

**ANNEX 6****RESOLUTION MEPC.XXX(76)**  
**(adopted on 17 June 2021)****2021 GUIDELINES ON THE REFERENCE LINES FOR USE WITH OPERATIONAL  
CARBON INTENSITY INDICATORS (CII REFERENCE LINES GUIDELINES, G2)**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING that it adopted, by resolution MEPC.XXX(76), the revised MARPOL Annex VI which is expected to enter into force on [1 November 2022] upon its deemed acceptance on [1 May 2022],

NOTING IN PARTICULAR that the revised MARPOL Annex VI contains amendments concerning mandatory goal-based technical and operational measures to reduce carbon intensity of international shipping,

NOTING FURTHER that regulation 28.4 of MARPOL Annex VI requires reference lines to be established for each ship type to which regulation 28 is applicable,

HAVING CONSIDERED, at its seventy-sixth session, draft *2021 Guidelines on the reference lines for use with operational Carbon Intensity Indicators (CII reference lines guidelines, G2)*,

1 ADOPTS the *2021 Guidelines on the reference lines for use with operational Carbon Intensity Indicators (CII reference lines guidelines, G2)*, as set out in the annex to the present resolution;

2 INVITES Administrations to take the annexed Guidelines into account when developing and enacting national laws which give force to and implement requirements set forth in regulation 28.4 of MARPOL Annex VI;

3 REQUESTS the Parties to MARPOL Annex VI and other Member Governments to bring the annexed Guidelines to the attention of masters, seafarers, shipowners, ship operators and any other interested parties;

4 AGREES to keep the Guidelines under review in light of experience gained with their implementation and in light of the review of CII regulations to be completed by the Organization by 1 January 2026 as identified in regulation 28.11 of MARPOL Annex VI.

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## **DRAFT GUIDELINES ON THE REFERENCE LINES FOR USE WITH OPERATIONAL CARBON INTENSITY INDICATORS (CII REFERENCE LINES GUIDELINES, G2)**

### **1 Introduction**

1.1 These guidelines provide the methods to calculate the reference lines for use with operational carbon intensity indicators, and the ship type specific carbon intensity reference lines as referred to in regulation 28 of MARPOL Annex VI.

1.2 One reference line is developed for each ship type to which regulation 28 of MARPOL Annex VI applies, based on the specific indicators stipulated in *Guidelines on operational carbon intensity indicators and the calculation methods* (G1) developed by the Organization, ensuring that only data from comparable ships are included in the calculation of each reference line.

### **2 Definition**

2.1 *MARPOL* means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocols of 1978 and 1997 relating thereto, as amended.

2.2 *IMO DCS* means the data collection system for fuel oil consumption of ships referred to in regulation 27 and related provisions of MARPOL Annex VI.

2.3 For the purpose of these Guidelines, the definitions in MARPOL Annex VI, as amended, apply.

2.4 An operational carbon intensity indicator (CII) reference line is defined as a curve representing the median attained operational carbon intensity performance, as a function of Capacity, of a defined group of ships in year of 2019.

### **3 Method to develop the CII reference lines**

3.1 Given the limited data available for the year of 2008, the operational carbon intensity performance of ship types in year 2019 is taken as the reference.

3.2 For a defined group of ships, the reference line is formulated as follows:

$$CII_{ref} = aCapacity^{-c} \quad (1)$$

where  $CII_{ref}$  is the reference value of year 2019,  $Capacity$  is identical with the one defined in the specific carbon intensity indicator (CII) for a ship type, as shown in Table. 1;  $a$  and  $c$  are parameters estimated through median regression fits, taking the attained CII and the Capacity of individual ships collected through IMO DCS in year 2019 as the sample.

### **4 Ship type specific operational carbon intensity reference lines**

The parameters for determining the ship type specific reference lines, for use in Eq.(1), are specified as follows:

**Table 1: Parameters for determining the 2019 ship type specific reference lines**

Ship type		Capacity	<i>a</i>	<i>c</i>
Bulk carrier	279,000 DWT and above	279,000	4977	0.626
	less than 279,000 DWT	DWT	4977	0.626
Gas carrier	65,000 and above	DWT	2384E7	1.910
	less than 65,000 DWT	DWT	8032	0.638
Tanker		DWT	5118	0.607
Container ship		DWT	1963	0.487
General cargo ship	20,000 DWT and above	DWT	61293	0.854
	less than 20,000 DWT	DWT	361	0.336
Refrigerated cargo carrier		DWT	6736	0.599
Combination carrier		DWT	151991	0.930
LNG carrier	100,000 DWT and above	DWT	9.860	0
	65,000 DWT and above, but less than 100,000 DWT	DWT	1966E10	2.498
	less than 65,000 DWT	65,000	1966E10	2.498
Ro-ro cargo ship (vehicle carrier)		GT	5831	0.633
Ro-ro cargo ship		DWT	15958	0.677
Ro-ro passenger ship		GT	7691	0.586
Cruise passenger ship		GT	904	0.380

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