

Timeline to compliance

Requirements adopted before 2021

Energy Efficiency Design Index (EEDI)

The EEDI provides a newbuilding standard, intended to ensure that new build ships achieve a required level of efficiency to decrease CO₂ emissions. The standard is periodically revised by the IMO MEPC to increase stringency for future ships.

Ship Energy Efficiency Management Plans (SEEMP)

The development and carriage of Ship Energy Efficiency Management Plans (SEEMP) first became mandatory in 2013, as a result of the 2011 amendments to MARPOL Annex VI.

Data Collection System for Fuel Oil Consumption of Ships (DCS)

Since 1 January 2019, ships of 5,000 GT and above have been required to submit fuel consumption data, verified by the flag State or a Recognised Organisation (RO), for use in the IMO Data Collection System (DCS) and issuance of a Statement of Compliance.

Requirements adopted in 2021

Energy Efficiency Existing Ship Index (EEXI)

With effect from 1 January 2023, reduction of the carbon intensity of existing ships will need to be achieved through the Energy Efficiency Existing Ship Index, a goal-based technical measure similar to the EEDI.

The Enhanced SEEMP concept

The 2021 amendments to MARPOL Annex VI introduce a new Part III for the already mandatory Ship Energy Efficiency Management Plans (SEEMP). The enhanced SEEMP will be subject to external verifications and audits, similar to the philosophy of the IMO ISM Code.

Carbon Intensity Indicators (CIIs)

The 2021 amendments to MARPOL Annex VI also introduce operational Carbon Intensity Indicators (CIIs), which are used to designate new and existing ships annually with an 'A' to 'E' carbon intensity rating.

Reporting on Carbon Intensity Indicator (CII) data

Ships will be required to submit annually their data on carbon intensity, which will be verified and reported using the modified version of the IMO DCS. Upon satisfactory reporting, ships will receive a Statement of Compliance that includes an A-E rating.



In preparation for 1 January 2023

- EEXI: calculation and review of the ship's EEXI and plan for technical alterations, if required.
- EEXI technical file to be prepared.

On or before 31 December

- SEEMP: a new SEEMP Part III must be developed, which details the ship's operational carbon intensity plan.
- On satisfactory assessment by the Administration or RO, the Confirmation of Compliance is issued.
- Part III contains the required annual operational CII values for the ship up to 2025.

On 1 January

- Updated SEEMP with new Part III available on board, with its Confirmation of Compliance.
- Start of CII year 2023: Initiate CII data collection and monitoring.

At 1st periodical survey (IAPP):

- Verification of the ship's 'attained EEXI' and the EEXI technical file. Administration/RO issues IEEC on satisfactory survey completion.

30 November

- Deadline for company audits related to the SEEMP, conducted by the Administration/RO when requested.

31 December

- End of CII year 2023.

1 January

- Start of CII year 2024.

31 March

- Deadline for company to submit 2023 'attained CII' for verification by Administration/RO.
- On satisfactory completion of the verification, Administration/RO issues the Statement of Compliance unless a corrective action plan is required.

30 April

For ships rated as E in 2023 only:

- Deadline for submission of corrective action plan to be implemented in 2024 and 2025.

31 May

- Additional verification by Administration/RO to ensure that a corrective action plan has been established (ships rated E only).
- Deadline for Administration/RO to issue the ship's Statement of Compliance for 2023 (valid until 31 May 2025). The Statement of Compliance includes the verified CII rating (A to E).

30 June

- Deadline for Administration/RO to transfer the 2023 CII data to IMO DCS.

