

To all ship owners and verifiers
in Clean Shipping Index

Updates to Clean Shipping Index 2022

Dear Sirs,

We are contacting you as you either report data to or verify data in the Clean Shipping Index database. This email contains important information about new criteria in the CSI, how to report data to the CSI, and of the annual verification routine of SO_x/PM and CO₂ performance data.

As you may be aware, IVL the Swedish Environmental Research Institute took over the management of the Clean Shipping Index from January 2021. During the year significant effort was put in to ensure a better service for you and the users of the data. CSI has been developed with the following updates and features:

- New criteria for CSI
- Improved routine for CO₂ and SO_x/PM update
- New website launched in October www.cleanshippingindex.com
- Agreements and routines developed during the year
- Contacts with users, stakeholders, verifiers, new users, other indexes
- Planning of new projects during the coming year

This letter is regarding the two first items on the list above.

New criteria for CSI

The Technical Committee of the Clean Shipping Index has decided to update the CSI with new criteria. The changes will be updated in the database from the 1st of January 2022. The changes are regarding the criteria connected to antifouling, sewage and NO_x emissions. A criterion has also been added concerning scrubber water.

Antifouling: Scoring will only be received for non-biocidal antifouling paints (7 points). Since antifouling paints that contain biocides pose a risk to aquatic organisms no points are given to this category of paints. The data of the antifouling system used on the vessel is found in the antifouling system (AFS) certificate supplemented by the coating manufacturers, in the Materials Safety Data Sheet (MSDS) and in the Technical Data Sheet (TDS). In certain cases, a direct contact with the antifouling paint producer is needed.

Sewage: Scoring will only be received if ship has an approved sewage treatment plant according to MEPC on board (4 points) or if all sewage is left on land for treatment (5 points).

NOx emissions: Emissions of NOx will be compared with the Tier III-level in MARPOL Annex VI. Scoring is received for main engines and auxiliary engines, see attachment.

New criterion in water and waste called "Scrubber water": Points are given to ships that do not release any scrubber water but rather meet the Sulphur regulations through the use of either distillate oils, LNG or alcohols. Thus, the use of fuels containing residual oil, such as Very Low Sulphur Fuel Oil (VLSFO) or Ultra Low Sulphur Fuel Oil (ULSFO) do not render any points in this criterion due to the uncertainty in the risks for the marine environment and air quality from the use of such products. This new criterion is added to keep up with the growing scientific evidence that the release of scrubber water has risks for the marine environment.

Improved routine for CO₂ and SO_x update.

From January 1st 2022 the routine with annual updates of ship performance data for CO₂ and SO_x will be started again. However, it is the verifier that adds the figures to the CSI database and ensures they are correct. Earlier this update was done by the ship owner, but this will not be possible from 2022 onwards. If a ship owner updates information about their ship on a verified ship, the verification will be lost, and the ship will need to perform a re-verification with assistance from the verifier.

Let me know if you have questions or comments.

Sincerely,

Sara Sköld
Project manager of Clean Shipping Index
IVL Swedish Environmental Research Institute Ltd
sara.skold@ivl.se
Telephone number: 0046 (0) 10- 788 68 02

FAQ:s

Do the updates in criteria mean that my performance scoring will be lowered?

If your vessel is verified, the verification will be valid until the date that is stated on the certificate. If your vessel performance data is based on self-assessment the performance might be lowered because of the stronger criteria enforcement described above.

Do I have to update my SO_x and CO₂-values annually?

Yes, from 2022 the annual update of SO_x and CO₂ performance is back after 2021 break.

Will the digital verifications continue for 2022?

Yes, as the Covid pandemic seems to continue the verifications can be done digitally during year 2022.

Scoring change to the Clean Shipping Index, starting January 1st, 2022

Chemicals

Antifouling	No data 0
	Other 0
	Biocidal antifouling paints 0
	Non-biocidal antifouling paints 7

Water and waste

Grey water	No data 0
	No treatment 0
	No discharge in sensitive areas (PSSA) or treatment in sewage plant onboard 3
Sewage / black water	No data 0
	No treatment 0
	Sewage treatment plant onboard 4
	All sewage left on land for treatment 5
Garbage handling	No data 0
	Incinerator used on board 0
	No incinerator onboard or documented no incineration of garbage and separate garbage handling for reuse, recycling and disposal 4

Sludge handling	<p>No data 0 points</p> <p>Incinerator used onboard 0</p> <p>No incinerator onboard or documentation of no incineration of sludge and disposal of sludge to treatment on shore 4</p>
Bilge water treatment	<p>No data 0 points</p> <p>Gravimetric separation 0</p> <p>Active treatment installed and < 15ppm oil in outgoing water 3</p> <p>Active treatment installed and < 5ppm oil in outgoing water 4</p> <p>Active treatment installed and < 5 ppm oil in outgoing water and emission control box in place 6</p> <p>Discharge to onshore facility 6</p>
Crew awareness	<p>No data 0 points</p> <p>Education of personnel on environmental awareness, health risks and adequate protective equipment 3</p>
Scrubber water	<p>No data 0 points</p> <p>Release of either open-loop or closed loop scrubber water to the sea 0</p> <p>Use of residual oil or mixed fuels containing residual oil, such as VLSFO or ULSFO 0</p> <p>Use of distillate oil such as MGO, LNG or alcohols as fuel 5</p>

NO_x Scoring

Main engines	Score
No data	0
25% below Tier III level	10
50% below Tier III level	18
Plug-in battery power, fuel cell, wind propulsion or similar no-NO _x propulsion method	21
Tier III levels with proven emissions before 2021-01-01	18 ⁺
Aux. engines	
No auxiliary engines*	0
No data	0
25% below Tier III level	4
50% below Tier III level	7
Plug-in battery power, fuel cell, wind propulsion or similar no-NO _x method	9
Tier III levels with proven emissions before 2021-01-01	6 ⁺

*If no Auxiliary engine, report the fuel quality used in main engine when in non

+ Only valid up to 2026-12-31

Ships with only main engine	Score
No data	0
25% below Tier III level	14
50% below Tier III level	25
Plug-in battery power, fuel cell, wind propulsion or similar no-NO _x propulsion method	30
Tier III levels with proven emissions before 2021-01-01	24 ⁺