

KPI SEEMP Information Notice SEEMPIN-November-2012
(Asia is the least prepared region for IMO's SEEMP implementation)

A survey conducted by a distinguished Group called NAPA in Helsinki which is a software house for ship design and operations, into preparation levels for the upcoming IMO ship energy efficiency management plan (SEEMP) has revealed that Asia is the least prepared region for implementation of this massive regulation.

The SEEMP allows companies and ships to monitor and improve performance with regard to various factors that may contribute to CO2 emissions. *These include, inter alia: improved voyage planning; speed management; weather routing; optimising engine power, use of rudders and propellers; hull maintenance and use of different fuel types.*

The survey completed by over fifty ship-owners, operators and charterers, found that just 69% of Asian respondents had plans in place for SEEMP. By comparison, 89% of North Americans were prepared for the ruling.

Company size was identified as a key factor in levels of preparedness – with 95% of those responsible for 30+ vessels “prepared” with the remaining 5% in final stages, compared to companies with 5-15 vessels who had the lowest preparation rate at only 43%.

This was a key trend throughout the results – smaller companies were less prepared, less likely to conduct SEEMP through electronic means and significantly less likely to be aware of the potential 15-20% fuel savings that could be achieved through an effective electronic SEEMP, according to NAPA.

Esa Henttinen, vice president, business development at NAPA for operations commented: “We know there is a need for more information sharing and understanding of SEEMP, which is why we’ve organised high-level panel discussions on this subject in Singapore,

London and Hong Kong in 2012. The survey results highlights that there is still scope for more education around SEEMP before it becomes mandatory. Moreover, the survey shows that there is a significant percentage of organisations that don’t realise they can achieve 15 to 20% in bunker fuel savings – the opportunity is there for owners and operators to substantially reduce operating costs and emissions. Unless this is widely known SEEMP may not live up to its potential and fully benefit the industry.”

