# **ClassNK MRV Portal**

On-Board Reporting (for IMO DCS ships)

# **Quick Reference Guide**

January 2023



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# 1. Preparation of Report template / On-board setting

Please receive template set (IMONumber\_Shipname\_DCS.zip) and decompress the zip file on local drive or desk top;



# 2. Configuration of file

Please do not remove "bin" files from the folder.

<b>ファイル ホーム</b> 共有 表示					
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クリップボード	整理		新規	開く	選択
← → × ↑ 📙 > PC > デスクトップ > IMO DCS	> 0000002_NK Bulker_D	CS			v Ö 0000
▲ 21ックアクセス	^	更新日時	種類	サイズ	
🔜 デスクトップ 🖈 🚺 bin		2018/09/03 11:2	24 ファイル フォルタ	Í—	
↓ ダウンロード ★ ■ 0000002_NK Bulker	_DCS.xls	2018/09/03 11:2	27 Microsoft Exe	cel 97 404 K	В
<ul> <li></li></ul>					
😻 Dropbox					
OneDrive					
PC					

# 3. Input of monitoring data

Please open reporttemplate "<IMO No.>\_<Name of ship>\_DCS.xls".

É	動保	字 💽	77	日 り <sup>、</sup>	<-> € -		9332846_NK	Sold_I	DCS - 互換モ-	-ド▼	9	検索 (Alt+Q)				Shin	pei Watanab	. 8	<b>•</b> -	- 0		
7	ァイル	才	т-Д	挿入	描画 ペー	ージ レイア	ウト 数式	デー	-タ 校閲	表示	開発	ヘルプ PDF	F-XChange						모그;	イント	e 共有	
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	А	E	F	G	н	I	J	к	L	м	N	0	Р	Q	R	S	т	U	v	w		
1	DCS			IMO No.	9332846	Name of s	ship	NK Sol	d				Validation		Clear	Add Row						
3									Reporting b	asic da	ta				· · · · · · · · · · · · · · · · · · ·	IMO DCS Mo	nitoring Data					
				Voyaga Info	Time at the	report	Do	cition at	the report			Bort inform	ation			Distance and ti	ime from last		a the last rep	orting [MT	Electrica	e
4				voyage into	(UTC/GI	MT)	FU	sition at	the report			Fort morn	ation			report		ALL FOC SINC	e the last rep	or ting fivin	pump/r	
		# Del	l Sent	Vovage No.	Date	Time	Latitude		Longitude		Status (event)	Port name	UNLOCODE	EU / UK ?	Port loading/	Distance	Hours underway	HSFO	LFO	MGO	Number	
5		-				0000	0000 0000		00000 0000		,	(at dep/arr)			unloading	travelled [nm]	[hour]					
10	Forma	ıt		>	K yyyymmdd	to 2359	to 9000.0000	N or S	to 18000.0000	E or W	x	XXXXXXXXXX	ABCDE	EU or UK	Y or N or S	0000.0	0000.00	0000.0	0000.0	0000.0		
11	Samp	le	_	1	20180106	0000	1843.8482	S	04835.0450	E	Arrival	Jakarta	IDJKT	EU	Y	6627.0	568.25	432.1	42.3			
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## > Sample Input

Sample input for DCS ships is shown below.

This sample shows the case when the master inputs monitoring data at Departure/Arrival/Noon and other key event such as drifting/anchoring. Company can choose the frequency of input such as Departure/Arrival only, etc.

É	動保	存(	77 日	<b>୬ •</b> ୧	® ~		933284	6_NK Sold_DC	:s - <u>1</u>	互換モ… 👻	2	検索 (Alt+0	5)			Shinpei W	atanabe	sw 🖭		Ō	×
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	E	F	G	Н	I.	J	к	L	М	N	0	Р	Q	R	S	Т	U	V	W	A	0 🔺
1			IMO No.	9332846	Name of s	ship	NK Solo	ł				Validation	_ (	Olear	Add Row						
3								Reporting b	asic da	ita					IMO DCS Mor	itoring Data					
				Time at the	report										Distance and ti	ne from last				Electrical powe	er f
			Voyage Info	(UTC/GN	VT)	Po	osition at	the report			Port inforr	nation			report	ine monnase	ALL FOC sind	e the last rep	orting (MT)	cooling/discha pump/reefer c	irgi :on
4														Port	D: 1	Hours					- П
5	Del	Sent	Voyage No.	Date	Time	Latitude		Longitude		Status (event)	(at dep/arr)	UNLOCODE	EU / UK ?	loading/ unloading	travelled [nm]	underway [hour]	HSFO	LFO	MGO	Number of ree	fer
10			x	yyyymmdd	0000 to 2259	0000.0000	N or S	00000.0000	E or W	x	xxxxxxxxx	ABCDE	EU or UK	Y or N or S	0000.0	0000.00	0000.0	0000.0	0000.0	00	000
11			1	20180106	0000	1843.8482	S	04835.0450	E	Arrival	Jakarta	IDJKT	EU	Y	6627.0	568.25	432.1	42.3			
12	Г	Г	23	20221001	0300	4238.5000	N	14138.9600	Е	Noon					0.0	0.00	0.35	0.95	0.00		
13	Г	Г	24	20221001	0748	4238.5000	N	14138.9600	E	Departure	ΤΟΜΑΚΟΜΑΙ	JPTMK		Y	0.0	0.00	0.11	0.35	0.00		
14	Г	Г	24	20221001	0830	4235.3200	N	14136.2500	E	SOSP					4.0	0.60	0.08	0.04	0.00		
15	Г	Г	24	20221002	0300	4030.3800	N	13900.4000	E	Noon					179.0	18.50	5.50	0.76	0.00		
16	Г	Г	24	20221003	0300	3751.4700	N	13455.7700	E	Noon					248.0	24.00	7.25	0.90	0.00		
17	Г	Г	24	20221004	0300	3506.5700	N	13124.0400	E	Noon					239.0	24.00	7.62	0.99	0.00		
18	Г	Г	24	20221004	1600	3354.2600	N	13142.2700	E	EOSP					139.0	13.00	4.28	0.52	0.00		
20			24	20221004	1706	3400.3500	N	13144.2300	E	Anchor start					7.0	1.10	0.14	0.08	0.00		
20			24	20221004	2100	3400.3500	N	13144.2300	E	Anchor end		101010			0.0	0.00	0.07	0.17	0.00		
22			24	20221004	2336	3359.2700	N	13152.5200	E	Arrival	KUDAMATSU	JPKUD			15.0	2.60	0.29	0.15	0.00		
22	-	_	24	20221005	0300	3359.2700	N	13152.5200	E	Noon					0.0	0.00	0.06	0.23	0.00		
24			24	20221006	0300	3359.2700	N	13152.5200	E	Departure	KUDANATCU	IDKUD		V	0.0	0.00	0.41	1.19	0.00		
25	-	-	24	20221006	0412	3359.2700	N	13152.5200	E	Departure	KUDAWATSU	JPKUD		Y	0.0	0.00	0.02	0.06	0.00		
26	-	-	24	20221006	0300	3036 3700	N	13014 0700	E	Noon					4.0	22.80	6.70	0.02	0.00		
	•		DCS Rei	port (	0300	3030.3700	iN	13014.0700	c	NOON					244.0	22.80	0.70	0.93	0.00		
準備	完了	Ē	5													Ħ	=	巴		+ 8	5%

#### Detail input for each columns Voyage Info - Voyage No. Reporting basic data In this block, please input basic information of the report Please input Voyage No. which is used on-board or your company (any number is Okay). Reporting basic data Time at the report Position X the report Voyage Info Port information (UTC/GMT) Time at the report (UTC/GMT) - Date/Time. Status Port name UNLOCOD Latitude Longitude Voyage No. Date Time (event) (at dep/arr) Ε GMT/UTC at the event shall be input. 0000 0000.0000 to 18000.0000 E or W X 00000.0000 yyyymmdd xxxxxxxxx ABCDE N or S to 2359 to 9000.0000 1 20180106 0000 1843.8482 S 04835.0450 Е Arrival Jakarta IDJKT 20171231 3654.8000 36A 2106 Ν 12614.2000 Ε Departure Taean KRTAN Position at the report - Lati./Longi. 36A 20171231 2224 3651.4000 12606.7000 Е SOSP Ν 36A 20180101 0300 3543.1000 N 12545.2000 Е Noon 36A 20180102 0300 3007.5000 Ν 12731.6000 Е Noon Please take care about Longitude/Latitude format 36A 20180103 0300 2445.9000 13029.9000 Е Noon Ν 36A 20180104 0300 1941.8000 Ν 13329.8000 Е Noon 36A 20180105 1437.6000 0300 Ν 13623.2000 Ε Noon 36A 20180106 0300 0933.2000 Ν 13913.8000 Е Noon Lat. : ddmm.mmmm Long. : dddmm.mmmm 36A 20180107 0300 0428.8000 Ν 14200.6000 Е Noon 36A 20180108 0023.7000 S 14441.4000 Е 0200 Noon 36A 20180109 0200 0550.5000 S 14738.4000 Ε Noon i.e.) 23deg 53min 30sec = 2353.5000 36A 20180110 0200 0957.4000 15141.3000 S Ε Noon 36A 20180111 0200 1546.2000 S 15254.1000 Ε Noon 36A 20180112 0100 2118.6000 S 15356.5000 Е Noon 36A 20180113 0100 2740.6000 S 15346.0000 Е Noon 36A 20180113 2130 3254.4000 S 15201.1000 Е EOSP 36A 20180113 2242 3312.7000 S 15224.4000 Ε Drifting start Drifting end 36A 20180116 3308.0000 15207.0000 1106 S Е (Please see following page) 36A 20180116 1454 3253.3000 S 15146.1000 Ε Arrival New Castle AUNTL 36A 20180117 0930 3253.3000 S 15146.1000 Ε Departure New Castle AUNTL

# Reporting basic data (continued)

Voyage Info	Time at the (UTC/GN	report VIT)	Pos	sition at	the report			Port informa	ation	Status (event)
Voyage No.	Date	Time	Latitude		Longitude		Status (event)	Port name (at dep/arr)	UNLC	Please select event at the report from drop down
×	yyyymmdd	0000 to 2359	0000.0000 to 9000.0000	N or S	00000.0000 to 18000.0000	E or W	x	xxxxxxxxx	AB	00 E or W X XXXXXXXXX
1	20180106	0000	1843.8482	S	04835.0450	Е	Arrival	Jakarta	ID.	0 E Departure ean
23	20221001	0300	4238.5000	N	14138.9600	Е	Noon -			0 Departure Arrival
24	20221001	0748	4238.5000	Ν	14138.9600	Е	Departure	ΤΟΜΑΚΟΜΑΙ	JPT	0 Noon 0 SOSP
24	20221001	0830	4235.3200	Ν	14136.2500	Ε	SOSP			0 At pilot station
24	20221002	0300	4030.3800	Ν	13900.4000	E	Noon			0 Anchor start
24	20221003	0300	3751.4700	Ν	13455.7700	Ε	Noon			
24	20221004	0300	3506.5700	N	13124.0400	E	Noon			
24	20221004	1600	3354.2600	N	13142.2700	E	EOSP			
24	20221004	1706	3400.3500	N	13144.2300	E	Anchor start			
24	20221004	2100	3400.3500	N	13144.2300	E	Anchor end			
24	20221004	2336	3359.2700	N	13152.5200	E	Arrival	KUDAMATSU	JPk	
24	20221005	0300	3359.2700	N	13152.5200	E	Noon			
24	20221006	0300	3359.2700	N	13152.5200	E	Noon			
24	20221006	0342	3359.2700	N	13152.5200	E	Departure	KUDAMATSU	JPK	
24	20221006	0412	3356.0500	N	13155.34		•			
24	20221007	0300	3036.3700	N	13014.07 F * 1 it I I I	Please In th n cas t blan n cas f it is	information e input por his case, the e the port i k. e the cargo carried out	on - Port nan t name and/or e vessel arrived s EU or UK port is laden/unlade	n <b>e /</b> r UN at Al , plea en or o shij	UNLOCODE / EU·UK / Loading · Unloading LOCODE at Departure report and Arrival report. UNTL on 16 Jan 2018 and departed on 17 Jan 2018. ase select EU or UK as applicable. If not please keep the port, please select "Y" on L/U column. p operation), please select "S".

IMO DCS	Monitori	mandata	orv requi	ired iten	ns for IMO DCS	Distance and time from last report
			,			- Distance Travelled
MO DCS Mo	nitoring Data	1				
Distance and ti report	me from last	ALL FOC sinc	e the last rep	porting [MT]	Electrical power for gas cargo cooling/discharging pump/reefer containers	Please input distance travelled from last report.
Distance travelled [nm]	Hours underway [hour]	HSFO	LFO	MGO	Number of reefer containers	- Hours underway
0000.0	0000.00	0000.0	0000.0	0000.0	00000	Please input hours underway from last report.
6627.0	568.25	432.1	42.3			
0.0	0.00	0.35	0.95	0.00		
0.0	0.00	0.11	0.35	0.00	300	
4.0	0.60	0.08	0.04	0.00		All FOC since the last reporting - each Fuel
179.0	18.50	5.50	0.76	0.00		
248.0	24.00	7.25	0.90	0.00	i i i i i i i i i i i i i i i i i i i	
239.0	24.00	7.62	0.99	0.00		Please input total fuel consumption of each fuels from
139.0	13.00	4.28	0.52	0.00		· · · · · · · ·
7.0	1.10	0.14	0.08	0.00		
0.0	0.00	0.07	0.17	0.00		Note: Please do not input ROB here.
15.0	2.60	0.29	0.15	0.00		· ·
0.0	0.00	0.06	0.23	0.00		
0.0	0.00	0.41	1.19	0.00		Note: Please do not input aggregated FOC in the vov
0.0	0.00	0.02	0.06	0.00	300	
4.0	0.40	0.09	0.02	0.00		
244.0	22.80	6.70	0.93	0.00		

**IMO DCS Supplemental data** 

m last report.

'age.

#### **CII correction factor items**

If CII correction factor applied, please also refer to the appendix;

9

Guidance for inputting CII correction factor (from page 19)

These columns are used for IMO DCS annual report verification

<b>Nonitoring</b>	Data			IMC	DCS Supp	lemental o	lata	
FOC fro	m last repo	rt [MT]		ROB [MT]		Bu	unkered [M <sup>-</sup>	Γ]
HSFO	MDO	MGO	HSFO	MDO	MGO	HSFO	MDO	MGO
0000.0	0000.0	0000.0	0000.0	0000.0	0000.0	0000.0	0000.0	0000.0
432.1	42.3		432.1	42.3		432.1	42.3	
3.03	0.00	0.00	1461.11	0.00	210.00	1400.00		
1.99	0.00	0.00	1459.12	0.00	210.00			
8.03	0.00	0.00	1451.09	0.00	210.00			
45.60	0.00	0.00	1405.49	0.00	210.00			
45.61	0.00	0.00	1359.88	0.00	210.00			
45.60	0.00	0.00	1314.28	0.00	210.00			
45.60	0.00	0.00	1268.68	0.00	210.00			
45.60	0.00	0.00	1223.08	0.00	210.00			
45.51	0.00	0.00	1177.57	0.00	210.00			
43.62	0.00	0.00	1133.95	0.00	210.00			
45.51	0.00	0.00	1088.44	0.00	210.00			
45.51	0.00	0.00	1042.93	0.00	210.00			
45.52	0.00	0.00	997.41	0.00	210.00			
43.62	0.00	0.00	953.79	0.00	210.00			
45.51	0.00	0.00	908.28	0.00	210.00			
38.87	0.00	0.00	869.41	0.00	210.00			
1.77	0.00	0.00	867.64	0.00	210.00			
9.22	0.00	0.00	858.42	0.00	210.00			
5.87	0.00	0.00	852.55	0.00	210.00			
3.17	0.00	0.00	849.38	0.00	210.00			

<b>ROB - each Fuel</b> Please input Remaining on Board of each fuels <u>at the report</u> .
Bunkered - each Fuel
Bunkered - each Fuel Please input mass of bunkered fuel on each fuels cell.

**Voluntary data field** These columns are available if company selected them at downloading template.

	Volur	itary data fi	eld	
Voyag	e state (Volu	nary)	Loading Condition	Cargo Carried
propeller revolution [RPM]	Ave. ME Output [kW]	Sea state [BF]	Laden or Ballast	Mass [MT]
000.000	00000	0 to 12	L or B	00000.0
80	4000	4	L	
95.000	9223	4		
95.100	10082	5		
95.110	10084	5		
95.100	10082	5		
95.100	10082	5		
95.100	10082	4		
95.090	10081	4		
95.090	10082	4		
95.100	10081	4		
95.090	10081	4		
95.080	10083	4		
95.100	10082	4		
95.090	10081	4		
95.100	10081	4		
			L	113102

Voyage state (Voluntary) - Propeller revolution
Please input RPM of M/E at the report.
Voyage state (Voluntary) - Ave. ME Output
Please input M/E outpt in kW
Voyage state (Voluntary) - Sea State (BF)
Please input sea state in Beaufort Scale (1-10)

Loading Condition - Laden or Ballast

Please Select L or B at Departure report

Cargo Carried - Mass [MT]

Please input cargo mass at departure report

Please note that Mass may be volume, TEUs, Units depending on each vessel's spec.

#### Evidence



In case when "Bunkered" value is input, please attach Bunker delivery note as follow;

# 4. generation and transmission of report file (zip)

When the monitoring data and evidenced document information is accumulated, reporting file to be sent to ClassNK MRV Portal can be generated at user's discretion (at any timing).

- 1) Please select "Report" sheet and click "Validation" button to check input data. In case when any error is detected, please modify such incorrected data to make validate result "OK".
- 2) Please click "Create zip" button to make report zip file. You can find created file name and size at "Create zip" field.

Report	IMO No.	0000002	Name of Ship	NK Bulker						Ver.2018/6/5	
							Va	lidation	Create zip		
	Validation										
		Meta data		Version	Check data	Check file	Count				
	DCS	VoyageReport. Bunke	erReport	1	ОК	ОК	19	Events			
	Create zip										
	Date	Time	Zip					Size(KB)			
	2018/09/11	2018/9/11 7:19	0000002_201809110	71934.zip				1796.984			
								1			
								ė			
DC N	S Report	1									I

3) You can find created zip file and "hmac" file for system verification.

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お気に入り	▲ 名前	*	更新日時	種類	サイズ		
┓ ダウンロード	🗉 🔒 bin		2017/08/28 15:53	ファイル フォル			
デスクトップ	2222	444_20170828072754.hmac	2017/08/28 16:27	HMAC ファイル	1 KB		
- 最近表示した場所	<b>E</b> 2222	444_20170828072754.zip	2017/08/28 16:27	Archive file	1 KB		
SharePoint サイト	12222	444_BEST OCEAN_Voyage.xls	2017/08/28 16:27	Microsoft Excel	618 KB		
■ ドキュメント							
ビデオ							

4) Please send e-mail attaching above 2 files to ClassNK MRV Portal. Please refer to "5 Sending address for report file" regarding sending address for ClassNK MRV Portal. Please do NOT divide above 2 files to 2 email and do NOT change file names. Any title and body of email is acceptable.

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ファイル	メッセージ	挿入	オプション	書式設定	校閲	Adobe PD	F								a 😮
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クリップボード 『	Gi		フォント		Es.	名前	Ū.		挿入		Adobe Send & Track		90 G	ズーム	
	差出人	(M) -													
送信(S)	宛先	i	trial-pf99749	46×@mx.shipo	latacenter.com	<u>n</u>									
	CC(	C)													
	件名(U):		MRV Report	t											
	添付ファイル	ν(T):	a 2222444	20170828	072754.zip (	<u>319 B)</u> ; 📄	22224	44 201708	32807275	4.hmac	: <u>(66 B)</u>				
L.															· 图
															=

5) Exported data to zip file shall be locked (gray out) and cannot be edited. Please click "add row" button to continue data input for following report data.

DCS		IMO No. 0000002 Name of ship NK Bulker Valida			Validation	Clear Add Row											
												* unducion					
						F	Reporti	ng basic data					IMO DCS Monitoring Data				
			Voyage Info	Time at the (UTC/G	e report MT)	Pos	ition at	the report			Port inform	ation	Distance and time from last report		FOC from last rep		rt [MT]
#	Del	Sent	Voyage No.	Date	Time	Latitude		Longitude	9	Status (event)	Port name (at dep/arr)	UNLOCOD E	Distance travelled [nm]	Hours underway [hour]	HSFO	MDO	MGO
Format			x	yyyymmdd	0000 to 2359	0000.0000 to 9000.0000	N or S	00000.0000 to 18000.0000	E or W	x	xxxxxxxxx	ABCDE	0000.0	0000.00	0000.0	0000.0	0000.0
Sample			1	20180106	0000	1843.8482	S	04835.0450	Е	Arrival	Jakarta	IDJKT	6627.0	568.25	432.1	42.3	
1	Г		36A	20171231	2106	3654.8000	Ν	12614.2000	E	Departure	Taean	KRTAN			3.03	0.00	0.00
2	Г		36A	20171231	2224	3651.4000	Ν	12606.7000	E	SOSP			7.0	1.30	1.99	0.00	0.00
3	Г		36A	20180101	0300	3543.1000	Ν	12545.2000	E	Noon			74.0	4.60	8.03	0.00	0.00
4	Г		36A	20180102	0300	3007.5000	Ν	12731.6000	E	Noon			355.0	24.00	45.60	0.00	0.00
5	Г		36A	20180103	0300	2445.9000	Ν	13029.9000	E	Noon			359.0	24.00	45.61	0.00	0.00
6	Г		36A	20180104	0300	1941.8000	Ν	13329.8000	E	Noon			348.0	24.00	45.60	0.00	0.00
7	Г		36A	20180105	0300	1437.6000	Ν	13623.2000	E	Noon			346.0	24.00	45.60	0.00	0.00
8	Г		36A	20180106	0300	0933.2000	Ν	13913.8000	E	Noon			348.0	24.00	45.60	0.00	0.00
9	Г		36A	20180107	0300	0428.8000	Ν	14200.6000	E	Noon			347.0	24.00	45.51	0.00	0.00
10	Г		36A	20180108	0200	0023.7000	S	14441.4000	E	Noon			334.0	23.00	43.62	0.00	0.00
11	Г		36A	20180109	0200	0550.5000	S	14738.4000	E	Noon			372.0	24.00	45.51	0.00	0.00
12	Г		36A	20180110	0200	0957.4000	S	15141.3000	E	Noon			361.0	24.00	45.51	0.00	0.00
13	Г		36A	20180111	0200	1546.2000	S	15254.1000	E	Noon			360.0	24.00	45.52	0.00	0.00
14	Г		36A	20180112	0100	2118.6000	S	15356.5000	E	Noon			338.0	23.00	43.62	0.00	0.00
15	Г		36A	20180113	0100	2740.6000	S	15346.0000	E	Noon			383.0	24.00	45.51	0.00	0.00
16	Г		36A	20180113	2130	3254.4000	S	15201.1000	E	EOSP			339.0	20.50	38.87	0.00	0.00
17	Г		36A	20180113	2242	3312.7000	S	15224.4000	E	Drifting star	t		22.0	1.20	1.77	0.00	0.00
18	Г		36A	20180116	1106	3308.0000	S	15207.0000	E	Drifting end			8.0	0.80	9.22	0.00	0.00
19	Г		36A	20180116	1454	3253.3000	S	15146.1000	E	Arrival	New Castle	AUNTL	26.0	3.80	5.87	0.00	0.00
20	Г		36A	20180117	0930	3253.3000	S	15146.1000	E	Departure	New Castle	AUNTL	0.0	18.60	3.17	0.00	0.00

# 5. Correction / Delete of data which is already exported

0
Departure
Departure d time
Date
yyyymmdd
20180106
20180106

Please remove the check of "Sent" cell so that you can correct / resend report data.

		A1		▼ (0	$f_x$	Voyage								
4	A	Е	F	G	Н	I	J	К	L	M	N	0		
	Voyage	2		IMO No.	2222444	Name of ship	Name of ship BEST OCEAN							
!														
				Reporting b	asic data							Departure		
				Time at the re	port	Position at the re	osition at the report Voyage Info							
	#	Del	Sent	Date	Time	Latitude		Longitude		Voyage No.	Status	Date		
þ	Format			yyyymmdd	0000 to 2359	0000.0000 to 9000.0000	N or S	00000.0000 to 18000.0000	E or W	x	x	yyyymmdd		
1	Sample	_		20180106	0000	1843.8482	S	04835.0450	E	1	Voyage	20180106		
2	1	Γ	Г	20180106	1200	1843.2000	N	04835.0450	Е	1	Voyage	20180106		

When deleting data, please check "Del" cell.

		A1		<b>▼</b> (®	$f_{x}$	Voyage									
4	A	Е	F	G	Н	Ι	I J K L M N								
	Voyage	2		IMO No.	2222444	Name of ship	ame of ship BEST OCEAN								
!															
				Reporting b	asic data										
				Time at the re	port	Position at the re	Position at the report Voyage Info								
	#	Del	Sent	Date	Time	Latitude		Longitude		Voyage No.	Status	Date			
þ	Format			yyyymmdd	0000 to 2359	0000.0000 to 9000.0000	N or S	00000.0000 to 18000.0000	E or W	x	x	yyyymmdd			
1	Sample		_	20180106	0000	1843.8482	S	04835.0450	E	1	Voyage	20180106			
2	1		Г	20180106	1200	1843.2000	N	04835.0450	E	1	Voyage	20180106			
Ь	L		-												

# 6. Sending address for report file

Email which is attached Report files (zip and hmac) shall be sent to following address. **<On and after 1 January 2018 >** pf79669814@mx.shipdatacenter.com

# 7. Appendix 1 Guidance for inputting Correction factor of CII

In accordance with the regulation and guideline, RESOLUTION MEPC.355(78) 2022 INTERIM GUIDELINES ON CORRECTION

FACTORS AND VOYAGE ADJUSTMENTS FOR CII CALCULATIONS (CII GUIDELINES, G5), ships of the following types are allowed to

consider correction factor on CII for specific consumption by boiler or A/E;

a) Tankers (Oil or Chemical)

- b) Tankers which operate an STS(ship-to-ship) transfer of cargo
- c) LNG or Gas Carriers
- d) Ships carrying reefer containers, such as Container ships, General cargo ships

e) Ice class ships

#### 1. CII correction factor inputting method for each ship types

#### 2.1) Tankers (Oil and/or Chemical)

Tankers can consider three type of correction factor *FC*<sub>electrical,j</sub>, *FC*<sub>boiler,j</sub> and/or *FC*<sub>other,j</sub>:

The parameter  $FC_{electrical,j}$  is the mass (in grams) of fuel of type *j*, consumed for production of electrical power during the calendar year which may be deducted from the calculation of the attained CII for the following purposes:

The parameter *FC*<sub>boiler,j</sub>, *j* is the mass (in grams) of fuel of type *j*, consumed by the oil-fired boiler during the calendar year which

may be deducted from the calculation of the attained CII, for the purposes of cargo heating and cargo discharge on tankers.

The parameter FC<sub>other,j</sub>, is the mass (in grams) of fuel of type j, consumed by standalone engine driven cargo pumps during

discharge operations on tankers which may be deducted from the calculation of the attained CII.

# **2.1.1)** *FC*<sub>electrical,j</sub>

• Electrical consumption of discharge pumps on tankers. (Part A. 3 of the G5 guidelines)

In case that the ship uses electrical power for discharge pumps, such electric consumption can be considered in CII

calculation. To calculate *FC*<sub>electrical,i</sub>, please input kWh measured by the kWh meter on board for driving the cargo pumps as

#### follows:

Reporting basic data					
Time at the report (UT	C/GMT)	Position at the	Voyage Info		Electrical power for gas cargo cooling/discharg pump/reefer containers (FC electrical)
Date	Time	Latitude	Voyage No.	Status	kWh
yyyymmdd	0000 to 2359	00 to 90	x	x	00000000000
20180106	0000	184	1	Arrival	
20230101	2000		20231	Departure	400.00
20230102	0400		20231	Noon	100.00
20230103	0400		20231	Noon	100.00
20230104	0400		20231	Noon	100.00
20230104	1600		20231	Arrival	100.00
20230105	0200		20232	Departure	100.00
20230105	0400		20232	Noon	100.00
20230106	0400		20232	Noon	100.00
20230107	0400		20232	Noon	100.00
20230108	0400		20232	Noon	100.00
20230108	2000		20232	Arrival	100.00
20230110	0200		20233	Departure	300:00

In case when "kWh" of discharging pump is not monitored, the following simplified method of kWh calculation is acceptable;

#### Electric Consumption $(kWh) = Total load of the system (kW) \times Running hours (h)$

#### Where;

Total load of the system is based on the figure in "Electric Load Analysis Table" for each mode of operation at continuous load

condition (NOT peak load)

Running hours is the total hours that the system (including cargo and ballast pump) has been in operation.

Sample input *FC*<sub>electrical,j</sub>

Here is the sample input.

Please note that;

Only input when discharging pump is running

Calculate kWh by total output of pump and running hours

Reporting basic data			Electrical power for gas
Time at the report (UT	C/GMT)	Position at the	cargo cooling/discharg pump/reefer containers (FC_electrical)
Date	Time	Latitude	kWh
yyyymmdd	0000 to 2359	00 to 90	000000000.00
20180106	0000	184	
20230101	2000		400 00
20230102	0400		
20230103	0400		
20230104	0400		
20230104	1600		
20230105	0200		
20230105	0400		
20230106	0400		
20230107	0400		
20230108	0400		
20230108	2000		
20230110	0200		
			300.00

#### **2.1.2)** $FC_{boiler,j}$ and $FC_{other,j}$

In case that the vessel uses boiler for cargo heating or cargo discharging, the user can input the specific fuel consumption by such

emission sources by MT into the specific columns of an NK Excel reporting template. In case standalone A/Es are fitted for the cargo

discharge pumps, the same columns can be used;

Sample input (*FC*<sub>boiler,j</sub> and *FC*<sub>other,j</sub>)

Here is the sample input.

Please note that;

- $\checkmark$  All boiler and separate engine consumption when cargo heating / discharging shall be input.
- $\checkmark$  Not applicable when the vessel doesn't use cargo heating system / discharging pump

Reporting basic data															
Time at the report (UTC/GMT) Position at the			Voyage Info			All FOC since the last reporting[MT]					FOC by Boiler for cargo Heating/Discharge pumps on tankers [MT] (FC_boiler)				
Date	Time	Latitude		Voyage No.	Status	HSFO	LSFO	MDO	MGO	LFO	HSFO	LSFO	MDO	MGO	LFO
yyyymmdd	0000 to 2359	00 to 90		x	x	0000.0	0000.0	0000.0	0000.0	0000.0	0000.0	0000.0	0000.0	0000.0	0000.0
20180106	0000	184		1	Arrival	432.1	42.3			84.5	432.1	42.3			84.5
20230101	2000			20231	Departure				3.40					2.00	
20230102	0400		Ī	20231	Noon				1.50	16.00					
20230103	0400		Ī	20231	Noon				1.50	25.00					
20230104	0400		Ī	20231	Noon				1.50	25.50					
20230104	1600		Ī	20231	Arrival				1.50	20.00					
20230105	0200		Ĩ	20232	Departure				3.40						
20230105	0400		Ī	20232	Noon				0.50	5.00				0.20	
20230106	0400		Î	20232	Noon				3.00	25.00				3.00	
20230107	0400		Î	20232	Noon				3.00	26.00				3.00	
20230108	0400		-	20232	Noon				3.00	24.00				3.00	
20230108	2000		1	20232	Arrival				2.50	16.00				2.50	
20230110	0200		Ť	20233	Departure				5.50					3.00	

In above case, <u>all</u> fuel consumption by boiler during laden voyage with cargo heating (green) are counted and fuel consumption

of discharging pump (orange) is counted as follows;

-Arrival 2023/Jan/08 2000 MGO by separate engine

-Start discharge 2023/Jan/09 0200 1.0 ton

-End discharge 2023/Jan/09 2300 3.0 ton

-Departure 2023/Jan/10 0200 1.5 ton

#### 2.2) Tanker which carry out an STS(ship-to-ship) transfer of cargo

When the ship carry out an STS transfer of cargo carried, please select "S" on the following columns, "Cargo operation/STS

operation?" to calculate correction factor of STS operation.

Port information (In case of STS ope operation?" colum	Port information (In case of STS operation, select "STS" in "Cargo operation/STS operation?" column.)									
Name of port	UNLOC	EU / UK ?	Cargo operation/STS operation?	HSF	0	LSFO				
xxxxxxxxx	ABCDE	EU or UK	Y or N or S	000	0.0	0000.0				
Jakarta	IDJKT	UK	Y		432.1					
			S	-						
			V							
			N							
			S							

#### 2.3) LNG or Gas Carrier

LNG or Gas carrier can consider the correction factor *FC*<sub>electrical,j</sub>:

The parameter *FC*<sub>electrical,j</sub> is the mass (in grams) of fuel of type *j*, consumed for production of electrical power during the

calendar year which may be deducted from the calculation of the attained CII for the following purposes:

✓ Electrical consumption of cargo cooling/reliquefaction systems on gas carriers and LNG Carriers.

#### Cargo cooling/reliquefaction systems of LPG Carrier (Gas carrier) and LNG Carrier

In case if the vessel uses re-liquefaction/cooling system with generator engines, the electric use for those system can be considered in attained CII calculation.

In case when the vessel monitors the electric consumption of cooling/reliquefaction systems, such "kWh" measured by the kWh

meter on board can be used for correction and should be recorded on excel template.

In other cases, the master may record the following electric power consumption (kWh) on excel template;

*Electric Consumption*  $(kWh) = Total load of the system <math>(kW) \times Running hours (h)$ 

Where;

Total load of the system is based on the figure in "Electric Load Analysis Table" for each mode of operation at continuous load

condition (NOT peak load)

Running hours is the total hours that the system has been in operation.

Example;

At noon report at sea going with re-liquefaction,

The total load of re-liquefaction systems is 510 kW

*Electric Consumption* = 510 (kW) × 24 (h) = 12,240 (kWh)

Sample input *FC*<sub>electrical,j</sub>

Here is the sample input.

Please note that;

 $\checkmark$  Only input when cargo cooling or reliquefaction system is running.

Neptring basic basic         Position at the report (UTC/GMT)         Electrical power for gas cargo cooling/discharge report (UTC/GMT)         Electrical power for gas (TTC/GMT)         Electrical power for gas (TTC/GMT)	Poporting basic data					
DateTimeLatitudeVoyage No.StatusKWhVyyymmdd00000 to 2355000 to 2350XX00000000.002018010600000181Arrival00000000.0020203010000018020231Departure4000020230102040020231Noon1000020230103040020231Noon1000020230104040020231Noon1000020230105020020232Noon1000020230105020020232Departure1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon1000020230105040020232Noon10000202301050400 <th>Time at the report (UT</th> <th>C/GMT)</th> <th>Position at the</th> <th>Voyage Info</th> <th></th> <th>Electrical power for gas cargo cooling/discharg pump/reefer containers (FC electrical)</th>	Time at the report (UT	C/GMT)	Position at the	Voyage Info		Electrical power for gas cargo cooling/discharg pump/reefer containers (FC electrical)
yyyymmdd         0000 to 2355         000         x         x         000000000.00           20180106         0000         184         Arrival             20230101         2000         20231         Departure         40000           20230102         0400         20231         Noon         10000           20230103         0400         20231         Noon         10000           20230104         0400         20231         Noon         10000           20230105         0400         20231         Norn         10000           20230105         0200         20232         Norn         10000           20230105         0400         20232         Norn         10000           20230105         0400         20232         Noon         10000           20230105         0400         20232         Noon         10000           20230107         0400         20232         Noon         10000           20230108         0400         20232         Noon         10000           20230108         0400         20232         Noon         10000           20230108         0400         20232         Noon	Date	Latitude	Voyage No. Status		kWh	
20180106         0000         18/         Arrival           20230101         2000         20231         Departure         40000           20230102         0400         20231         Noon         10000           20230103         0400         20231         Noon         10000           20230104         0400         20231         Noon         10000           20230105         0400         20231         Noon         10000           20230104         1660         20231         Arrival         10000           20230105         0200         20232         Departure         10000           20230105         0400         20232         Noon         10000           20230105         0400         20232         Noon         10000           20230105         0400         20232         Noon         10000           20230107         0400         20232         Noon         10000           20230108         0400         20232         Noon         10000           20230108         0400         20232         Noon         10000           20230108         0400         20232         Noon         10000           2023010	yyyymmdd	0000 to 2359	00 to 90	x	x	000000000.00
20230101         2000         20231         Departure         40000           20230102         0400         20231         Noon         100.00           20230103         0400         20231         Noon         100.00           20230103         0400         20231         Noon         100.00           20230104         0400         20231         Noon         100.00           20230105         0400         20231         Arrival         100.00           20230105         0200         20232         Departure         100.00           20230105         0400         20232         Noon         100.00           20230105         0400         20232         Noon         100.00           20230105         0400         20232         Noon         100.00           20230107         0400         20232         Noon         100.00           20230108         0400         20232         Arrival         100.00	20180106	0000	184	1	Arrival	
20230102         0400         20231         Noon         10000           20230103         0400         20231         Noon         100.00           20230104         0400         20231         Noon         100.00           20230104         0400         20231         Noon         100.00           20230104         1600         20231         Arrival         100.00           20230105         0200         20232         Departure         100.00           20230105         0400         20232         Noon         100.00           20230106         0400         20232         Noon         100.00           20230107         0400         20232         Noon         100.00           20230108         0200         20232         Noon         100.00 <td>20230101</td> <td>2000</td> <td></td> <td>20231</td> <td>Departure</td> <td>400:00</td>	20230101	2000		20231	Departure	400:00
20230103         0400         20231         Noon         10000           20230104         0400         20231         Noon         10000           20230104         0400         20231         Arrival         10000           20230104         1600         20232         Arrival         10000           20230105         0200         20232         Departure         10000           20230106         0400         20232         Noon         10000           20230107         0400         20232         Noon         10000           20230108         0200         20232         Arrival         10000           20230109         0200         20233         Departure         30000	20230102	0400		20231	Noon	100.00
20230104         0400         20231         Noon         10000           20230104         1600         20231         Arrival         10000           20230105         0200         20232         Departure         10000           20230105         0400         20232         Noon         10000           20230106         0400         20232         Noon         10000           20230107         0400         20232         Noon         10000           20230108         0200         20232         Arrival         10000           20230109         0200         20233         Departure         30000	20230103	0400		20231	Noon	100.00
20230104         1600         20231         Arrival         10000           20230105         0200         20232         Departure         10000           20230105         0400         20232         Noon         10000           20230106         0400         20232         Noon         10000           20230107         0400         20232         Noon         10000           20230108         02000         20232         Arrival         10000           20230109         02000         20233         Departure         30000	20230104	0400		20231	Noon	100.00
20230105         0.2000         202322         Departure         10000           20230105         0.400         20232         Noon         10000           20230106         0.400         20232         Noon         10000           20230107         0.400         20232         Noon         10000           20230107         0.400         20232         Noon         10000           20230108         0.400         20232         Noon         10000           20230108         2000         20232         Arrival         10000           20230101         0.200         20233         Departure         30000	20230104	1600		20231	Arrival	100.00
20230105         0400         20232         Nonn         10000           20230106         0400         20232         Nonn         10000           20230107         0400         20232         Nonn         10000           20230107         0400         20232         Nonn         10000           20230108         0400         20232         Nonn         10000           20230108         2000         20232         Arrival         10000           20230100         0200         20233         Departure         30000	20230105	0200		20232	Departure	100.00
20230106         0400         20232         Noon         10000           20230107         0400         20232         Noon         10000           20230108         0400         20232         Noon         10000           20230108         0400         20232         Noon         10000           20230108         2000         20232         Arrival         10000           20230100         0200         20233         Departure         30000	20230105	0400		20232	Noon	100.00
20230107         0400         20232         Noon         10000           20230108         0400         20232         Noon         10000           20230108         2000         20232         Arrival         10000           20230108         2000         20232         Arrival         30000           20230110         0200         20233         Departure         30000	20230106	0400		20232	Noon	100.00
20230108         0400         20232         Noon         100.00           20230108         2000         20232         Arrival         100.00           20230101         0200         20233         Departure         30000	20230107	0400		20232	Noon	100.00
20230108         2000         20232         Arrival         10000           20230110         0200         20233         Departure         30000	20230108	0400		20232	Noon	100.00
20230110 0200 20233 Departure 300:00	20230108	2000		20232	Arrival	100.00
	20230110	0200		20233	Departure	300:00

#### 2.4) Ships carrying reefer containers, such as Container ships, Ro-ro ships, General cargo ships

Electric consumption of refrigerated containers can be considered for *FC*<sub>electrical,j</sub>.

The parameter *FC*<sub>electrical,j</sub> is the mass (in grams) of fuel of type *j*, consumed for production of electrical power during the calendar

year which may be deducted from the calculation of the attained CII for the following purposes:

In case when the vessel monitors the electric consumption of reefer container cooling, such "kWh" can be used for monitoring and

should be recorded on excel template. In other cases, the master may record the number of reefer containers (NOT the number of

TEU containers BUT the number of active reefer plugs) on-board at Departure event on excel template.

			ta			factors
Voyage Info	Time at the (UTC/GM	me at the report (UTC/GMT) Port information				Electrical power for gas cargo cooling/discharging pump/reefer containers
Voyage No.	Date	Time	Status (event)	Port name (at dep/arr)		Number of reefer containers
x	yyyymmdd	0000 to 2359	x	XXXXXXXXXX	ABCDE	00000
1	20180106	0000	Arrival	Jakarta	IDJKT	
20231	20230101	2000	Departure	Tokyo	JPTKY	400
20231	20230102	0400	Noon			
20231	20230103	0400	Noon			
20231	20230104	0400	Noon			
20231	20230104	1600	Arrival	Shanghai	CNSHA	
20232	20230105	0200	Departure	Shanghai	CNSHA	300
20232	20230105	0400	Noon			
20232	20230106	0400	Noon			
20232	20230107	0400	Noon			
20232	20230108	0400	Noon			
20232	20230108	2000	Arrival	Tokyo	JPTKY	600
20233	20230110	0200	Departure	Tokyo	JPTKY	600

- End -