



**REPUBLIC OF
THE MARSHALL ISLANDS**

MARITIME ADMINISTRATOR

Marine Notice

No. 2-013-12

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**TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF
MERCHANT SHIPS, AND RECOGNIZED ORGANIZATIONS**

**SUBJECT: MARPOL Annex VI, Chapter 4 – Regulations on the Carbon Intensity of
International Shipping**

- References:**
- (a) **MARPOL**, *International Convention for the Prevention of Pollution from Ships*, Consolidated Edition, 2022
 - (b) **IMO Resolution [MEPC.335\(76\)](#)**, 2021 guidelines on the shaft/engine power limitation system to comply with the EEXI requirements and use of a power reserve, as amended by [MEPC.375\(80\)](#) and [MEPC.390\(81\)](#)
 - (c) **IMO Resolution [MEPC.338\(76\)](#)**, 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3), as amended by [MEPC.400\(83\)](#)
 - (d) **IMO Resolution [MEPC.347\(78\)](#)**, *Guidelines for the verification and company audits by the Administration of Part III of the SEEMP*, adopted 10 June 2022
 - (e) **IMO Resolution [MEPC.348\(78\)](#)**, 2022 guidelines for Administration verification of ship fuel oil consumption data and operational carbon intensity, as amended by [MEPC.389\(81\)](#)
 - (f) **IMO Resolution [MEPC.349\(78\)](#)**, 2022 guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database, adopted 10 June 2022
 - (g) **IMO Resolution [MEPC.350\(78\)](#)**, 2022 guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI), adopted 10 June 2022
 - (h) **IMO Resolution [MEPC.351\(78\)](#)**, 2022 guidelines on survey and certification of the attained Energy Efficiency Existing Ship Index (EEXI), adopted 10 June 2022
 - (i) **IMO Resolution [MEPC.352\(78\)](#)**, 2022 guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1), adopted 10 June 2022
 - (j) **IMO Resolution [MEPC.354\(78\)](#)**, 2022 guidelines on the operational carbon intensity rating of ships (CII rating guidelines, G4), adopted 10 June 2022

- (k) **IMO Resolution [MEPC.355\(78\)](#)**, 2022 *Interim guidelines on correction factors and voyage adjustments for CII calculations (CII Guidelines, G5)*, adopted 10 June 2022
- (l) **IMO Resolution [MEPC.364\(79\)](#)**, 2022 *guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships*, adopted 16 December 2022
- (m) **IMO Resolution [MEPC.365\(79\)](#)**, 2022 *guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)*, as amended by [MEPC.374\(80\)](#) and [MEPC.403\(83\)](#)
- (n) **IMO Resolution [MEPC.385\(81\)](#)**, *Amendments to MARPOL Annex VI (Low-flashpoint fuels and other fuel oil related issues, marine diesel engine replacing steam system, accessibility of data and inclusion of data on transport work and enhanced granularity in the IMO Ship Fuel Consumption Database (IMO DCS))*, adopted 22 March 2024
- (o) **IMO Resolution [MEPC.395\(82\)](#)**, 2024 *guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)*, as amended by [MEPC.401\(83\)](#)
- (p) **IMO Circular [MEPC.1/Circ.795/Rev.9](#)**, *Unified interpretations to MARPOL Annex VI*, issued 29 April 2024
- (q) **IMO Circular [MEPC.1/Circ.896](#)**, 2021 *guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI*, issued 14 December 2021
- (r) **IMO Circular [MEPC.1/Circ.901](#)**, *Guidance on methods, procedures and verification of in-service performance measurements*, issued 24 June 2022
- (s) **IMO Circular [MEPC.1/Circ.905](#)**, *Interim guidance on the use of biofuels under Regulations 26, 27 and 28 of MARPOL Annex VI (DCS and CII)*, issued 24 July 2023
- (t) **IMO Circular [MEPC.1/Circ.913](#)**, *Guidance on the application of the Amendments to Appendix IX on inclusion of data on transport work and enhanced granularity in the IMO ship fuel consumption database (IMO DCS) as adopted by Resolution [MEPC.385\(81\)](#)*, issued 13 October 2024
- (u) **IMO Circular [MEPC.1/Circ.914](#)**, *Revised sample format for the confirmation of compliance pursuant to Regulation 5.4.5 of MARPOL Annex VI*, issued 21 October 2024
- (v) **IACS [Procedural Requirement 38 Rev.5](#)**, *Procedure for calculation and verification of the Energy Efficiency Design Index (EEDI)*
- (w) **IACS [Recommendation 172](#)**, *EEXI implementation guidelines*

PURPOSE

This Marine Notice (MN) clarifies the regulations on the carbon intensity of international shipping (International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI, Chapter 4) for Republic of the Marshall Islands (RMI)-flagged vessels. It supersedes Rev. Jun/2025. Various editorial corrections have been made throughout the MN, references have been updated, and the document renumbered.

- Sections 2.4 and 2.5 are revised to address amendments to the guidelines on the shaft/engine power limitation system to comply with the Energy Efficiency Existing Ship Index (EEXI) requirements and use of a power reserve (International Maritime Organization (IMO) Resolution [MEPC.390\(81\)](#)).
- Sections 3.0 and 4.0 have been updated to incorporate amendments to the Ship Energy Efficiency Management Plan (SEEMP) (IMO Resolution [MEPC.395\(82\)](#), as amended by [MEPC.401\(83\)](#) and IMO Circular [MEPC.1/Circ.914](#)).
- Sections 3.0 and 4.0 have also been updated to incorporate amendments to MARPOL Annex VI, Appendix IX (information to be submitted to the IMO Ship Fuel Oil Consumption Database) enhancing the granularity of annual fuel oil consumption data to be collected and reported (IMO Resolution [MEPC.385\(81\)](#) and IMO Circular [MEPC.1/Circ.913](#)).
- Section 4.3 incorporates IMO Resolution [MEPC.389\(81\)](#), *Amendments to the guidelines for verification of ship fuel oil consumption data and operational carbon intensity*.
- Section 5.2.4 incorporates IMO Resolution [MEPC.400\(83\)](#), *Amendments to the 2021 guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3)*.

APPLICABILITY

The MARPOL Annex VI, Chapter 4 requirements apply to all RMI-flagged ships of 400 gross tonnage (GT) and above. This includes passenger yachts (PAXYs) (see §2.2.5).

They do **not** apply to:

- A. ships not engaged in transport work including those not propelled by mechanical means and platforms including Floating Production, Storage and Offloading Facilities (FPSOs), Floating Storage Units (FSUs), Floating (Storage) and Regasification Units (FRU or FSRUs), Floating Liquefied Natural Gas (FLNG), and drilling rigs, regardless of their propulsion; or
- B. where expressly provided otherwise in MARPOL Annex VI, Regulation 19, or this MN.

All regulations in this MN refer to those in MARPOL Annex VI, unless otherwise specified.

DEFINITIONS

Regulation 2 defines the terms for Chapter 4, including:

- new ships;
- major conversions;
- ships delivered on or after 1 September 2019; and
- existing ships.

Regarding the various ship types defined in Regulation 2 and as used in Chapter 4, a ship not falling into any of the ship types is considered a “*Ship other than ship types defined in Regulation 2.*”

Regulation 2 definitions must be read in conjunction with the unified interpretations to MARPOL Annex VI (IMO Circular [MEPC.1/Circ.795/Rev.9](#)).

REQUIREMENTS

1.0 Surveys and Certification

1.1 All ships of 400 GT and above to which this MN applies must undergo surveys as specified in Regulation 5.4.

1.2 The RMI Maritime Administrator (the “Administrator”) has delegated the survey and certification functions associated with Chapter 4 to its Recognized Organizations (ROs) that are authorized to issue:

1.2.1 an **International Energy Efficiency Certificate (IEEC)** and supplement after completion of the surveys in Regulation 5.4. For IEEC issuance the RO must perform a verification of the:

- .1 attained Energy Efficiency Design Index (EEDI),¹ or attained EEXI² accompanied by their technical file containing the information necessary for the calculated values for each ship;
- .2 SEEMP for compliance with Regulation 26;
- .3 EEDI technical file for LNG carriers delivered before 1 September 2019, when reissuing the IEEC during the first periodical survey on or after 1 January 2023. See IACS [Rec.172](#), §7 for the treatment of LNG carriers; and

¹ See IMO Resolution [MEPC.365\(79\)](#), as amended by [MEPC.374\(80\)](#) and [MEPC.403\(83\)](#). A consolidated text of the revised Guidelines is set out in the annex of [MEPC.1/Circ.855/Rev.3](#). See also IACS [PR38 Rev.5](#).

² See IMO Resolution [MEPC.350\(78\)](#).

.4 corresponding ship type for MARPOL Annex VI to be marked in the IEEC Supplement.

1.2.2 a **Confirmation of Compliance** when it is ensured by verification that the SEEMP Part II or Part III contain the required methodologies and processes (see §3.0); and

1.2.3 a **Statement of Compliance** (SoC) after satisfactory verification of reported data related to fuel oil consumption and operational carbon intensity. The RO must transfer data into the IMO Ship Fuel Oil Consumption Database (see §§4.3, 5.2, and 5.3).

.1 As required by Regulation 9.12, an SoC issued according to Regulation 6.6 will be valid for the calendar year in which it was issued and for the first five months of the subsequent year, therefore up to 17 months.

.2 In the event of a transfer part way through a calendar year, an SoC issued according to Regulation 6.7 will be valid for the calendar year in which it is issued, for the following calendar year, and for the first five months of the subsequent calendar year (up to 29 months).

.3 All SoCs must be kept on board for at least five years.

2.0 Technical Carbon Intensity

2.1 Technical carbon intensity requirements³ for ships may vary for EEDI⁴ and EEXI.⁵

2.2 Attained EEDI (Regulation 22)

2.2.1 The attained EEDI is defined under Regulation 2.2.3 as the EEDI value achieved by an individual ship in accordance with Regulation 22.

2.2.2 The attained EEDI must be calculated for each:

.1 new ship;

.2 new ship that has undergone a major conversion; and

.3 new or existing ship which has undergone a major conversion so extensive that it is regarded by the Administrator as newly constructed.

³ Per Regulation 19.3, EEDI and EEXI requirements do not apply to certain ships having conventional or non-conventional propulsion, and category A ships as defined in the International Code for Ships Operating in Polar Waters (Polar Code).

⁴ Regulations 22 and 24 apply to: cruise passenger ships $\geq 25,000$ GT having non-conventional propulsion; and LNG carriers having conventional or non-conventional propulsion, delivered on or after 1 September 2019, as defined in Regulation 2.2.1.

⁵ Regulations 23 and 25 apply to: cruise passenger ships $\geq 25,000$ GT having non-conventional propulsion; and LNG carriers having conventional or non-conventional propulsion.

- 2.2.3 Only ships of 400 GT and above which fall into one or more of these categories in the table below are required to have an attained EEDI calculated.

Regulation	Type
2.2.5	bulk carrier
2.2.7	combination carrier
2.2.9	containership
2.2.11	cruise passenger ship
2.2.14	gas carrier
2.2.15	general cargo ship
2.2.16	LNG carrier
2.2.20	passenger ship
2.2.22	refrigerated cargo carrier
2.2.26	ro-ro cargo ship
2.2.27	ro-ro cargo ship (vehicle carrier)
2.2.28	ro-ro passenger ship
2.2.29	tanker

- 2.2.4 The attained EEDI value for a new, or converted ship must be:

- .1 calculated specifically for each ship, in accordance with the 2022 IMO Guidelines (see IMO Resolution [MEPC.364\(79\)](#));
- .2 verified by the RO⁶ based on the EEDI technical file;
- .3 reported by the RO together with the required EEDI value and related information into the IMO Global Integrated Shipping Information System (GISIS) EEDI Information Database; and
- .4 in the case of a dual-fuelled ship, the primary fuel type must be indicated when submitting information into the IMO GISIS EEDI Information Database (see IMO Resolution [MEPC.364\(79\)](#), Appendix 5, footnote 11).

- 2.2.5 A PAXY that carries a passenger ship safety certificate (PSSC) on board is considered a passenger ship. Regulation 22 on attained EEDI values applies to PAXYs that carry a PSSC. The type of ship must be marked as a passenger ship in the supplement to the IEEC.

2.3 Required EEDI (Regulation 24)

- .1 The required EEDI is defined under Regulation 2.2.24 as the maximum value for the attained EEDI that is allowed by Regulation 24 for a specific ship type and size.

⁶ See IMO Resolution [MEPC.365\(79\)](#), as amended by [MEPC.374\(80\)](#) and [MEPC.403\(83\)](#). A consolidated text of the revised Guidelines is in the annex of [MEPC.1/Circ.855/Rev.3](#). See also IACS [PR38 Rev.5](#).

- .2 The attained EEDI must be less than or equal to the relevant required EEDI value. This only applies for each new ship (or existing ship which has undergone a major conversion so extensive that the ship is regarded as a newly constructed ship), which falls into one or more of the categories as per the table below.

Regulation	Vessel Type	Size (deadweight tonnage (DWT) / GT)
2.2.5	bulk carrier	≥ 10,000 DWT
2.2.7	combination carrier	≥ 4,000 DWT
2.2.9	containership	≥ 10,000 DWT
2.2.11	cruise passenger ship	≥ 25,000 GT
2.2.14	gas carrier	≥ 2,000 DWT
2.2.15	general cargo ship	≥ 3,000 DWT
2.2.16	LNG carrier	≥ 10,000 DWT
2.2.22	refrigerated cargo carrier	≥ 3,000 DWT
2.2.26	ro-ro cargo ship	≥ 1,000 DWT
2.2.27	ro-ro cargo ship (vehicle carrier)	≥ 10,000 DWT
2.2.28	ro-ro passenger ship	≥ 250 DWT
2.2.29	tanker	≥ 4,000 DWT

- .3 The EEDI provisions in Regulation 24.5 require that each ship, to which Regulation 24 applies, has sufficient installed propulsion power to maintain its maneuverability in adverse conditions. For guidance see [IMO Circular MEPC.1/Circ.850/Rev.3](#).
- .4 Table 1 of Regulation 24 specifies reduction factors for the required EEDI relative to the EEDI reference line.
- .5 Where the design of a ship falls into more than one defined category, it must be considered as being the ship type with the most stringent (the lowest) required EEDI.

2.4 Attained and Required EEXI (Regulations 23 and 25)

2.4.1 The **attained EEXI** regulation applies to each ship of 400 GT and above, and whose ship type falls into one or more of the categories in MARPOL Annex VI:

Regulation	Vessel Type
2.2.5	bulk carrier
2.2.7	combination carrier
2.2.9	containership
2.2.11	cruise passenger ship
2.2.14	gas carrier
2.2.15	general cargo ship
2.2.16	LNG carrier
2.2.22	refrigerated cargo carrier
2.2.26	ro-ro cargo ship
2.2.27	ro-ro cargo ship (vehicle carrier)
2.2.28	ro-ro passenger ship
2.2.29	tanker

2.4.2 The attained EEXI value for each ship must be:

- .1 calculated in accordance with IMO Resolution [MEPC.350\(78\)](#) (in cases where not all static data is available, IMO Circular [MEPC.1/Circ.901](#) may be used);
- .2 verified by the RO based on an EEXI technical file, by the first annual, intermediate, or renewal survey for the International Air Pollution Prevention Certificate on or after 1 January 2023 (see IMO Resolution MEPC.351(78) for the verification of the attained EEXI); and
- .3 less than or equal to the required EEXI value, determined in accordance with Regulation 25.1.

2.5 Shaft Power Limitation (SHaPoLi) or Engine Power Limitation (EPL) systems

2.5.1 Ships may be provided with Shaft Power Limitation (SHaPoLi) or Engine Power Limitation (EPL) systems as per guidance in IMO Resolution [MEPC.335\(76\)](#), as amended by [MEPC.375\(80\)](#) and [MEPC.390\(81\)](#) to comply with regulations on **required EEXI** provided that:

- .1 the applied SHaPoLi/EPL systems are verified, and that a system for overriding power limitation is approved by the RO;
- .2 an Onboard Management Manual is verified by the RO after a

survey verifying the ship's attained EEXI, as required by Regulation 5.4;

- .3 a technical means is provided to be capable of using the power reserve by un-limiting the shaft or engine power limitation for securing the safety of a ship or saving life at sea;
- .4 when power reserve is used, the ship must maintain a record and notify without delay:
 - a. the Administrator by submitting a completed [Form TEC-30 E](#) to technical@register-iri.com, or by contacting the RO; and
 - b. the competent authority of the relevant port of destination.
- .5 when applicable, the Administrator or the vessel's RO must confirm that the SHaPoLi/EPL system has been properly reactivated or replaced, to their satisfaction, at the earliest opportunity. Verification by the RO may take place through a remote survey without specific authorization from the Administrator; and
- .6 corresponding up-to-date maneuvering characteristics of the ship are on the navigating bridge for watchkeepers and pilots when the ship has all shaft and engine power available, and when shaft or engine power has been limited:
 - a. the pilot card;
 - b. the wheelhouse poster; and
 - c. the maneuvering booklet.

2.6 Innovative energy efficiency technologies

2.6.1 See IMO Circular [MEPC.1/Circ.896](#) for compliance with **attained EEDI** and **EEXI** values with respect to energy saving devices. This IMO Circular provides the methodology for calculations and verification when using innovative energy efficiency (electrical or mechanical) technologies such as:

- .1 air lubrication systems on the ship's bottom;
- .2 wind-assisted propulsion systems;
- .3 waste heat recovery systems for generating electricity; and
- .4 photovoltaic solar power generation systems.

3.0 Operational Carbon Intensity

3.1 SEEMP (Regulation 26)

- .1 Ships of 400 GT and above, with certain exceptions,⁷ must keep on board a ship-specific SEEMP. This may be a stand-alone document, or it may form part of the ship's Safety Management System. The SEEMP must be developed taking into account the guidance contained in IMO Resolution [MEPC.395\(82\)](#) as amended by [MEPC.401\(83\)](#).

SEEMP	Plan	Applicability
Part I	The ship management plan to improve the energy efficiency	all ships of 400 GT and above, regardless of type
Part II	The fuel oil consumption data collection plan	all ships 5,000 GT and above, regardless of type
Part III	The ship operational carbon intensity plan	for ships 5,000 GT and above falling into one or more of the categories in Regulations: 2.2.5, 2.2.7, 2.2.9, 2.2.11, 2.2.14 – 2.2.16, 2.2.22, and 2.2.26 – 2.2.29

- .2 Each existing ship to which Regulation 27 applies must revise the SEEMP Part II to ensure compliance with Regulation 26.2 prior to collecting data at the enhanced level of granularity specified in MARPOL Annex VI, Appendix IX, amended by resolution [MEPC.385\(81\)](#)⁸. The revision must incorporate a description of the methodology intended to be followed for collecting data with enhanced granularity beginning on 1 January 2026.

3.2 Confirmation of Compliance - SEEMP

A Confirmation of Compliance may be issued for a compliant SEEMP Part II or Part III after verification in accordance with Regulation 5.4.5 or Regulation 5.4.6. The Confirmation of Compliance must be maintained onboard the ship, and issued in the format specified in IMO Circular [MEPC.1/Circ.914](#) for the SEEMP Part II or the Annex of IMO Resolution [MEPC.347\(78\)](#) for the SEEMP Part III.

3.3 Confirmation of Compliance Validity

- 3.3.1 A Confirmation of Compliance remains valid for the lifetime of the ship, except when:

⁷ With respect to ships required to keep a SEEMP on board, such ships exclude platforms (including FPSOs and FSUs) and drilling rigs, regardless of their propulsion, and any other ship without means of propulsion (see IMO Circular [MEPC.1/Circ.795/Rev.9](#)).

⁸ The amendments to MARPOL Annex VI, Appendix IX entered into force on 1 August 2025. The Administrator has decided to implement these amendments upon their entry into force per the guidance in [MEPC.1/Circ.913](#).

- .1 the IEEC becomes invalid for the cases specified in Regulation 9.11; and/or
- .2 a ship is changing Company, or changing from one Administration to another and from one Company to another concurrently. After 1 January 2023, a ship undergoing such a change must comply with Regulation 26.3.1 at change of Company and a new SEEMP III will be required (see IMO Circular [MEPC.1/Circ.795/Rev.9](#)).

3.4 Verification and Audit

- .1 Per Regulation 26.3.3 and taking into consideration IMO Resolution [MEPC.347\(78\)](#), the verification and audit process for the SEEMP must include a periodical verification to ensure that the SEEMP continues to comply with Regulation 26.3.1.
- .2 Regulation 26.3.3 also requires that the SEEMP is subject to Company audits for ships required to comply with Regulation 28. This means that each Company must undergo an audit once every three years. The three-year cycle is the SEEMP Part III revision cycle associated with the ship(s).

4.0 Collection and reporting of ship fuel oil consumption data (Regulation 27)

4.1 Data Collection

- .1 All ships of 5,000 GT and above⁹ must collect the data specified in MARPOL Annex VI, Appendix IX¹⁰ for that calendar year and each subsequent calendar year or portion thereof. The data must be collected according to the methodology specified in Part II of the SEEMP.
- .2 Data must be collected with the enhanced level of granularity specified in the revised MARPOL Annex VI, Appendix IX from 1 January 2026 and beyond (IMO Circular [MEPC.1/Circ.913](#)). Ships delivered on or after 1 August 2025 must collect data at the enhanced level of granularity from the date of delivery.
- .3 At the end of each calendar year, or in the event of a change of flag or Company as described in §4.2.2 below, the data collected in that calendar year, or portion thereof as appropriate, must be aggregated for reporting purposes.
- .4 The disaggregated data collected must be kept readily accessible and

⁹ See IMO Resolution [MEPC.349\(78\)](#), §6 and Regulation 27.9.

¹⁰ Boil-off gas consumed for propulsion or operation (in a boiler or a Gas Combustion Unit for cargo tank pressure control or other operational purposes) must also be collected and reported (see IMO Circular [MEPC.1/Circ.795/Rev.9](#)).

available to the RO upon request for not less than 12 months from the end of the calendar year in which the data was collected. In the event of a transfer from the RMI to another flag, or change of Company the disaggregated data is not required to be kept on board the ship provided that the disaggregated data can be made available by the Company (see IMO Circular [MEPC.1/Circ.795/Rev.9](#)).

4.2 Data Reporting

- 4.2.1 Within three months after the end of each calendar year, aggregated values for each datum collected must be reported to the RO electronically, following the reporting process specified in the SEEMP Part II.
- 4.2.2 In the event of a transfer from the RMI to another flag, or change from one Company to another, within a calendar year, the ship must report to the RO the aggregated data for the relevant portion of that calendar year on the day of completion of the transfer or change, or as close as practical to that date. The associated disaggregated data must also be provided when requested by the RO.
- 4.2.3 All reports must be submitted utilizing the standardized data reporting format for the data collection system (DCS), provided under Appendix 3 of IMO Resolution [MEPC.395\(82\)](#). For the reporting of a fuel type that does not fall into one of the categories that are described in the 2022 EEDI guidelines (IMO Resolution [MEPC.364\(79\)](#)) the following applies:
 - .1 the fuel oil supplier must provide a Conversion Factor (Cf) for the respective product supported by documentary evidence in accordance with IMO Resolution [MEPC.395\(82\)](#);
 - .2 for biofuels, proof of sustainability or similar documentation from a recognized scheme must be provided along with the bunker delivery note, in accordance with interim guidance (IMO Circular [MEPC.1/Circ.905](#)); and
 - .3 biofuels not certified as sustainable or not fulfilling the well-to-wake emission factor criterion specified in IMO Circular [MEPC.1/Circ.905](#) will be assigned a Cf value equal to the Cf of the equivalent fossil fuel type.

4.3 Data Verification

- 4.3.1 All data reported in accordance with §4.2 above must be verified by an RMI-authorized RO as required by Regulation 27.7, taking into account IMO Resolution [MEPC.348\(78\)](#) as amended by [MEPC.389\(81\)](#).
 - .1 The verification of data reported in accordance with §4.2.1 above must be completed no later than five months after the end of the previous calendar year.

- .2 The verification of data reported in accordance with §4.2.2 above must be completed no later than two months after receipt of the reported data.
- 4.3.2 A SoC, corresponding to the form provided under Appendix X of MARPOL Annex VI, must be issued after successful completion of the relevant verification referred to in §4.3.1 above.
- 4.3.3 The RO must transfer that reported data into the IMO Ship Fuel Oil Consumption Database (IMO DCS) no later than one month after issuing the SoC.
- 4.4 Change Notifications Relevant to Ship Fuel Oil Consumption Data Reporting

Any time an RO is designated to submit data or there is a change in vessel status relevant to §4.2.2 above, RMI Form [MI-296](#) must be completed and submitted to the Administrator via email at DCS@Register-IRI.com.

5.0 Operational carbon intensity¹¹ (Regulation 28)

- 5.1 Attained and required annual operational Carbon Intensity Indicator (CII)
 - 5.1.1 At the end of calendar year 2023 and after the end of each following calendar year, every ship of 5,000 GT and above which falls into one or more of the categories in Regulations 2.2.5, 2.2.7, 2.2.9, 2.2.11, 2.2.14 – 2.2.16, 2.2.22, and 2.2.26 – 2.2.29 must calculate the:
 - .1 **attained annual operational CII** value using methods in IMO Resolution [MEPC.352\(78\)](#). It must be calculated over a 12-month period from 1 January to 31 December for the preceding calendar year, using the data collected in accordance with Regulation 27; and
 - .2 **required annual operational CII** value.
 - 5.1.2 Within three months after the end of each calendar year, the ship must report the attained annual operational CII to its RO.
- 5.2 Operational carbon intensity rating
 - .1 The attained annual operational CII must be documented and verified against the required annual operational CII to determine the operational carbon intensity rating, in accordance with Regulation 28.6.

¹¹ Regulation 28 **does not apply** to category A ships as defined in the Polar Code.

- .2 Per IMO Resolution [MEPC.354\(78\)](#) the established ratings are:

Rating	Performance Level
A	major superior
B	minor superior
C	moderate
D	minor inferior
E	inferior

- .3 IMO Resolution [MEPC.355\(78\)](#) has correction factors and voyage adjustments for CII calculations.
- .4 IMO Resolution [MEPC.338\(76\)](#), as amended by [MEPC.400\(83\)](#), has the annual operational carbon intensity reduction factors and their concrete values from year 2023 to 2030; also refer to Regulations 28.4 and 28.11.
- .5 After determination that the data is in accordance with Regulations 27 and 28 the RO must issue a SoC related to fuel oil consumption reporting and operational carbon intensity rating to the ship no later than five months from the beginning of the calendar year.

5.3 Corrective actions and incentives

- .1 A ship rated as D for three consecutive years or rated as E for one year must develop a plan of corrective actions¹² to achieve the required annual operational CII (Regulation 28.7).
- .2 A revised SEEMP including the plan of corrective actions for CII reduction, must be submitted to the RO for verification^{13,14,15} in no case later than one month after reporting the attained annual operational CII as required by Regulation 28.8.
- .3 On satisfactory verification of the plan of corrective actions, the RO may issue the SoC according to Regulation 6.8.
- .4 Ships rated as D for three consecutive years or rated as E must undertake the planned corrective actions in accordance with the revised SEEMP.

¹² For developing a plan of corrective actions refer to IMO Resolution [MEPC.395\(82\)](#), §15.

¹³ The company must ensure that the SEEMP is **reviewed** and **updated** as per §9.10 and §14 of IMO Resolution [MEPC.395\(82\)](#).

¹⁴ Per IMO Circular [MEPC.1/Circ.795/Rev.9](#): “In case an inferior rating is given for data collected in calendar year YYYY, the revised SEEMP, including the plan of corrective actions, must be **verified** in year YYYY+1, and it should be developed to achieve the required annual operational CII for data collected in the calendar year YYYY+2.”

¹⁵ For the elements of verification refer to IMO Resolution [MEPC.347\(78\)](#), §6.