

Applicable to: This FLEET SAFETY LETTER should be brought to the attention of ship-owners, ship managers, operators, Masters of Vanuatu-registered ships and Recognized Organizations

***Statements of Compliance: ENERGY EFFICIENCY EXISTING SHIP INDEX***

**A. Six steps to EEXI compliance.**

As part of its Greenhouse Gas Strategy, the International Maritime Organization (IMO) has set a target of reducing carbon intensity by 40%\* by 2030, and by 70%\* by the time we reach 2050. For ships across the globe, this means significantly reducing their carbon dioxide output. Although long term changes are necessary, the IMO recognizes the need for short term measures to reduce the carbon intensity of shipping, while still preparing for alternative fuels and zero carbon emitting vessels. Therefore, on 17 June 2021, the IMO adopted amendments to MARPOL Annex VI to introduce a new technical efficiency standard for in-service vessels: the 'Energy Efficiency Existing Ship Index' (EEXI). This is due to enter into force on 01 November 2022. There are several steps owners/operators may need to complete to achieve compliance – and early action to understand the impact of EEXI and the cost-effective compliance options available is essential.

**B. Act now, manage your EEXI complexity and risk.**

**1.) Don't Wait:**

Entry into force is 01 November 2022. Vessels will need to demonstrate compliance by their next scheduled survey – annual, intermediate or renewal – for the International Air Pollution Prevention Certificate (IAPPC) to be issued or endorsed, or the initial survey before the ship enters service for the International Energy Efficiency Certificate (IEEC) to be issued, whichever survey is the first on or after 01 January 2023. This does not give vessel owners/operators long relative to the time and effort required. VMSL therefore recommend vessel owners/operators start planning for the requirements now. Your RO team of EEXI technical experts are on hand to support vessel owners/operators every step of the way.

**2.) Start your calculations:**

If your vessels already holds a verified attained Energy Efficiency Design Index (EEDI), your RO can check that this is equal to or below the required EEXI. If it is, you can proceed immediately with step 6 (certification). If any vessels do not have an attained EEDI, your RO can review all the available technical information for the ship and carry out the most accurate calculation possible, according to the IMO guidelines. Should your vessel not meet the required EEXI, we'll quantify the improvement options available for your vessel.

**3.) Analyze your improvement options:**

If adaptations to your vessel are required to improve your attained EEXI, your RO can help you select the option best suited to you. Your RO can also assist with Overridable Power Limitation – where they will compile your Onboard Management Manual. Alternatively, they can carry out a detailed techno-economic study for a subject ship to accurately determine performance improvement and estimate cost, if you decide that the preferred solution for EEXI compliance is retrofitting an Energy Efficient Technology.

**4.) Prepare the Technical File:**

Once a compliant EEXI is attained, performance and carbon intensity specialists will compile your EEXI Technical File. Your RO is an experienced provider of statutory certifications including EEDI and EEXI, so you can rest assured that whoever you appoint for statutory certification will have access to top quality documentation which fully meets the IMO requirements. This will avoid later rework, costs and potential delays to your certification.

**5.) Statutory Verification and Survey:**

Your attained EEXI must be independently verified by your Flag Administration or a duly authorized Recognized Organization (RO). If Overridable Power Limitation has been required to achieve compliance, the installation and Onboard Management Manual will also need to be verified. You don't need to wait until after entry into force to complete this. Your RO statutory experts can verify your attained EEXI once you have submitted the final Technical File and will approve the Onboard Management Manual where required. One of the RO surveyors can then verify your OPL installation (where applicable) and issue you with an Energy Efficiency Statement of Fact.

**6.) Certification:**

As standard, your RO will replace the Statement of Fact with the appropriate IEEC or Statement of Compliance, following the compliance deadline or request from the Flag Administration, whichever comes sooner.

**C. Act now to manage your EEXI risk and complexity with LR:**

Be prepared and begin your journey to decarbonization with your RO.

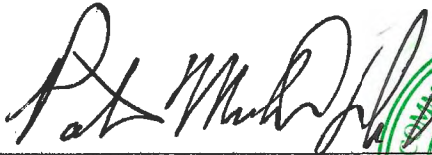
**D. Delegation of Authority:**

1. The following Recognized Organizations are authorized to perform activities listed under Sections A, B, and C unless otherwise specified:

- American Bureau of Shipping (ABS)
- Bureau Veritas (BV)
- China Classification Society (CCS)
- DNV-GL (DNV-GL)
- Korean Register of Shipping (KR)
- Lloyds Register (LR)
- Nippon Kaiji Kyokai (NK)
- Polski Rejestr Statkow (PRS)
- Registro Navale Italiano (RINA)
- Russian Maritime Register of Shipping (RS)

- Croatian Register of Shipping (CRS)
- Indian Register of Shipping (IRS)
- International Naval Surveys Bureau (INSB Class)
- Bulgarian Registry of Shipping (BRS)
- Isthmus Bureau of Shipping (IBS)
- Overseas Marine Certification Services (OMCS)
- United Registration and Classification of Services (URACOS)

2. Authorized ROs listed above may provide the services listed under Sections A, B, and C. Vanuatu flag ship classed by any of the ROs authorized by this Administration. Copies of the Statements of Compliance shall be provided to the Administration.



Patrick Michael DeCharles,  
*by the direction of the*  
Assistant Commissioner of Maritime Affairs  
The Republic of Vanuatu

