

MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
82nd session  
Agenda item 6

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## ENERGY EFFICIENCY OF SHIPS

### ICS CII data collection – summary results

#### Submitted by ICS

#### SUMMARY

*Executive summary:* Initially launched in October 2023, the ICS CII Data Collection System has been set up to support the Committee's review of the Carbon Intensity Indicator (CII) rating system. The collected data enables a better understanding of how effectively the CII regulations are performing, and is an important starting point for proposals for system improvement. Responders can elect to share their data in anonymized form with IMO and with trade associations. This document summarizes the key findings to date.

*Strategic direction,  
if applicable:* 3

*Output:* 3.2

*Action to be taken:* Paragraph 11

*Related documents:* MEPC 76/15/Add.1 and MEPC 80/17/Add.1

#### Introduction

1 Regulations 25 and 28 of MARPOL Annex VI identify that a review of the short-term measures (including the CII regulations) should be carried out and this must be completed by 1 January 2026.

2 MEPC 80 approved the *Review plan of the short-term GHG reduction measures* (MEPC 80/17/Add.1, annex 13), with the following invitation outlined below:

"Interested Member States and international organizations are invited to collect data and submit information and proposals to the relevant MEPC meetings during the data gathering stage.

Additionally, other stakeholders (e.g. shipowners, charterers, manufacturers, ports authorities, etc.) are invited to provide data to facilitate the review process, through the designated email address: [ghg@imo.org](mailto:ghg@imo.org)"

3 Hence, the voluntary ICS CII Data Collection System was launched on 9 October 2023, and has been set up in response to the Committee's invitation. The objective of the ICS system is to support the CII review process.

### Key findings

4 Over 200 submissions have so far been uploaded to the ICS system, and 2023 data is continuing to be received.

5 From the data received so far, the key findings are as follows:

- .1 the most frequent submissions relate to bulk carriers and container ships with fewer uploads for tankers, general cargo ships, ro-ros and cruise passenger ships;
- .2 for about 75% of submissions, the fuel oil consumption was determined from bunker delivery notes, about 20% from tank monitoring, and just 4% from flowmeters; and
- .3 the breakdown of confirmed ratings is as follows:

**Table 1: Validated 2023 CII ratings by percentage**

CII rating	Percentage of ships
A	7%
B	13%
C	26%
D	37%
E	17%

For those shipowners/managers who felt their ratings unfairly reflected the ship's efficiency, the reasons cited were as follows:

**Table 2: Reasons cited for perceived unfair ratings**

Reasons for perceived unfair ratings	Percentage of responses citing this reason
Short voyages	16%
Port waiting time	26%
Adverse weather	15%
High percentage of laden voyages	18%
Inappropriate reference line	13%
Uncompensated fuel consumption	12%

6 Graphical presentations of the above findings are included in the annex to this document.

### Next steps

7 Anonymized copies of the data are being periodically forwarded by ICS to the IMO and to trade associations.

8 The data is being utilized by ICS to prepare case studies that highlight system anomalies and propose appropriate system improvements.

9 Shipowners and ship managers are encouraged to continue to submit their data. The system can be accessed via the "Supporting Shipping" web page of the ICS website at: <https://www.ics-shipping.org/supporting-shipping/ics-cii-data-collection-system/>.

10 For the purpose of collecting 2024 data, updated versions of the data collection forms will in due course be available via the same web page.

**Action requested of the Committee**

11 The Committee is invited to:

- .1 note the information in paragraph 5 and the annex to this document; and
- .2 invite Member States to circulate information on this data collection facility to ships that are under their Administration, and thereby encourage its use.

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ANNEX

GRAPHICAL PRESENTATION OF THE KEY FINDINGS FROM THE ICS CII DATA COLLECTION SYSTEM

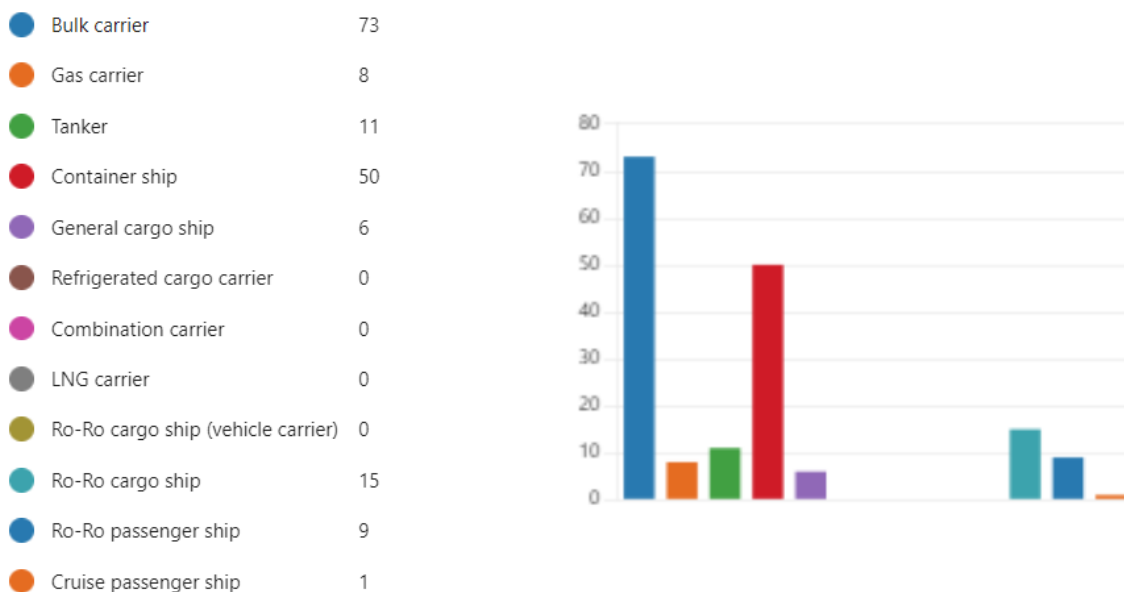


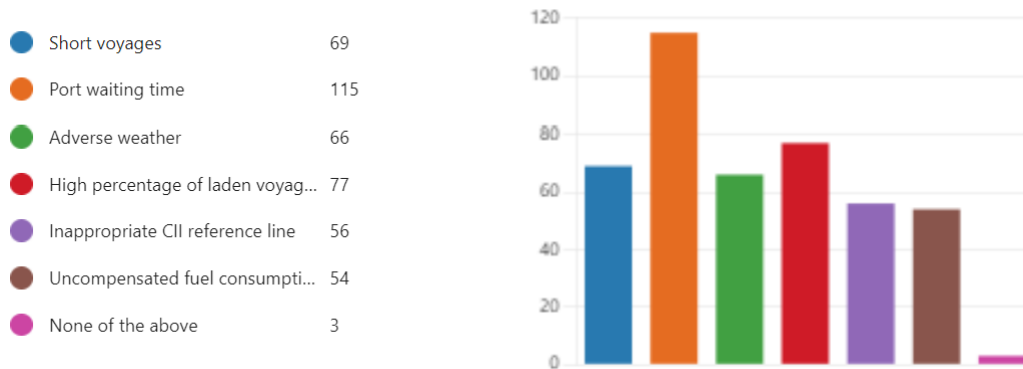
Figure 1: Number of submissions by ship type



Figure 2: Number of ships adopting the various methods for collecting fuel oil consumption data



Figure 3: The number of ships with confirmed CII ratings A,B,C,D and E



**Figure 4: The reasons cited for perceived unfair CII ratings, by number of ships**