



RULE CLARIFICATION

METHODOLOGY “RETROFIT ENERGY EFFICIENCY MEASURES IN SHIPPING” - SPEED TRIAL REQUIREMENTS

PUBLICATION DATE **30/04/2024**

VERSION **1.1**

RELATED DOCUMENTS

– [Methodology for Retrofit Energy Efficiency Measures in Shipping V2.1](#)

CONTACT DETAILS

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SUMMARY

This clarification provides further information on requirements for conducting the speed trials to demonstrate compliance with [Methodology for Retrofit Energy Efficiency Measures in Shipping V2.1](#)”

RULE CLARIFICATION

Annex 1 of [Methodology for Retrofit Energy Efficiency Measures in Shipping V2.1](#) refers to a “speed trial” data needs. The methodology refers to applicable protocols for speed trial, such as the [International Towing Tank Conference \(ITTC\) guidelines for conducting speed trials](#). However, it does not provide explicit procedures and guidelines to conduct speed trials. This document outlines the essential requirements that shall be adhered to, in addition to the applicable international guidelines for conducting speed trials.

1 | APPLICABILITY

1.1.1 | This rule clarification is applicable to all the project activities and VPAs (hereafter referred to as "projects") applying GS methodology [Methodology for Retrofit Energy Efficiency Measures in Shipping V2.1](#).

2 | REQUIREMENTS FOR SPEED TRIALS

2.1 | For ships currently not included in the project

2.1.1 | For the ships that are currently not included in the projects, project developers shall engage an in-person third-party observer to independently validate the speed trial data in order to ensure the integrity and accuracy of the results.

2.1.2 | The third-party observer may use technology-enabled methods (preferred) to validate the data. The third-party observer must justify in their report the selection of the technology-based approach and how compliance with the applicable international protocol and guidelines (such as from IMO, ITTC etc.) is ensured.

2.2 | For ships already included in the project

2.2.1 | For ships that are already included in the project (in operation), an exemption has been granted for retroactive cases since the methodology does not explicitly refer to a protocol for speed trials. In such cases, the conservative balances for fuel consumption outlined in [Section 4.2](#) under Annex-1 of the [Methodology for Retrofit Energy Efficiency Measures in Shipping V2.1](#) shall apply which states that if the modeled value for fuel consumption and the ships' reported value required by the [European Union MRV Regulation \(EU 2015/757\)](#) differ by more than 5%, the more conservative value shall be used. If the two measurements differ by more than 10%, and this difference cannot be reconciled¹, the ship will not be eligible to claim carbon credits during the monitoring period.

¹ Reconciliation could involve, for example, the identification and correction of errors in the noon report consumption data, or the identification and correction of an error in the ship input data to the FOC model.

DOCUMENT VERSION

Version	Date	Description
1.1	30/04/2024	Rule clarification applied to Methodology for Retrofit Energy Efficiency Measures in Shipping V2.1
1.0	13/02/2024	Initial version