

MARPOL's changes to tackle carbon emissions are now in force

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North of England Club has noted that from the beginning of 2023 vessels must start collecting data for the reporting of their annual operational carbon intensity indicator (CII) and CII rating, and at first survey after this time, verification of the calculated attained Energy Efficiency Existing Ship Index (EEXI).

Amendments to the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI came into force at the start of November.

The new rules require that, as of January 1st 2023, all applicable vessels must start collecting data for the reporting of their annual operational carbon intensity indicator (CII) and CII rating, and at first survey after this time, verification of the calculated attained Energy Efficiency Existing Ship Index (EEXI).

Existing ships of 400 gt and above will be required to calculate the attained Energy Efficiency Existing Ship Index (EEXI), which indicates a vessel's energy efficiency. The vessel must then meet a specific required EEXI, which will be based on a required reduction factor to reduce its carbon emissions.

The vessel's attained EEXI and technical file will have to be verified at the first annual, intermediate or renewal survey after January 1st 2023. This forms part of the scope of the International Air Pollution Prevent (IAPP) survey, whereupon the vessel is issued with an International Energy Efficiency Certificate (IEEC).

The IMO Carbon Intensity Indicator (CII) is an operational measure to tackle carbon dioxide (CO₂) emissions. It is applicable to ships of 5,000 gt and above, which aligns with the requirements on recording vessel fuel consumption in accordance with the IMO Data Collection System (IMO-DCS).

At the end of 2023, and at the end of each following year, every applicable vessel of 5,000 gt and above must calculate and report their attained annual operational CII for the calendar year.

The attained annual operational CII must be documented and verified against the required annual operational CII to determine the operational carbon intensity rating.

The rating can be A, B, C, D or E, indicating a major superior, minor superior, moderate, minor inferior, or inferior performance level.

The methodology for calculating the ship's attained annual operational CII and the required annual operational CII must be included in the vessel's Ship Energy Efficiency Management Plan (SEEMP).

A ship rated 'D' for three consecutive years or rated 'E' in any one year must develop a corrective action plan on how to achieve the required annual operational CII ('C' or above).

Administrations, port authorities and other stakeholders as appropriate, are encouraged to provide incentives to ships rated as A or B.

The IMO will complete a review before January 1st 2026 on the effectiveness of the new regulations.

North said that it remained unclear what actions different port State control functions around the world would be taking on shipowners who have not arranged their SEEMP or who are not dealing with their corrective actions.

<https://www.nepia.com/industry-news/marpol-changes-to-tackle-carbon-emissions-now-in-force/>