



# Capital Link Decarbonization in Shipping Forum

*"Moving from Discussion to Delivery"*

Digital Conference

Wednesday & Thursday, April 14 & 15, 2021

**Meeting The IMO 2030 Decarbonization Goals - Achieving EEXI & CII Compliance - Options & Strategies For The Existing Fleet - Managing Sectoral Needs Towards A Common Objective (Containers - Dry Bulk - Tankers - Gas - Passenger)**



**Andrew McKeran**

LR Maritime Performance  
Services Director  
Lloyd's Register

In just under two months, the IMO is expected to adopt amendments to MARPOL Annex VI, introducing an Energy Efficiency Design Index for existing ships (EEXI) and an operational carbon intensity reduction requirement. The objective: technically efficient new and existing ships, operated efficiently to achieve the IMO's interim level of ambition for 2030. Complying with EEXI is essential for ships to continue to trade; there are many reasons to think that consistently maintaining a carbon intensity rating of C or above could be a vital commercial and regulatory risk management strategy.



**Dimitris**

**Vastarouchas**

DCOO & Technical Director  
Danaos Shipping Co.

The shipping industry will face soon new challenges in the way to achieve IMO's interim level of ambition for 2030. Compliance with EEXI and a significant reduction of CII, will be the focus points of the industry players.

There are many questions that need to be replied that will fill in the puzzle and determine the decarbonization scene. What will be the final form of decarbonization tax (levy or ETS ) and who will finally assume it ,how will this affect the future charter party agreements, what will be the penalties imposed on low rating vessels ,whether the CII rating will seriously drive the financial institutes' decision making process and gain increased weighting over the traditional criteria..



**Paolo Enoizi**

Chief Operating Officer  
GasLog Ltd.

The coming IMO, EU and other Government regulations will bring the shipping industry in the race to zero emission: indeed a welcome step for our always evolving industry that has never stopped improving its efficiency

Today, over one third of the LNG carrier fleet utilizes steam turbine engine technology and will struggle to adapt to the upcoming environmental regulations as they have been drafted, potentially slowing down beneficial LNG uptake and, for instance, coal-to-gas switching. As we are all awaiting the development of future technologies and net zero fuels, current mitigation strategies range from slow steaming vessels, applying energy saving devices and eventually introducing new technology in the global fleet, which will require significant amounts of capital and might run the risk of tonnage availability.



**Scott Bergeron**

Director of Business  
Development & Strategy  
Oldendorff Carriers

In most cases, the emission standards imposed by EEXI will not be enough to achieve the IMO requirements to reduce carbon emissions by 40% by 2030. Therefore, the IMO is also developing Carbon Intensity Indicators (CII), which will measure specific emissions on a per voyage basis. Once established, a reduction trajectory can be applied to these CIIs to ensure that each ship is achieving the necessary reductions to comply with the 2030 and 2050 requirements.

I believe we need to gain experience with their use and reporting and then develop appropriate mechanisms that will facilitate the use of market forces that will in turn reduce actual total emissions.

For more information: <http://forums.capitallink.com/shipping/2021decarbonization/>