



RIGHTSHIP

GHG Rating

2.0

What is the GHG and why are we changing it?

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The image shows a screenshot of the Rightship website. At the top, there is a navigation bar with links for About Us, Solutions, Insights, Events, Support, RightSTORE, Login, Get Started, and a search icon. The main content area has a header 'Features of GHG Rating for Shipowners'. Below this, there are three bullet points with corresponding icons: 'Standardised approach to decarbonisation' (green circle), 'Transparency' (blue circle), and 'Promote your investment' (orange circle). To the right, there is a screenshot of a vessel's profile page showing GHG ratings and EEDI scores. The next section is titled 'Features of GHG Rating for Charterers', which includes 'Simplified decisions' (green circle), 'Standardised approach to decarbonisation' (green circle), and 'Reduce supply chain emissions' (orange circle). To the right, there is a screenshot of a vessel's profile page showing a GHG rating of 'C' with a score of '2.96'.

Features of GHG Rating for Shipowners

- Standardised approach to decarbonisation
- Transparency
- Promote your investment

Features of GHG Rating for Charterers

- Simplified decisions
- Standardised approach to decarbonisation
- Reduce supply chain emissions

Greenhouse Gas (GHG) Rating

C 2.96 VERIFIED
g CO₂ per tonne nautical mile

Size Score 1.6
Peer group size = <number of vessels>
Peer DWT Range = 35,372 to 43,396
EEDI ship type category = category name

Energy saving equipment

Rudder optimisation
Date implemented: January 2019

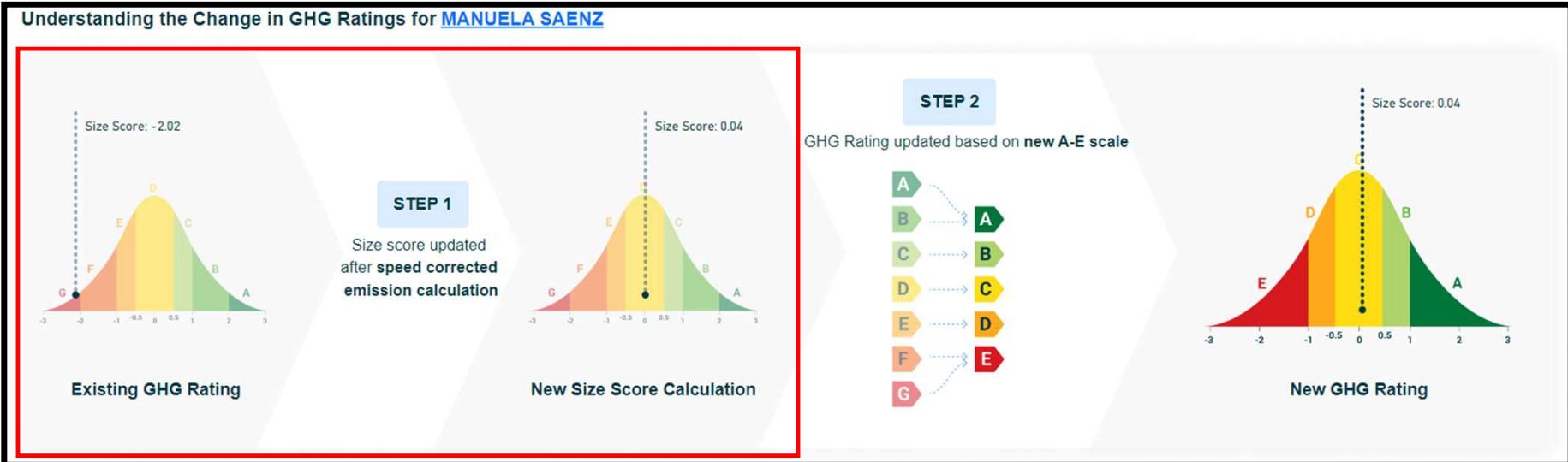
Why are we changing it?

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1. Multiple jargons – EEDI/EVDI/EEXI (with and without EPL)
2. Definition challenge
 1. EEDI and EEXI (no EPL) = @ 75% MCR
 2. EEXI = @ 83% MCR_limited (if EPL) – does not fit GHG 1.0 definition
3. Mathematical challenge
Large EPL, relatively small Speed drop, no change in speed-power-fuel graph
4. RightShip rule-based challenge (in current GHG 1.0)
 1. Second EPL not allowed
 2. EPL below Minimum Propulsion Power Level 1 not allowed
5. Market Policy challenges discriminating against EPL
 1. EPL/ShaPoLi vessels unacceptable
 2. Pre-2013 vessels unacceptable
6. Ethical Challenge – Age as a discrimination? Method as a discrimination?

GHG 2.0 – The NEW maths

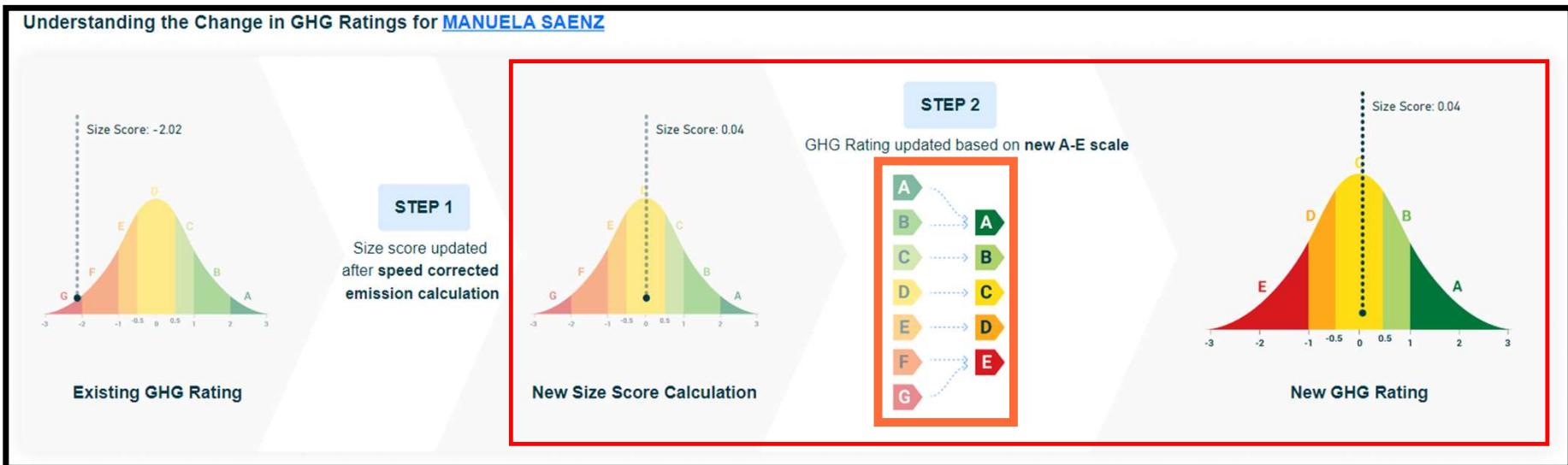
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- GHG 1.0 was based on Main Engine power definition of emission intensity at 75% Maximum power (MCR) in a peer.
- GHG 2.0 is based on a Vessel Speed definition of emission intensity at common speed of slowest vessel in the peer within a cap speed.

GHG 2.0 – The revised scale (A-E)

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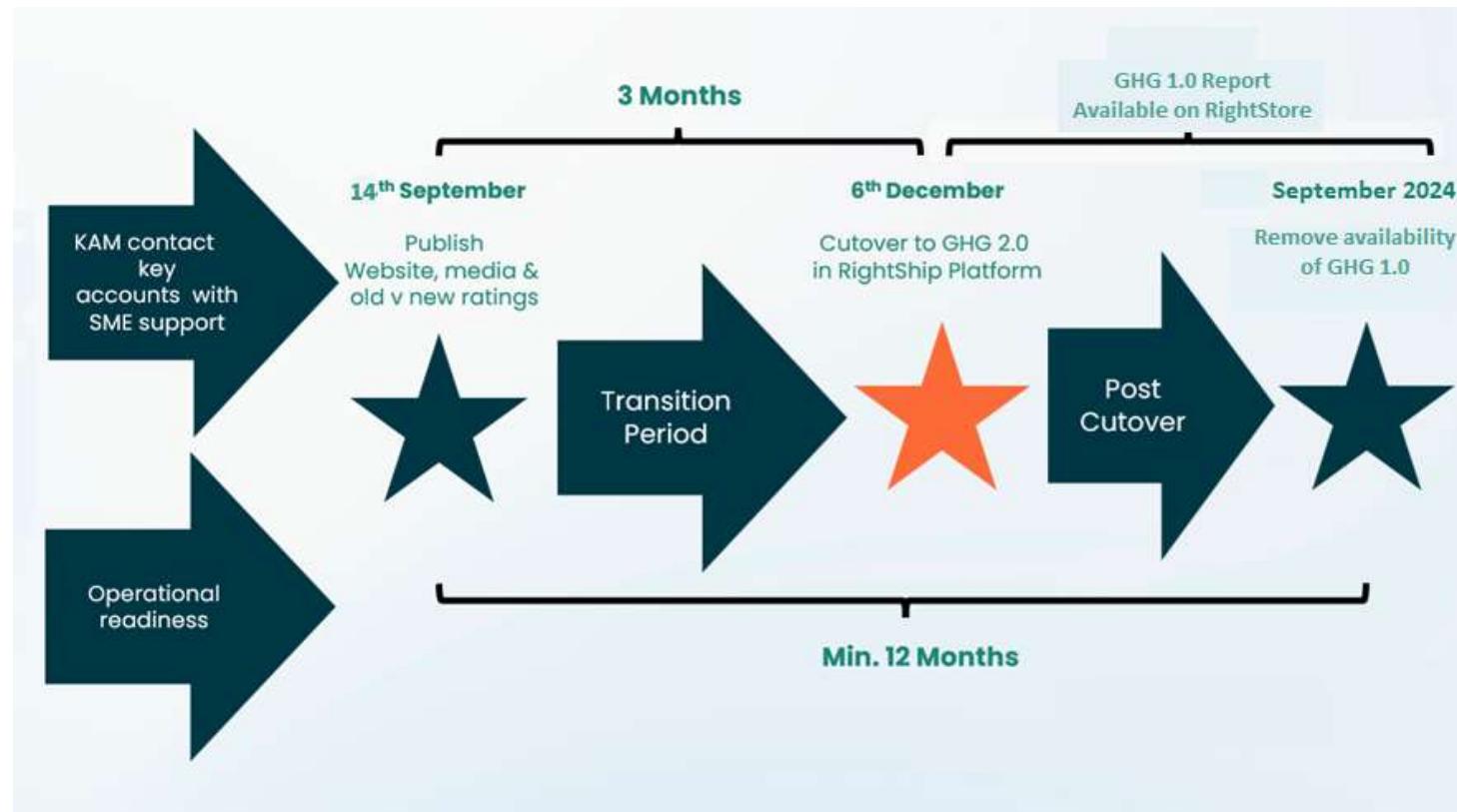


1. Change from a 7-point (A-G) scale to a 5-point (A-E) scale.
2. A/B rating scales are the new A scale,
3. F/G scale are the new E scale.
4. Rest all scales move up by one scale.
5. **If scale has remained same or has dropped (except old A to new A) between old and new rating, it is a drop.**



Key dates

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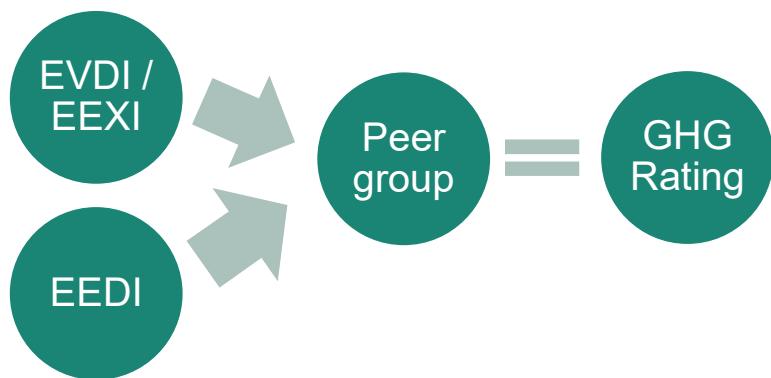
How do EEXI and CII affect the GHG Rating?

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Note: **CII does not affect GHG Rating**

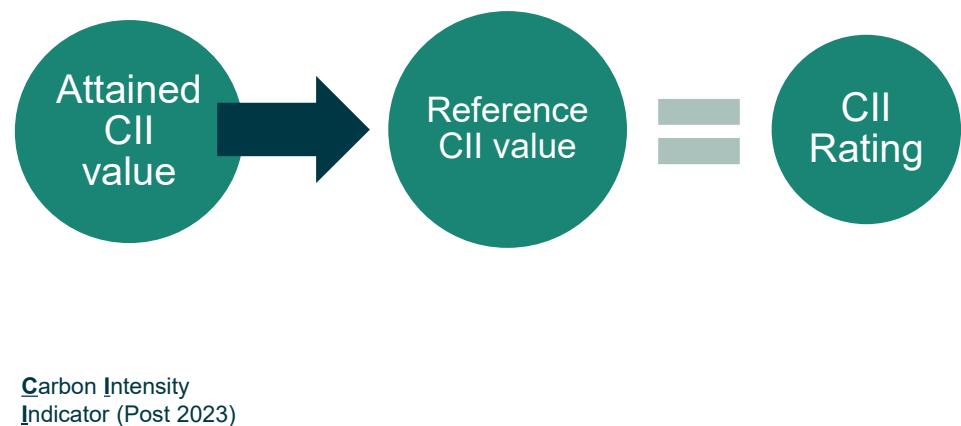
Existing Vessel Design Index (Pre 2013)
Energy Efficiency Existing Ship Index (IMO 2023)

Design focus



Energy Efficiency Design Index (Post 2013)

Operational focus



Carbon Intensity Indicator (Post 2023)