time of replacement**:

5 Summary of why the installation of Tier III non-identical replacement marine diesel engine(s) was not feasible:

* Delete as applicable.

** Refer to the Unified interpretations to MARPOL Annex ([MEPC.1/Circ.795/Rev.9](#)).

ATTACHMENT 10

FUEL OIL CONSUMPTION DATA, CII and SEEMP IMPLEMENTATION SCHEDULE

YEAR	DATE	ACTION
2022	31/DEC	Initial Verification: Issuance of the SEEMP Part III Confirmation of Compliance (CoC)
2023	01/JAN	Start of fuel oil consumption data collection and CII Year 2023 (Updated SEEMP in place; Confirmation of Compliance (CoC) in place)
	31/MAR	Deadline for submission of 2022 fuel oil consumption for verification
	31/MAY	Deadline for issuance of SoC for 2022 (valid until 31 May 2024)
	30/JUN	Deadline for transfer of 2022 data to DCS
	30/NOV	Deadline for Company audits, if conducted
	31/DEC	End of fuel oil consumption data collection and CII Year 2023
2024	01/JAN	Start of fuel oil consumption data and CII Year 2024
	31/MAR	Deadline for submission of 2023 fuel oil consumption data and CII for verification
	30/APR	For ships rated E in 2023, only Deadline for submission of Corrective Action Plan to be implemented in 2024 and 2025
	31/MAY	Additional verification, if applicable Deadline for issuance of SoC for 2023 (valid until 31 May 2025)
	30/JUN	Deadline for transfer of 2023 data to DCS
	30/NOV	Deadline for Company audits, if conducted
	31/DEC	End of fuel oil consumption data collection and CII Year 2024
2025	01/JAN	Start of fuel oil consumption data and CII Year 2025
	31/MAR	Deadline for submission of 2024 fuel oil consumption data and CII for verification
	30/APR	For ships rated E in 2024, only Deadline for submission of Corrective Action Plan to be implemented in 2025 and 2026 (at the discretion of the Administration to require a new Corrective Action Plan or previous one can be continuously implemented)
	31/MAY	Deadline for issuance of SoC for 2024 (valid until 31 May 2026)
	30/JUN	Deadline for transfer of 2024 data to DCS
	30/NOV	Deadline for Company audits, if conducted
	31/DEC	Periodical verification: Issuance of the Confirmation of Compliance (CoC) for updated SEEMP related to upcoming three-year period. End of fuel oil consumption data collection and CII Year 2025
2026	01/JAN	Start of fuel oil consumption data and CII Year 2026
	31/MAR	Deadline for submission of 2025 fuel oil consumption data and CII for verification
	30/APR	For ships rated D in 2023-2025 or E in 2025, only Deadline for submission of Corrective Action Plan to be implemented in 2026 and 2027 (at the discretion of the Administration to require a new Corrective Action Plan or previous one can be continuously implemented)
	31/MAY	Deadline for issuance of SoC for 2025 (valid until 31 May 2027)
	30/JUN	Deadline for transfer of 2025 data to DCS
	30/NOV	Deadline for Company audits, if conducted
	31/DEC	Periodical verification: Issuance of the Confirmation of Compliance (CoC) for updated SEEMP related to upcoming three-year period. End of fuel oil consumption data collection and CII Year 2026

ANNEX 1
Form of IAPP CERTIFICATE
(Regulation 8)



Office of
 Deputy Commissioner
 of Maritime Affairs

THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

Issued under the provisions of the Protocol of 1997, as amended by resolution [MEPC.176\(58\)](#) in 2008, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as “the Convention”) under the authority of the Government of:

THE REPUBLIC OF LIBERIA

(full designation of the country)

by

*(full designation of the competent person or
 organization authorized under the provisions of the
 Convention)*

Name of ship	Distinctive number or letters	IMO number	Port of registry	Gross tonnage

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with regulation 5 of Annex VI of the Convention; and
2. That the survey shows that the equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of Annex VI of the Convention.

This certificate is valid until subject to surveys in accordance with regulation 5 of Annex VI of the Convention.

Completion date of the survey on which this Certificate is based:

Issued at

(Place of issue of certificate)

.....
(Date of issue)

.....
*(signature of duly authorized official
 issuing the certificate)*

(Seal or stamp of the authority, as appropriate)

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that at a survey required by regulation 5 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex.

Annual survey: Signed:
(Signature of duly authorized official)
Place:
Date:

(Seal or stamp of the authority, as appropriate)

Annual */Intermediate* survey: Signed:
(Signature of duly authorized official)
Place:
Date:

(Seal or stamp of the authority, as appropriate)

Annual */Intermediate* survey: Signed:
(Signature of duly authorized official)
Place:
Date:

(Seal or stamp of the authority, as appropriate)

Annual survey: Signed:
(Signature of duly authorized official)
Place:
Date:

(Seal or stamp of the authority, as appropriate)

Annual/intermediate survey in accordance with regulation 9.8.3

THIS IS TO CERTIFY that, at an annual/intermediate* survey in accordance with regulation 9.8.3 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex:

Signed:
(Signature of authorized official)

Place:

Date (dd/mm/yyyy):.....

(Seal or stamp of the authority, as appropriate)

Endorsement to extend the certificate if valid for less than 5 years where regulation 9.3 applies

The ship complies with the relevant provisions of the Annex, and this certificate shall, in accordance with regulation 9.3 of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy):

Signed:
(Signature of authorized official)

Place:

Date (dd/mm/yyyy):.....

(Seal or stamp of the authority, as appropriate)

Endorsement where the renewal survey has been completed and regulation 9.4 applies

The ship complies with the relevant provisions of the Annex, and this certificate shall, in accordance with regulation 9.4 of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy):

Signed:
(Signature of authorized official)

Place:

Date (dd/mm/yyyy):

(Seal or stamp of the authority, as appropriate)

* Delete as appropriate.

Endorsement to extend the validity of the certificate until reaching the port of survey or for a period of grace where regulation 9.5 or 9.6 applies

This certificate shall, in accordance with regulation 9.5 or 9.6* of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy):

Signed:
(Signature of authorized official)

Place:

Date (dd/mm/yyyy):

(Seal or stamp of the authority, as appropriate)

Endorsement for advancement of anniversary date where regulation 9.8 applies

In accordance with regulation 9.8 of Annex VI of the Convention, the new anniversary date is (dd/mm/yyyy):

Signed:
(Signature of authorized official)

Place:

Date (dd/mm/yyyy):

(Seal or stamp of the authority, as appropriate)

In accordance with regulation 9.8 of Annex VI of the Convention, the new anniversary date is (dd/mm/yyyy):

Signed:
(Signature of authorized official)

Place: Date (dd/mm/yyyy):

(Seal or stamp of the authority, as appropriate)

* Delete as appropriate.

**SUPPLEMENT TO
INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE
(IAPP CERTIFICATE)**

RECORD OF CONSTRUCTION AND EQUIPMENT

Notes:

1. This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times.
2. If the language of the original Record is not English, French or Spanish, the text shall include a translation into one of these languages.
3. Entries In boxes shall be made by inserting either a cross (x) for the answer “yes” and “applicable” or a (-) for the answers “no” and “not applicable” as appropriate.
4. Unless otherwise stated, regulations mentioned in this Record refer to regulation of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization.

1 Particulars of ship

- 1.1 Name of Ship
- 1.1 IMO Number.....
- 1.2 Date on which keel was laid or ship was at a similar stage of construction (dd/mm/yyyy).....
- 1.4 Length (L)* metres.....

2 Control of emissions from ships

2.1 Ozone-depleting substances (regulation 12)

- 2.1.1 The following fire-extinguishing systems, other systems and equipment containing ozone-depleting substances, other hydrochlorofluorocarbons (HCFCs), installed before 19 May 2005 may continue in service:

System equipment	Location on board	Substance

- 2.1.2 The following fire-extinguishing systems containing HCFCs installed before 11 January 2020 may continue in service:

System equipment	Location on board	Substance

* Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely for recreational purposes and to which, in accordance with regulation 13.5.2.1 or regulation 13.5.2.3, the NO_x emission limit as given by regulation 13.5.1.1 will not apply.

2.2 Nitrogen oxides (NO_x) (regulation 13)

2.2.1 The following marine diesel engines installed on this ship are in accordance with the requirements of regulation 13, as indicated:

Applicable regulation of MARPOL Annex VI (NTC = NOX Technical Code 2008)		Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6
1	Manufacturer and model						
2	Serial number						
3	Use (applicable application cycle(s) – NTC 3.2)						
4	Rated power (kW) (NTC 1.3.11)						
5	Rated speed (RPM) (NTC 1.3.12)						
6	Identical engine installed \geq 1/1/2000 exempted by 13.1.1.2		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	Identical engine installation date (dd/mm/yyyy) as per 13.1.1.2						
8a	Major Conversion (dd/mm/yyyy)	13.2.1.1 & 13.2.2					
8b		13.2.1.2 & 13.2.3					
8c		13.2.1.3 & 13.2.3					
9a	Tier I	13.3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9b		13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9c		13.2.3.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9d		13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9e		13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10a	Tier II	13.4	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10b		13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10c		13.2.2 (Tier III not possible)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10d		13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10e		13.5.2 (Exemptions)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10f		13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11a	Tier III (ECA-NO _x only)	13.5.1.1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11b		13.2.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11c		13.2.3.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11d		13.7.1.2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	AM*	installed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13		not commercially available at this survey	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14		not applicable	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* Refer to the 2014 Guidelines on the approved method process (resolution MEPC.243(66))

2.3 Sulphur oxides (SO_x) and particulate matter (regulation 14)

2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:

- .1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of 0.50% m/m, and/or
- .2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO_x emission reductions as compared to using a fuel oil with a sulphur content limit value of 0.50% m/m
- 2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:
 - .1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of 0.10% m/m, and/or:
 - .2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO_x emission reductions as compared to using a fuel oil with a sulphur content limit value of 0.10% m/m:
- 2.3.3 For a ship without an equivalent arrangement approved in accordance with regulation 4.1 as listed in paragraph 2.6, the sulphur content of fuel oil carried for use on board the ship shall not exceed 0.50% m/m as documented by bunker delivery notes
- 2.3.4 The ship is fitted with designated sampling point(s) in accordance with regulation 14.10 or 14.11
- 2.3.5 In accordance with regulation 14.12, the requirement for fitting or designating sampling point(s) in accordance with regulation 14.10 or 14.11 is not applicable for a fuel oil service system used for a low-flashpoint fuel or gas fuel
- 2.4 Volatile organic compounds (VOCs) (regulation 15)
 - 2.4.1 The tanker has a vapour collection system installed and approved in accordance with MSC/Circ.585.
 - 2.4.2.1 For a tanker carrying crude oil, there is an approved VOC Management Plan
 - 2.4.2.2 VOC Management Plan approval reference:
- 2.5 *Shipboard incineration (regulation 16)*

The ship has an incinerator:

 - .1 installed on or after 1 January 2000 which complies with
 - .1 resolution MEPC.76(40), as amended*..
 - .2 resolution MEPC.244(66)
 - .2 installed before 1 January 2000 which complies with:
 - .1 resolution MEPC.59(33), as amended**
 - .2 resolution MEPC.76(40), as amended*

*As amended by MEPC.93(45)

** As amended by MEPC.92(45)

2.6 *Equivalents (regulation 4)*

The ship has been allowed to use the following fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex:

System equipment	Equivalent used	Approval reference

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at

(Place of issue of the Record)

.....
(Date of issue)

.....
*(signature of duly authorized official
issuing the Record)*

(Seal or stamp of the authority, as appropriate)

ANNEX II

Form of International Energy Efficiency (IEE) Certificate



Office of Deputy Commissioner of Maritime Affairs

THE REPUBLIC OF LIBERIA LIBERIA MARITIME AUTHORITY

INTERNATIONAL ENERGY EFFICIENCY CERTIFICATE

Issued under the provisions of the Protocol of 1997, as amended, to amend the International Convention for the Prevention of Pollution by Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

THE REPUBLIC OF LIBERIA

(full designation of the country)

by (full designation of the competent person or organization authorized under the provisions of the Convention)

Table with 5 columns: Name of ship, Distinctive number or letters, IMO number, Port of registry, Gross tonnage

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with regulation 5.4 of Annex VI of the Convention; and
2 That the survey shows that the ship complies with the applicable requirements in regulation 22, regulation 23 and regulation 24, regulation 25, regulation 26.

Completion date of survey on which this Certificate is based (dd/mm/yyyy)

Issued at (Place of issue of certificate)

(dd/mm/yyyy): (Date of issue) (Signature of duly authorized official issuing the certificate)

(Seal or stamp of the authority, as appropriate)

(IEE Certificate)

RECORD OF CONSTRUCTION RELATING TO ENERGY EFFICIENCY

Notes:

- 1 This Record shall be permanently attached to the IEE Certificate. The IEE Certificate shall be available on board the ship at all times.
2 The Record shall be at least in English, French or Spanish. If an official language of the issuing Party is also used, this shall prevail in case of a dispute or discrepancy.
3 Entries in boxes shall be made by inserting either: a cross (x) for the answers "yes" and "applicable"; or a dash (-) for the answers "no" and "not applicable", as appropriate.
4 Unless otherwise stated, regulations mentioned in this Record refer to regulations in Annex VI of the Convention, and resolutions or circulars refer to those adopted by the International Maritime Organization.

1 Particulars of ship

- 1.1 Name of ship
1.2 IMO number
1.3 Date of building contract
1.4 Date of major conversion (if applicable)
1.5 Gross tonnage
1.6 Deadweight
1.7 Type of ship*

2 Propulsion system

- 2.1 Diesel propulsion
2.2 Diesel-electric propulsion
2.3 Turbine propulsion
2.4 Hybrid propulsion
2.5 Propulsion system other than any of the above

3 Attained Energy Efficiency Design Index (EEDI)

- 3.1 The Attained EEDI in accordance with regulation 22.1 is calculated based on the information contained in the EEDI technical file which also shows the process of calculating the Attained EEDI.
The Attained EEDI isgrams-CO2/tonne-mile
3.2 The Attained EEDI is not calculated as:
3.2.1 the ship is exempt under regulation 22.1 as it is not a new ship as defined in regulation 2.2.18

* Insert ship type in accordance with definitions specified in regulation 2. Ships falling into more than one of the ship types defined in regulation 2 should be considered as being the ship type with the most stringent (the lowest) required EEDI. If ship does not fall into the ship types defined in regulation 2, insert "Ship other than any of the ship type defined in regulation 2".

- 3.2.2 the type of propulsion system is exempt in accordance with regulation 19.3
- 3.2.3 the requirement of regulation 22 is waived by the ship's Administration in accordance with regulation 19.4
- 3.2.4 the type of ship is exempt in accordance with regulation 22.1

4 Required EEDI

- 4.1 Required EEDI is..... grams-CO₂/tonne-mile
- 4.2 The required EEDI is not applicable as:
 - 4.2.1 the ship is exempt under regulation 24.1 as it is not a new ship as defined in regulation 2.2.18
 - 4.2.2 the type of propulsion system is exempt in accordance with regulation 19.3
 - 4.2.3 the requirement of regulation 24 is waived by the ship's Administration in accordance with regulation 19.4
 - 4.2.4 the type of ship is exempt in accordance with regulation 24.1
 - 4.2.5 the ship's capacity is below the minimum capacity threshold in Table 1 of regulation 24.2

5 Attained Energy Efficiency Existing Ship Index (EEXI) 5

- 5 The attained EEXI in accordance with regulation 23.1 is calculated taking into account Guidelines** developed by the Organization
- The attained EEXI is grams-CO₂/tonne-nautical mile
- 5.2 The attained EEXI is not calculated as:
 - 5.2.1 the type of propulsion system is exempt in accordance with regulation 19.3
 - 5.2.2 the type of ship is exempt in accordance with regulation 23.1

6 Required EEXI

- 6.1 Required EEXI is:.....grams-CO₂/tonne-nautical mile in accordance with regulation 25
- 6.2 The required EEXI is not applicable as:
 - 6.2.1 the type of propulsion system is exempt in accordance with regulation 19.3
 - 6.2.2 the type of ship is exempt in accordance with regulation 25.1
 - 6.2.3 the ship's capacity is below the minimum capacity threshold in table 3 of regulation 25.1

7 Ship Energy Efficiency Management Plan

- 7.1 The ship is provided with a Ship Energy Efficiency Management Plan (SEEMP) in compliance with regulation 26

** Guidelines on the method of calculation of the Energy Efficiency Existing Ship Index MEPC.350(78)

EEDI technical file

7.2 The IEE Certificate is accompanied by the EEDI technical file in compliance with regulation 22.1

7.2.1 The EEDI technical file identification/verification number

8.1.2 The EEDI technical file verification date

9 EEXI technical file

9 The IEE Certificate is accompanied by the EEXI technical file in compliance with regulation 23.1

9.1.1 The EEXI technical file identification/verification number.....

9.1.2 The EEXI technical file verification date.....

9.2 The IEE Certificate is not accompanied by the EEXI technical file as the attained EEDI is used as an alternative to the attained EEXI

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at
(Place of issue of the Record)

(dd/mm/yyyy):
(Date of issue) (Signature of duly authorized official issuing the Record)

(Seal or stamp of the authority, as appropriate)

ANNEX III

**Form of Statement of Compliance – Fuel Oil Consumption Reporting
STATEMENT OF COMPLIANCE – FUEL OIL CONSUMPTION REPORTING
AND OPERATIONAL CARBON INTENSITY RATING**

Issued under the provisions of the Protocol of 1997, as amended, to amend the International Convention for the Prevention of Pollution by Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

REPUBLIC OF LIBERIA

(full designation of the country)

By -----

*(full designation of the competent person or organization
authorized under the provisions of the Convention)*

Particulars of ship¹

Name of ship
Distinctive number or letters
IMO Number²
Port of registry
Gross tonnage
Deadweight
Type of ship

THIS IS TO DECLARE:

1. That the ship has submitted to this Administration the data required by regulation 27 of Annex VI of the Convention, covering ship operations from (dd/mm/yyyy) through (dd/mm/yyyy); and
2. The data was collected and reported in accordance with the methodology and processes set out in the ship's SEEMP that was in effect over the period from (dd/mm/yyyy) through (dd/mm/yyyy).
3. The attained annual operational CII of the ship from (dd/mm/yyyy) through (dd/mm/yyyy) was: pursuant to regulations 28.1 and 28.2 of Annex VI of the Convention, for ships to which regulation 28 applies;*
4. The annual operational carbon intensity of the ship in this period is rated as
A B C D E,
in accordance with regulation 28 of Annex VI to the Convention, for a ship to which regulation 28 applies;* and
5. A corrective action plan has been developed and included in the SEEMP (for a ship to which regulation 28 applies, rated as D for 3 consecutive years or rated as E)*

* In the event of any transfer of a ship addressed in regulations 27.4, 27.5 or 27.6, these sections should be completed consistent with regulation 28.3 of MARPOL Annex VI.

This Statement of Compliance is valid until (dd/mm/yyyy).....

Issued at
(place of issue of Statement)

Date (dd/mm/yyyy)
(date of issue)
*(signature of duly authorized official
issuing the Statement)*
(seal or stamp of the authority, as appropriate)

¹ Alternatively, the particulars of the ship may be placed horizontally in boxes.

² In accordance with the *IMO Ship Identification Number Scheme*, adopted by the Organization by resolution A.1078(28).

ANNEX IV

CONFIRMATION OF COMPLIANCE - SEEMP PART II

Issued under the provisions of the Protocol of 1997, as amended, to amend the International Convention for the Prevention of Pollution by Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

REPUBLIC OF LIBERIA

(full designation of the country)

By -----

Particulars of ship

Name of ship

Distinctive number or letters

IMO Number

Port of registry

Gross tonnage

SEEMP part II date of revision, as applicable

THIS IS TO CONFIRM:

Taking into account 2022 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP) adopted by resolution [MEPC.346\(78\)](#), the ship's SEEMP has been developed and complies with regulation 26.2.2 of Annex VI of the Convention.

Issued at

.....
(place of issue of Statement)

Date (dd/mm/yyyy)
(date of issue)

.....
*(signature of duly authorized official
issuing the Statement)
(seal or stamp of the authority, as appropriate)*

ANNEX V

CONFIRMATION OF COMPLIANCE - SEEMP PART III

Issued under the provisions of the Protocol of 1997, as amended, to amend the International Convention for the Prevention of Pollution by Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

REPUBLIC OF LIBERIA

(full designation of the country)

By -----

Particulars of ship

Name of ship

Distinctive number or letters

IMO Number

Port of registry

Gross tonnage

SEEMP part III date of revision, as applicable

THIS IS TO CONFIRM:

Taking into account 2022 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP) adopted by resolution [MEPC.346\(78\)](#), the ship's SEEMP has been developed and complies with regulation 26.3.1 of Annex VI of the Convention.

Issued at

(place of issue of Statement)

Date (dd/mm/yyyy)

(date of issue)

*(signature of duly authorized official
issuing the Statement)*

(seal or stamp of the authority, as appropriate)

ANNEX VI

Form of Exemption Certificate for UNSP Barges

INTERNATIONAL AIR POLLUTION PREVENTION EXEMPTION CERTIFICATE FOR UNMANNED NON-SELF-PROPELLED (UNSP) BARGES

Issued under the provisions of the Protocol of 1997, as amended, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, (hereinafter referred to as "the Convention") under the authority of the Government of:

(full designation of the country)

by

(full designation of the competent person or organization authorized under the provisions of the Convention)

Table with 4 columns: Name of ship, Distinctive number or letters, Port of registry, Gross tonnage

THIS IS TO CERTIFY:

- 1 That the UNSP barge has been surveyed in accordance with regulation 3.4 of Annex VI to the Convention;
2 That the survey shows, the UNSP barge:
.1 is not propelled by mechanical means;
.2 has no system, equipment and/or machinery fitted that may generate emissions controlled Annex VI to the Convention; and
.3 has neither persons nor living animals on board; and
3 That the UNSP barge is exempted, under regulation 3.4 of Annex VI to the Convention from the certification and related survey requirements of regulations 5.1 and 6.1 of Annex VI to the Convention.

This Certificate is valid until (dd/mm/yyyy) subject to the exemption conditions being maintained.

Completion date of the survey on which this certificate is based (dd/mm/yyyy)

Issued at (Place of issue of certificate)

(dd/mm/yyyy): (Date of issue) (Signature of duly authorized official issuing the certificate)

(Seal or stamp of the authority, as appropriate)