EEDI	Energy Efficiency Design Index	To be calculated for • Each new ship • Every ship that has been substantially rebuilt • Every new ship or sailing ship that has undergone significant changes which is considered by the administration to be a newly constructed ship. Regulation 22, Chapter IV.
	Achieved EEDI Required EEDI	If the achieved EEDI value is equal to or less than the required EEXI value, the achieved EEDI value can be used as an alternative to achieve EEXI value, so that the achieved EEXI value does not have to be calculated, but can be verified based on the technical documentation for EEDI Achieved EEDI and reference value see regulation 24, and tables 1 and 2 Achieved EEDI < Required EEDI = (1-x/100)* EEDI Reference Line Value. Where x is the reduction factor specified in Table 1 for the required EEDI compared to the EEDI reference line.
	EEDI technical file	EEDI must be attached to the EEDI technical file which contains the information necessary for the calculation of the achieved EEDI and which shows the calculation process. The achieved EEDI must be verified, based on the technical EEDI file, either by the Administration or the RO. If the value of the achieved EEDI is equal to or less than the required EEXI required by regulation 25, the achieved EEXI shall be verified based on the technical EEDI file.
	Ships in domestic trade	The requirements relating to an energy efficiency index for new ships (EEDI) and the requirements for the collection and reporting of fuel consumption to the IMO do not apply to ships on domestic voyages, because ships on domestic voyages have a different operating pattern than ships on international voyages. This is in accordance with the delimitation in MARPOL Annex VI Chapter 4.
EEXI	Energy Efficiency Existing Ship Index (400 GT and above)	Existing ships • estimate and set requirements for the technical efficiency of ships • One-time certification aimed at design parameters EEXI applies to ship categories with a gross tonnage of 400 or more, cf. the scope of chapter 4 of regulation 19.
	Achieved EEXI Regulation 23	The EEXI value achieved shall be specific to each ship, • state the estimated performance of the ship in terms of energy efficiency • accompanied by the technical EEXI file containing the information necessary for the calculation of the obtained EEXI and showing the calculation process.

		The achieved EEXI value must be verified based on the technical EEXI file, either by the administration or recognized classification society (RO). Achieved EEXI < required EEXI = (1-y/100)* EEDI reference line value. Where y is the reduction factor specified in Table 3 for required EEXI compared to the EEDI reference line.
	Required EEXI	The highest value of achieved EEXI permitted in accordance with regulation 25 for the specific ship type and size. The required EEXI value is the maximum acceptable EEXI value achieved. The required EEXI value is determined by ship type, ship's cargo capacity and propulsion machinery.
	EEXI technical file	EEXI must be attached to the EEXI technical file which contains the information necessary for the calculation of the obtained EEXI and which shows the calculation process. The obtained EEXI must be verified, based on the technical EEXI file, either by Administration or RO. If the value of the obtained EEDI is equal to or less than the required EEXI required by regulation 25, the achieved EEXI shall be verified based on the technical EEDI file.
CII	Carbon Intensity Index (5000 GT and above)	• Estimate and requirements set for the operational efficiency of ships • Gives an estimate of how efficiently a ship transports goods or passengers and is, expressed in grams of CO2 emitted per transport work • Applies to actual emissions during operation
	Required annually operational CII Regulation 26 and 28	The target value for achieved annual operational CII shall be in accordance with regulations 26 and 28 for the specific ship type and size.
	Achieved annually operational CII Regulation 27	After the end of the calendar year 2023 and after the end of each subsequent calendar year, every ship of **5000 gross tonnage (GT) and above** that falls under one or more of the categories in the regulations, **must calculate the achieved annual operational CII over a 12-month period from 1 January to 31. December for the previous calendar year**. This must be done using data collected in accordance with regulation 27.
	Regulation 28.4	**CII applies to cargo ships, passenger ferries and cruise ships with a gross tonnage of 5000 or more on foreign voyages.** From 2023, these ships must calculate CII annually and report it in DCS. This provides the basis for an annual ranking of each ship in categories A-E, where A is the best and C is a minimum ranking. The midpoint of rating level C shall be the value corresponding to the required annual operational CII value set out in regulation 28.4. Some ships need to improve their carbon intensity. If a ship is rated as D for three years or E, the shipping company must create a plan showing how the ship will achieve a C or better rating, as well as implement the measures identified in the plan

		(SEEMP)**.** The achieved CII is the average CO2 emission expressed in grams of CO2 emitted per transport operation during a calendar year, adjusted with correction factors that will be available for certain ship types and operations. As regards CII, this will initially be calculated based on fuel data that the ship is already required to report, but if correction factors for CII will be used, this will entail some additional work.
SEEMP	Ship Energy Efficiency Management Plan. SEEMP Part I Regulation 26.	**All ships must have a ship-specific energy efficiency plan (SEEMP) on board.** This must be included as part of the ship's safety management system (SMS). The SEEMP must be created and maintained in accordance with the guidelines adopted by the IMO. From 1 January 2023, the SEEMP must contain: • a description of the method that will be used to calculate the ship's achieved annual operational CII as required by regulation 28 and the processes that will be used to report this value to the ship's administration • the required annual operational CII, as specified in regulation 28 for the next three years • an implementation plan documenting how the required annual operational CII will be achieved over the next three years • a procedure for self-evaluation and improvement • include a corrective action plan to achieve the required annual operational CII The SEEMP must be subject to verification and be included in company audits, in accordance with the guidelines from the IMO, SEEMP Part I.
IEE	Internasjonale energieffektivitets-sertifikatet Regulation 5-6	An initial survey before a new ship is put into operation and before the international energy efficiency certificate (IEE) is issued. The inspector must verify that the ship's achieved EEDI is in accordance with the requirements in chapter 4, and that the SEEMP required in regulation 22 is on board. A general or partial survey, after a major conversion of a ship to which this regulation applies. The survey shall ensure that the achieved EEDI is recalculated as necessary and meets the requirement of regulation 21, with the reduction factor applicable to the ship type and size of the converted ship at the stage corresponding to the date of contract or keel stretching or delivery determined for the original ship being in accordance with rule 2.23. In cases where the major conversion of a new or existing ship is so extensive that the ship is considered by the administration to be a newly built ship, the administration shall determine the necessity of a new initial survey of the achieved EEDI. Such supervision shall, if deemed necessary, ensure that the achieved EEDI is calculated and meets the requirement of regulation 21, with the reduction factor applicable corresponding to the ship type and size of the converted ship on the date of the contract for the conversion, or in the absence of a contract, the start date of the rebuilding. The surveyor must also verify that the SEEMP required in regulation 22 is on board. For existing ships, the verification of the requirement to have a SEEMP on board in accordance with regulation 22 shall take

		place at the first intermediate or renewal survey identified in paragraph 1 of this regulation, whichever is the first, on or after 1 January 2013." The international energy efficiency certificate must be valid for the entire life of the ship.
IAPPX	International Air Pollution Prevention Exemption Certificate Regulation 3.4	The Administration may exempt an unmanned non-self-propelled (UNSP) barge from the requirements of regulations 5.1 and 6.1 by means of an IAPP exemption certificate for unmanned non-self-propelled (UNSP) barges, for a period not exceeding five years, provided that the barge has undergone a survey which confirms that the conditions mentioned in regulations 2.1.32.1 to 2.1.32.3 have been met.
DCS	Collection and reporting of data on bunker oil consumption	For ships of 5000 gross tonnage or more, the SEEMP shall include a description of the methodology that will be used to obtain data in accordance with regulation 27.1, and the processes that will be used to report the data to the ship's administration.
DCP	Ship Fuel Oil Consumption Data Collection Plan = Data Collection Plan. SEEMP Part II Regulation 6.1 and Regulation 22A	Develop a ship-specific method for collecting, aggregating, and reporting ship data regarding annual bunker oil consumption, distance covered, hours en route and other data required by regulation 22A in MARPOL Annex VI, to be reported to the administration; SEEMP Part II.
DCS and CII SoC	Statement of Compliance. Statement of compliance related to the reporting and operation of fuel oil consumption and carbon intensity assessment Regulation 6	**6.6 On receipt of reported data in accordance with regulation 27.3 of this appendix and achieved annual operational CII in accordance with regulation 28.2 of this appendix, RO shall, on behalf of the Norwegian Maritime Administration**: 6.6.1 determine whether the data has been reported in accordance with regulation 27 6.6.2 verify that the obtained annual CII operational report is based on the data submitted in accordance with regulation 27 6.6.3 based on the verified achieved annual operational CII, determine the operational carbon intensity assessment of the ship in accordance with regulation 28.6 and 6.6.4 issue a statement of compliance relating to the reporting of bunker oil consumption and operational carbon intensity assessment to the ship no later than five months from the beginning of the calendar year, upon determination and verification in accordance with regulation 6.7 Upon receipt of reported data in accordance with regulation 27.4, 27.5 or 27.6, the RO shall immediately determine whether the data has been reported in accordance with regulation 27, and if so issue a **statement of compliance** to the ship.