

Carbon Intensity Indicator (CII)

- The shipping industry is actively pursuing net zero emissions by 2050, consistent with the International Maritime Organization's (IMO) 2023 Strategy on Reduction of Greenhouse Gas (GHG) Emissions from Ships.
- With the IMO's initial Carbon Intensity Indicator (CII) ratings delivered from Flag States to shipowners, the shipping industry notes the CII scheme's inadequacies while continuing to work to ensure a CII methodology that is accurate, reliable, and implemented in a manner that fully reflects the intent of the IMO Strategy for the world's fleet of commercial ships.
- To achieve the IMO's intent, the CII scheme must reflect the true efficiency rating for each ship. A one-size-fits all instrument, as the CII is currently designed, has inherent flaws that works against its intended purpose of supporting our collective objective of reducing GHG emissions across the maritime industry.
- The IMO's Marine Environment Protection Committee (MEPC) at its 81st session in March 2024, publicly acknowledged significant concerns raised by IMO Member States and industry, recognizing "shortcomings and unintended consequences of the CII mechanism and the general agreement that these concerns should be fully considered and addressed during the CII review process." The IMO MEPC further noted that possibly inaccurate or misleading CII ratings could result in unintended adverse consequences for some ships, particularly with respect to business-critical decisions made by the finance, insurance, chartering, brokering and port sectors.
- The shipping industry is calling on the IMO to amend the current CII system to avoid unintended consequences that are contradictory to reducing overall GHG emissions. Indeed, the IMO has already received 78 proposals submitted by every sector of shipping, also calling for amendment to the CII.
- In addition, we are calling for those who are considering the CII rating as a potential for decision making in the future to work closely with shipowners and flag administrators to determine whether the CII rating accurately reflects a ship's environmental performance before making decisions.
- We are also calling for public administrations, flag states, ports, and destinations to acknowledge that the current CII system has inherent shortcomings recognized by the IMO and may not accurately reflect the true environmental performance of ships.
- The shipping industry will be part of the solution to these issues and we look forward to the commencement of the CII review process at the MEPC in September 2024 and continuing through December 2025. We will propose revisions to the current CII methodology and formula that will provide a better indicator of a ship's actual efficiency.
- The shipping industry reiterates its commitment to safe, sustainable shipping on clean oceans.

The following maritime associations, each dedicated to the pursuit of net zero emissions by 2050, share this policy statement regarding the Carbon Intensity Indicator (CII) as part of our collective commitment to safe, sustainable shipping on clean oceans.



David Loosley
Secretary General | Chief Executive Officer



Kelly Craighead
President & Chief Executive Officer



Dr. Kostas G. Gkonis
Director | Secretary General



Mark O'Neil
President



International Chamber of Shipping
Shaping the Future of Shipping

Guy Platten
Secretary General



INTERTANKO

Katharina Stanzel
Managing Director

BIMCO

BIMCO is the world's largest international shipping association, with over 2,000 members in 130 countries, representing 62% of the world's tonnage. Our global membership includes shipowners, operators, managers, brokers, and agents. BIMCO is a non-profit organisation. www.bimco.org



Cruise Lines International Association (CLIA) provides a unified voice for the industry and its members as the leading authority of the global cruise community. CLIA members include the world's most prestigious ocean and specialty cruise lines, which comprise 95% of global cruise passenger capacity; river cruise lines, which sail some of the world's most beautiful waterways; a business community of leading ports, destinations, shipyards, maritime product and service providers; and the largest network of travel professionals who specialise in cruise travel. Together with its members and partners, CLIA supports policies and practices that foster safe, secure, healthy and sustainable cruise operations; tourism strategies that maximise the socioeconomic benefits of cruise travel; and leading environmental technologies and practices that support the industry's focus on responsible and sustainable tourism. www.cruising.org



The International Association of Dry Cargo Shipowners (INTERCARGO) unites and promotes quality dry bulk shipping, bringing together 250 forward thinking companies from 30 countries. INTERCARGO convened for the first time in 1980 in London and has been participating with consultative status at the International Maritime Organization (IMO) since 1993. INTERCARGO provides the forum where dry bulk shipowners, managers and operators are informed about, discuss, and share concerns on key topics and regulatory challenges, especially in relation to safety, security, the environment, and operational excellence. The Association promotes its members' positions to IMO, as well as to other shipping and international industry fora, having free and fair competition as a principle. www.intercargo.org



InterManager

InterManager is the international trade association for the ship management industry. InterManager is the international trade association for the ship management industry. Our members are in-house or third party ship and managers, as well as related maritime businesses and organisations. Collectively, InterManager members are involved in the management of more than 7,500 ships and responsible for more than 330,000 seafarers. InterManager is the only organization dedicated to representing the ship and crew management industry. An internationally-recognised and well-respected organisation, InterManager represents its members at international level, lobbying on their behalf to ensure their views and needs are taken into account within the worldwide maritime industry. www.intermanager.org



The International Chamber of Shipping (ICS) is the principal international trade association for merchant shipowners and operators, representing all sectors and trades and over 80% of the world's merchant fleet. www.ics-shipping.org



INTERTANKO is the International Association of Independent Tanker Owners, a forum where the industry meets, policies are discussed and best practices developed. INTERTANKO has been the voice of independent tanker owners since 1970, ensuring that the liquid energy that keeps the world turning is shipped safely, responsibly and competitively. www.intertanko.com