
ANNEX 14

**RESOLUTION MEPC.412(84)
(adopted on 1 May 2026)**

**AMENDMENTS TO THE 2022 GUIDELINES ON OPERATIONAL CARBON INTENSITY
INDICATORS AND THE CALCULATION METHODS (CII GUIDELINES, G1)**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee, the Committee, conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING that regulation 28.1 of MARPOL Annex VI requires ships to which this regulation apply to calculate the attained annual operational CII taking into account the guidelines developed by the Organization,

RECALLING that, at its seventy-eighth session, it adopted, by resolution MEPC.352(78), the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)*,

HAVING CONSIDERED, at its eighty-fourth session, draft amendments to the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)*,

1 ADOPTS the amendments to the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)*, as set out in the annex to the present resolution;

2 INVITES Administrations to take the amendments into account when developing and enacting national laws which give force to and implement requirements set forth in regulation 28.1 of MARPOL Annex VI;

3 REQUESTS the Parties to MARPOL Annex VI and other Member Governments to bring the amendments to the attention of masters, seafarers, shipowners, ship operators and any other interested parties;

4 AGREES to keep the Guidelines, as amended, under review, in light of experience gained with their implementation.

ANNEX

**AMENDMENTS TO THE 2022 GUIDELINES ON OPERATIONAL CARBON INTENSITY
INDICATORS AND THE CALCULATION METHODS (CII GUIDELINES, G1)
(RESOLUTION MEPC.352(78))**

- 1 Section 4.2 is replaced with the following:

"4.2 Transport work (*W*)

While transport work (*W*) may be determined from the data on actual transport work* as reported under the IMO DCS, the supply-based transport work (*Ws*) should continue to be used as a proxy for the calculation of the attained annual operational CII of individual ships. The supply-based transport work (*Ws*) is defined as the product of a ship's capacity and the total distance travelled (both under way and not under way) in a given calendar year, as follows:

$$W_s = C \times D_t \quad (3)$$

where:

- C represents the ship's capacity:
 - For bulk carriers, tankers, container ships, gas carriers, LNG carriers, general cargo ships, refrigerated cargo carrier and combination carriers, deadweight tonnage (DWT)¹ should be used as Capacity;
 - For cruise passenger ships, ro-ro cargo ships (vehicle carriers), ro-ro cargo ships and ro-ro passenger ships, gross tonnage (GT)² should be used as Capacity; and
- *D_t* represents the total distance travelled (in nautical miles), as reported under IMO DCS.

*Note: Data on actual transport work reported under the enhanced granularity of the IMO DCS may be considered for analytical purposes during the phase 2 of the review of the CII framework."

¹ Deadweight tonnage (DWT) means the difference in tonnes between the displacement of a ship in water of relative density of 1,025 kg/m³ at the summer load draught and the lightweight of the ship. The summer load draught should be taken as the maximum summer draught as certified in the stability booklet approved by the Administration or any organization recognized by it.

² Gross tonnage (GT) should be calculated in accordance with the International Convention on Tonnage Measurement of Ships, 1969.

