

18 June 2020

Reporting resources for Signatories to the Poseidon Principles

Signatories to the Poseidon Principles report the carbon intensity of their shipping portfolios on an annual basis. This calculation relies on the 3rd Greenhouse Gas Study from the IMO, the IHS Markit Shiptype Coding System, and CO₂ emission factors found in the MEPC 63/23 Annex 8 – all of which are essential elements of the methodology of the Principles.

The carbon intensity value is then compared with the decarbonization trajectory for its respective ship type and size class. The intention of comparing the AER for each ship type and size category is to assess vessels in the same groups, rather than across all types. The decarbonization trajectories are found on the following page, with additional information available from the Secretariat and Advisory as necessary.

If there are any questions when it comes to the reporting methodology, please contact the Secretariat to answer these uncertainties and align your portfolio correctly for the reporting due date.

| | | | 2012 | | 2019 | 2020 | 2021 |
|-----------------------|---------------|----------|------------------------|------------|----------------------|----------------------|----------------------|
| Type | Size | Unit | Median EEOI (gCO2/tnm) | Median AER | AER trajectory value | AER trajectory value | AER trajectory value |
| Bulk carrier | 0-9999 | DWT | 44.5 | 31.1 | 26.3 | 25.6 | 25.0 |
| Bulk carrier | 10000-34999 | DWT | 15.4 | 8.3 | 7.0 | 6.9 | 6.7 |
| Bulk carrier | 35000-59999 | DWT | 11.7 | 5.8 | 4.9 | 4.8 | 4.7 |
| Bulk carrier | 60000-99999 | DWT | 10.7 | 4.6 | 3.9 | 3.8 | 3.7 |
| Bulk carrier | 100000-199999 | DWT | 5.83 | 3.0 | 2.5 | 2.4 | 2.4 |
| Bulk carrier | 200000-+ | DWT | 5.13 | 2.9 | 2.4 | 2.4 | 2.3 |
| Chemical tanker | 0-4999 | DWT | 51 | 44.9 | 38.0 | 37.0 | 36.0 |
| Chemical tanker | 5000-9999 | DWT | 33.7 | 24.1 | 20.4 | 19.9 | 19.4 |
| Chemical tanker | 10000-19999 | DWT | 23.7 | 15.1 | 12.7 | 12.4 | 12.1 |
| Chemical tanker | 20000-+ | DWT | 15.6 | 8.2 | 6.9 | 6.7 | 6.6 |
| Container | 0-999 | TEU | 34.6 | 21.4 | 18.1 | 17.7 | 17.2 |
| Container | 1000-1999 | TEU | 31.6 | 18.8 | 15.9 | 15.5 | 15.1 |
| Container | 2000-2999 | TEU | 24.70 | 12.65 | 10.7 | 10.4 | 10.2 |
| Container | 3000-4999 | TEU | 21.30 | 10.52 | 8.9 | 8.7 | 8.4 |
| Container | 5000-7999 | TEU | 20.50 | 9.94 | 8.4 | 8.2 | 8.0 |
| Container | 8000-11999 | TEU | 17.90 | 8.47 | 7.2 | 7.0 | 6.8 |
| Container | 12000-14500 | TEU | 13.20 | 5.87 | 5.0 | 4.8 | 4.7 |
| Container | 14500-+ | TEU | 13.20 | 5.87 | 5.0 | 4.8 | 4.7 |
| General cargo | 0-4999 | DWT | 38.20 | 30.65 | 26.0 | 25.3 | 24.6 |
| General cargo | 5000-9999 | DWT | 34.50 | 21.15 | 17.9 | 17.4 | 17.0 |
| General cargo | 10000-+ | DWT | 30.70 | 16.65 | 14.1 | 13.7 | 13.4 |
| Liquefied gas tanker | 0-49999 | CBM | 30.40 | 15.68 | 13.3 | 12.9 | 12.6 |
| Liquefied gas tanker | 50000-199999 | CBM | 16.30 | 10.12 | 8.6 | 8.3 | 8.1 |
| Liquefied gas tanker | 200000-+ | CBM | 18.60 | 8.22 | 7.0 | 6.8 | 6.6 |
| Oil tanker | 0-4999 | DWT | 70.00 | 58.38 | 49.4 | 48.1 | 46.9 |
| Oil tanker | 5000-9999 | DWT | 48.20 | 34.87 | 29.5 | 28.8 | 28.0 |
| Oil tanker | 10000-19999 | DWT | 36.40 | 22.86 | 19.4 | 18.9 | 18.4 |
| Oil tanker | 20000-59999 | DWT | 24.00 | 8.21 | 6.9 | 6.8 | 6.6 |
| Oil tanker | 60000-79999 | DWT | 16.50 | 5.79 | 4.9 | 4.8 | 4.6 |
| Oil tanker | 80000-119999 | DWT | 13.20 | 4.53 | 3.8 | 3.7 | 3.6 |
| Oil tanker | 120000-199999 | DWT | 10.80 | 3.86 | 3.3 | 3.2 | 3.1 |
| Oil tanker | 200000-+ | DWT | 6.57 | 2.82 | 2.4 | 2.3 | 2.3 |
| Other liquids tankers | 0-+ | DWT | 135.00 | 123.66 | 104.7 | 102.0 | 99.3 |
| Ferry-pax only | 0-1999 | GT | 1611372.0 | 1611372.0 | 1550105.1 | 1541352.7 | 1532600.3 |
| Ferry-pax only | 2000-+ | GT | 2204768.4 | 2204768.4 | 2120939.7 | 2108964.2 | 2096988.7 |
| Cruise | 0-1999 | GT | 2589577.6 | 2589577.6 | 2173266.0 | 2113792.9 | 2054319.8 |
| Cruise | 2000-9999 | GT | 1629745.6 | 1629745.6 | 1367740.6 | 1330311.4 | 1292882.1 |
| Cruise | 10000-59999 | GT | 1893748.6 | 1893748.6 | 1589301.4 | 1545808.9 | 1502316.5 |
| Cruise | 60000-99999 | GT | 2202243.9 | 2202243.9 | 1848201.6 | 1797624.2 | 1747046.7 |
| Cruise | 100000-+ | GT | 1693881.6 | 1693881.6 | 1421565.9 | 1382663.6 | 1343761.4 |
| Ferry-RoPax | 0-1999 | GT | 1041356.9 | 1041356.9 | 998610.6 | 992503.9 | 986397.3 |
| Ferry-RoPax | 2000-+ | GT | 1440204.8 | 1440204.8 | 1381086.3 | 1372640.8 | 1364195.3 |
| Refrigerated bulk | 0-1999 | DWT | 92.20 | 61.68 | 52.2 | 50.9 | 49.5 |
| Ro-Ro | 0-4999 | DWT | 327.00 | 268.98 | 227.7 | 221.8 | 215.9 |
| Ro-Ro | 5000-+ | DWT | 80.90 | 58.10 | 49.2 | 47.9 | 46.6 |
| Vehicle | 0-3999 | Vehicles | 158.00 | 58.26 | 49.3 | 48.1 | 46.8 |
| Vehicle | 4000-+ | Vehicles | 73.60 | 17.42 | 14.7 | 14.4 | 14.0 |

Table. Fleet type and size specific AER in 2012 and trajectory values for 2019, 2020, and 2021. For Ferry-pax only, Cruise, and Ferry RoPax, the denominator is gross tonnage (GT) instead of tnm.