

## GUIDANCE NOTE 05/2022

### CARBON INTENSITY INDICATOR (CII) and ENERGY EFFICIENCY EXISTING SHIP INDEX (EEXI)

**To:** SHIP OWNERS AND MANAGERS

#### 1. BACKGROUND

- 1.1 In 2021, IMO adopted new CO<sub>2</sub> regulations which apply to most existing ships above 5,000 GT.
- 1.2 These regulations form part of IMO's Greenhouse Gas Reduction Strategy. The 2021 regulations address –
  - The Energy Efficiency Existing Ship Index (EEXI) addressing technical efficiency;
  - The Carbon Intensity Indicator (CII) addressing operational efficiency; and
  - An enhanced Ship Energy Efficiency Management Plan (SEEMP Part III) addressing the management of energy efficiency measures.

#### 2. APPLICATION OF CARBON INTENSITY INDICATOR

- 2.1 The CII applies to ships over 5,000 GT of the following ship types –
  - bulk carriers;
  - gas carriers;
  - tankers;
  - container ships;
  - general cargo ships;
  - refrigerated cargo carriers;
  - combination carriers;
  - LNG carriers;
  - vehicle carriers;
  - Ro-Ro cargo vessels;
  - Ro-Ro passenger vessels; and
  - cruise ships

- 2.2 The 2021 regulations enter into force on 01 January 2023 and at that time all ships to which the regulations apply will need an approved enhanced SEEMP on board.
- 2.3 For Cayman Islands ships, the approval of the enhanced SEEMP Part III has been delegated to our Recognized Organizations. This will generally be by the ship's Classification Society or the Recognized Organization that reports the ship's fuel oil consumption figures to IMO.

### **3. APPLICATION OF ENERGY EFFICIENCY EXISTING SHIP INDEX**

3.1 The EEXI applies to ships over 400GT of the following ship types:-

- bulk carriers;
- gas carriers;
- tankers;
- container ships;
- general cargo ships;
- refrigerated cargo carriers;
- combination carriers;
- LNG carriers;
- vehicle carriers;
- Ro-Ro cargo vessels;
- Ro-Ro passenger vessels; and
- cruise ships.

### **4. IMPLICATIONS FOR YACHTS**

4.1 Yachts are recognized as a specific ship type in the IMO's Fourth Greenhouse Gas Study and, as such, are currently excluded from the CII and EEXI requirements. This applies for both yachts carrying up to 12 passengers (REG Code Part A) and yachts carrying 13 to 36 passengers (REG Code Part B).

### **5. ACTIONS REQUIRED**

5.1 If there are no arrangements already in place for a ship to carry an approved enhanced SEEMP and plans for meeting the EEXI and CII requirements, the ship owner or technical manager are urged to contact the ship's Classification Society on an urgent basis.