



# The Sea Cargo Charter

## Changes to the Recommended 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 2.2, March 2022**; link to download: <https://www.seacargocharter.org/wp-content/uploads/2021/11/SCC-data-collection-template-single-charter-and-general-parceling-v2.0.xlsx>

#### 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 m<sup>3</sup>
- Density of 0.4 t/m<sup>3</sup> included as starting default
- Extra field added to capture LNG density so that emission intensity can still be calculated as gCO<sub>2</sub>/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.

### 2) Chemical Parceling

Latest version: **Version 2.0, March 2022**; link to download: <https://www.seacargocharter.org/wp-content/uploads/2021/09/SCC-Recommended-data-collection-template-3-chemical-parceling.xlsx>

#### 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 EOOSP and SOOSP, 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