

The Sea Cargo Charter

Changes to the Data Collection Templates

The Data Collection Templates were introduced in March 2021 to support Signatories in their interaction with shipowners. This document highlights changes and clarifications that have been made to the Data Collection Templates. Minor changes (e.g., spelling errors) are not listed.

1) Single Charterer TC/VC & General Parceling

Latest version: Version 4.2, March 2025; link to download: <https://www.seacargocharter.org/wp-content/uploads/2021/11/SCC-Recommended-data-collection-template-single-charter-and-general-parceling.xlsx>

Version 4.1 to 4.2

Changes from version 4.1 (January 2025) to version 4.2 (March 2025):

- Corrections to fuel blend emission factors
- Minor corrections (TTW values) to butane, biomethanol, bioethanol, fossil ammonia and fossil methanol emission factors.
- Fixed a bug in the output template where the 2nd and 3rd fuels listed in the input sheet were swapped over in the output sheet.

Version 3.2 to 4.1

Changes from version 3.2 (March 2024) to version 4.1 (January 2025):

- Expanded the list of fuels to match the full list contained in Appendix 4 of the Technical Guidance.
- Introduced a second level of fuel classification to enable the choice between default and detailed lists of fuels
- Updated the emission factors to the list approved in Q4, 2024
- Changed so that fuel types are only entered once, in the ballast leg section. This then feeds through to the laden legs and the optional port calculations in order to minimize data entry and inconsistent labelling
- Changed primary referencing of ports to be UN LOCODE rather than name to give greater specificity
- Introduced an extra, optional tab to allow access to port stay emissions
- Updated Output tab to match wider range of fuels and the dual classification
- Updated validation rules to reflect the above changes. Voyage dates now only allowed post 1 January 2023
- Clarified the labelling around density of LNG and the default value (0.45) provided as a starting point
- Minor changes to guidance wording to reflect the above changes

Version 3.1 to 3.2

Changes from version 3.1 (March 2024) to version 3.2 (March 2024):

- Restricted the list of fuels to match Table 8.1, Appendix 4 of the Technical Guidance.
- Added a note referencing the list of fuels in Table 8.1, Appendix 4 of the Technical Guidance.
- Corrected the referencing of MDO & LFO in the input sheet.

Version 3.0 to 3.1

Changes from version 3.0 (January 2024) to version 3.1 (March 2024):

- Update of the Well to Wake emission factors to correct a small number of calculation errors, to ensure consistency with the Technical Guidance and between the single charterer TC/VC & general parceling data collection template and the chemical parceling data collection template.
- Corrected broken links between calculations and the output form.
- Included VLSFO as a new fuel in the output form given that with WTW emission factors it is distinguishable from HFO.

Version 2.6 to 3.0

Changes from version 2.6 (May 2023) to version 3.0 (January 2024):

- Update of the emission factors to include initial selection of Well to Wake values
- Numbering updated to version 3.0 to reflect alignment with version 3 of the SCC Technical Guidance.

Version 2.5 to 2.6

Changes from version 2.5 (December 2022) to version 2.6 (May 2023):

- Additional check to allow accidental entry of zero amount of unspecified fuel without causing emission calculation to fail

Version 2.4 to 2.5

Changes from version 2.4 (August 2022) to version 2.5 (December 2022):

- Inclusion of an option to allow no ballast leg
- Addition of extra rows to allow for journeys with more intermediate stopping points

Version 2.3 to 2.4

Changes from version 2.3 (June 2022) to version 2.4 (August 2022):

- Automated completion of first load port based on value for end of ballast leg to reduce chance of incorrect data entry

Version 2.2 to 2.3

Changes from version 2.2 (March 2022) to version 2.3 (June 2022):

- Default density of LNG updated to 0.45 t/m³

Version 2.1 to 2.2

Changes from version 2.1 (March 2022) to version 2.2 (March 2022):

- Vessel category Liquefied gas tanker split into LNG tanker and LPG tanker so that LNG vessels and load can be expressed in m³
- Density of 0.4 t/m³ included as starting default
- Extra field added to capture LNG density so that emission intensity can still be calculated as gCO₂/tnm
- Additional data check added so that quantity for this charterer cannot be greater than overall quantity carried

Version 2.0 to 2.1

Changes from version 2.0 (November 2021) to version 2.1 (March 2022):

- Corrected dropdown menu and hidden lookup table so that content was consistent and the calculation no longer incorrectly returns an error when HFO or VLSFO are selected

Version 1.3 to 2.0

Changes from version 1.3 (July 2021) to version 2.0 (November 2021):

- "Data Collection Template Single Charterer TC/VC" and "Data Collection Template General Parceling" were merged into one file.
- The file was further equipped with validation rules to minimize typos and other errors at source.
- Calculation of emissions and EEOI are now done directly in the template.
- An output table was added making it easier to export the inputted data into a database (flat file format).
- The definition of arrival and departure were clarified – terms EOSP and SOS, which can be interpreted differently, were removed from the template and replaced by berth-to-berth.

Version 1.0 to 1.3

Changes from version 1.0 (March 2021) to version 1.3 (June 2021):

- The definition of a leg start and end was changed from DLOSP & AFSPS to EOSP & SOS.



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2) Chemical Parceling

Latest version: Version 4.2, March 2025; link to download: <https://www.seacargocharter.org/wp-content/uploads/2021/09/SCC-Recommended-data-collection-template-chemical-parceling.xlsx>

Version 4.1 to 4.2

Changes from version 4.1 (January 2025): to version 4.2 (March 2025):

- Corrections to fuel blend emission factors
- Minor corrections (TTW values) to butane, biomethanol, bioethanol, fossil ammonia and fossil methanol emission factors.

Version 3.3 to 4.1

Changes from version 3.3 (September 2024) to version 4.1 (January 2025):

- Expanded the list of fuels to match the full list contained in Appendix 4 of the Technical Guidance.
- Introduced a second level of fuel classification to enable the choice between default and detailed lists of fuels
- Updated the emission factors to the list approved in Q4, 2024
- Changed primary referencing of ports to be UN LOCODE rather than name to give greater specificity
- Introduced calculation of individual leg and port stay emissions to the main tab
- Updated Output tab to match wider range of fuels and the dual classification
- Updated validation rules to reflect the above changes. Voyage dates now only allowed post 1 January 2023
- Minor changes to guidance wording to reflect the above changes

Version 3.2 to 3.3

Changes from version 3.2 (March 2024) to version 3.3 (September 2024):

- Added additional text guidance for port stay emissions to ensure correct and consistent application of the existing Technical Guidance.

Version 3.1 to 3.2

Changes from version 3.1 (March 2024) to version 3.2 (March 2024):

- Restricted the list of fuels to match Table 8.1, Appendix 4 of the Technical Guidance.
- Added a note referencing the list of fuels in Table 8.1, Appendix 4 of the Technical Guidance.

Version 3.0 to 3.1

Changes from version 3.0 (January 2024) to version 3.1 (March 2024):

- Update of the Well to Wake emission factors to correct a small number of calculation errors, to ensure consistency with the Technical Guidance and between the single charterer TC/VC & general parceling data collection template and the chemical parceling data collection template.
- Corrected broken links between calculations and the output form.
- Included VLSFO as a new fuel in the output form given that with WTW emission factors it is distinguishable from HFO.

Version 2.4 to 3.0

Changes from version 2.4 (August 2023) to version 3.0 (January 2024):

- Update of the emission factors to include initial selection of Well to Wake values
- Numbering updated to version 3.0 to reflect alignment with version 3 of the SCC Technical Guidance.

Version 2.3 to 2.4

Changes from version 2.3 (March 2023) to version 2.4 (August 2023):

- Corrected reference to IMO number in output file

Version 2.2 to 2.3

Changes from version 2.2 (August 2022) to version 2.3 (March 2023):



- Added calculations that display percentages of different contributions to the total emission calculation

Version 2.1 to 2.2

Changes from version 2.1 (June 2022) to version 2.2 (August 2022):

- Automated completion of first load port based on value for end of ballast leg to reduce chance of incorrect data entry

Version 2.0 to 2.1

Changes from version 2.0 (March 2022) to version 2.1 (June 2022):

- Minor change to validation warnings (to remove “There are either still empty mandatory fields or at least one validation warning in the form” when there is no ballast leg in place if ‘None’ is entered in the ballast leg field).

Version 1.3 to 2.0

Changes from version 1.3 (June 2021) to version 2.0 (March 2022):

- The file was further equipped with validation rules to minimize typos and other errors at source.
- Calculation of emissions and EEOI are now done directly in the template (although calculations that involve a ballast leg will result in only an approximation to the full formula in the SCC Technical Guidance).
- An output table was added making it easier to export the inputted data into a database (flat file format).
- The definition of arrival and departure were clarified – terms EOSP and SOS, which can be interpreted differently, were removed from the template and replaced by berth-to-berth.
- Corrected dropdown menu and hidden lookup table so that content was consistent and the calculation no longer incorrectly returns an error when HFO or VLSFO are selected
- Additional validation rule was added to limit the vessel type to chemical tanker and oil tanker
- data check added so that quantity for this charterer cannot be greater than overall quantity carried

Version 1.0 to 1.3

Changes from version 1.0 (March 2021) to version 1.3 (June 2021):

- The definition of a leg start and end was changed from DLOSP & AFSPS