Transport Canada Transports Canada

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SHIP SAFETY BULLETIN

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Subject: **Reporting requirements for the Canadian Carbon Intensity Indicator**

This bulletin replaces Ship Safety Bulletin No. 05/2025.

Important notice

This is an update of SSB No.: 05/2025 regarding the reporting requirements for the Canadian Carbon Intensity Indicator (CCII). We have provided guidance on how to calculate the carbon intensity of fuels, including biofuels, for use in the calculation of the attained Canadian Carbon Intensity Indicator (CCII).

Scope

This bulletin applies to Canadian vessels that are:

- 5,000 gross tonnage and above; and
- operating in Canadian waters, including within the Great Lakes and St Lawrence River; or
- operating in Canadian waters, including within the Great Lakes and St Lawrence River, and that travel to ports of the United States, provided the vessel voyages to these ports comprise 50% or less of annual trips.

This includes:

- bulk carriers
- self-unloading bulk carriers
- tankers
- ro-ro passenger
- general cargo
- ro-ro cargo
- container

Keywords:

1. Ship Energy Efficiency Management Plan
2. Carbon Intensity Indicator
3. Ship Fuel Oil Consumption Data
4. MARPOL Annex VI

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Canada

This bulletin does not apply to vessels designated as **Category A** under the International Code for Ships Operating in Polar Waters *(*Polar Code*)* or to government vessels.

The vessels outlined in "Scope" above are not subject to application of the International Maritime Organization's (IMO) Energy Efficiency Existing Ship Index (EEXI).

Purpose

This bulletin explains new reporting requirements for reducing Greenhouse Gas (GHG) emissions from the Canadian fleet that operates on voyages laid out in the Scope.

These requirements will be included in the updated *Vessel Pollution and Dangerous Chemicals Regulations*.

What you need to know

In June 2021, the International Maritime Organization (IMO) adopted measures to reduce GHG emissions from international shipping, including the Carbon Intensity Indicator (CII), which is a measure of how efficiently a vessel transports goods or passengers. Through several studies, Transport Canada and the maritime industry found that most of the Canadian fleet could not meet these requirements due to the Canadian vessels' unique design and operational traits.

The unique design and operational traits of Canadian vessels also limit their ability to meet the requirements of the IMO's Energy Efficiency Existing Ship Index (EEXI). Therefore, the vessels outlined in "Scope" above are not subject to the application of the EEXI.

The Government of Canada has developed national greenhouse gas reduction targets. To address GHGs from the domestic fleet, Transport Canada has decided that the best approach is to apply the IMO measures as much as possible, while factoring in the unique technical and operational traits of the Canadian fleet.

Requirements for Authorized Representatives

The Canadian Carbon Intensity Indicator (CCII) data collection requirements began on **January 1, 2024.** The Authorized Representative (AR) of the vessel should have updated the Ship Energy Efficiency Management Plan (SEEMP) of each applicable vessel and submitted it to Transport Canada. The Recognized Organization (RO) is to verify that the SEEMP has been updated and issue a Statement of Compliance.

How to verify and submit data

Each calendar year after 2025, the AR is to collect and report to their RO the fuel oil consumption data of the vessel from the previous calendar year, as well as attained operational annual CCII, by March 31. The RO will issue a Statement of Compliance no later than May 31 and forward a copy to Transport Canada.

When calculating the carbon intensity of the fuels used to determine the vessel's attained operational annual **CCII**, the RO should use the conversion factor values specified in the 2022 Guidelines on the

method of calculation of the attained EEDI for new ships. If a fuel is not covered by these guidelines, the RO may use the GHGenius carbon-intensity factors for fuels or portions of fuels consumed. For information on GHGenius, visit the GHGenius website.

The RO will document and verify the vessel's attained operational annual CCII against the required annual operational CCII to determine the vessel's operational carbon intensity rating (A, B, C, D or E).

Corrective action plan

If a vessel receives a D rating for three consecutive years, or rated E at any time, the AR will need to develop a corrective action plan to achieve the required attained operational annual CCII.

The corrective action plan should be added to a revised Ship Energy Efficiency Management Plan and verified by the RO within one month of reporting the attained operational annual Canadian Carbon Intensity Indicator.