

Subject

Implementation of CII (Carbon Intensity Indicator) and SEEMP Part III

# **ClassNK**

## ***Technical Information***

No. TEC-1268  
Date 15 June 2022

To whom it may concern

As informed by ClassNK Technical Information No. TEC-1245 and 1259, the Amendments to MARPOL Annex VI will enter into force on 1st November 2022. For ships that are required to have a Ship Energy Efficiency Management Plan (SEEMP) and have a total ton of 5,000 gross tonnage and above\*), the Carbon Intensity Indicator (CII) rating system is applied in addition to Data collection system for fuel oil consumption of ships (IMO DCS).

\*) Bulk carrier, Gas carrier, Tanker, Containership, General cargo ship, Refrigerated cargo carrier, Combination carrier, Passenger ship, Ro-ro cargo ship (vehicle carrier), Ro-ro cargo ship, Ro-ro passenger ship and LNG carrier, and Cruise passenger ship

The CII rating system is a system that calculates attained CII, which is the actual value for each year, calculated from the fuel consumption and voyage data collected based on the IMO DCS Data collection requirements, and evaluates the individual ship's rating comparing to Required CII for every year. Applied vessels shall have SEEMP Part III by the end of 2022 and the same to be approved by the Flag State Administration or RO to obtain the Confirmation of Compliance (CoC) for SEEMP Part III which shall be kept on-board.

In addition, with the adoption of the CII correction factors and voyage exclusion guidelines (G5) for specific ship types, it will be necessary to replace the current IMO DCS report templates for the target ships.

ClassNK is developing new features to create/submit SEEMP Part III on "ClassNK MRV Portal", which is an existing IMO DCS/ EU / UK MRV verification service platform on web, which will enable the clients to efficiently create and submit SEEMP Part III. This new feature will be released within coming July. In addition, we plan to release a reporting template corresponding to the correction factor for each ship type in October of this year. We will announce it separately at the time of release, so please wait for a while.

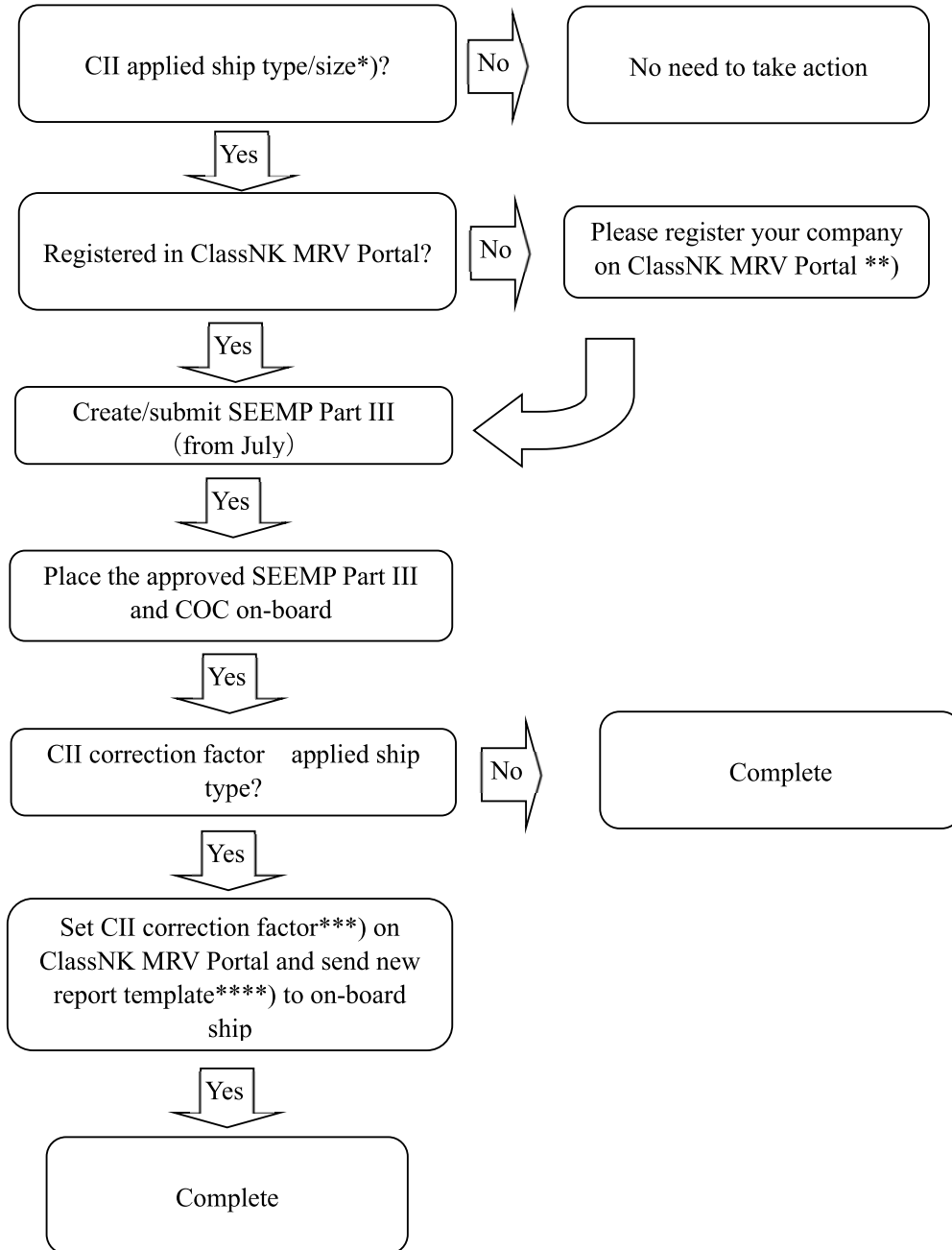
Please refer to the flowchart in the next page to comply to the requirements of SEEMP Part III and CII correction factors. The final deadline for obtaining approval for SEEMP Part III is December 31, but it is expected to be very crowded with the approval requests near the deadline, hence, please take action as soon as possible after the release of the ClassNK MRV Portal function.

(To be continued)

#### NOTES:

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Flow chart for CII implementation



(To be continued)

\*) Ship size and type which applies CII

Ship size: 5000 Gross tonnage and above

Ship Type: Bulk carrier, Gas carrier, Tanker, Containership, General cargo ship, Refrigerated cargo carrier, Combination carrier, Passenger ship, Ro-ro cargo ship (vehicle carrier), Ro-ro cargo ship, Ro-ro passenger ship, LNG carrier, and Cruise passenger ship

\*\*) ClassNK MRV Portal registration

Please apply to ClassNK MRV Portal from below link.

Registration is free to charge.

<https://www.classnk.or.jp/hp/en/activities/portal/nk-mrvportal.html>

\*\*\*) Ship type which CII correction factors are applied to;

Oil tanker, Chemical tanker, Shuttle Tanker, LNG carrier, Ice class ship, ship carrying Refrigerated containers

\*\*\*\*) Only applicable when the vessels are using ClassNK excel template.

Please contact to the developer if your company uses in-house or third-party reporting system in connection with ClassNK MRV Portal.

For your reference, relevant information for the IMO DCS/CII regulation is available on ClassNK website.

Location: Top > Products & Services > Statutory Services > Energy Efficiency Convention (IMO DCS and SEEMP)

URL: <http://www.classnk.or.jp/hp/en/activities/statutory/seemp/>

For any questions about the above, please contact:

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