

The logo consists of the word "RIGHTSHIP" in white, uppercase, sans-serif font, centered within a solid orange arrow pointing to the right.

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GHG Rating

2.0

What is the GHG and why are we changing it?

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Features of GHG Rating for Shipowners

Standardised approach to decarbonisation

Speak the same language as your customers and suppliers by using the GHG Rating, easily understood and used by all players in the industry to decarbonise their supply chain.

Transparency

Promote your investment

DARIF

Greenhouse Gas (GHG) Rating

2.66

A+

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Features of GHG Rating for Charterers

Simplified decisions

Take the complication out of measuring the relative efficiency of vessels. Our GHG Rating takes inputs from multiple industry standards, data sources and regulatory indices, ensuring best practise environmental vessel selection processes

Standardised approach to decarbonisation

Reduce supply chain emissions

Greenhouse Gas (GHG) Rating

C2.96

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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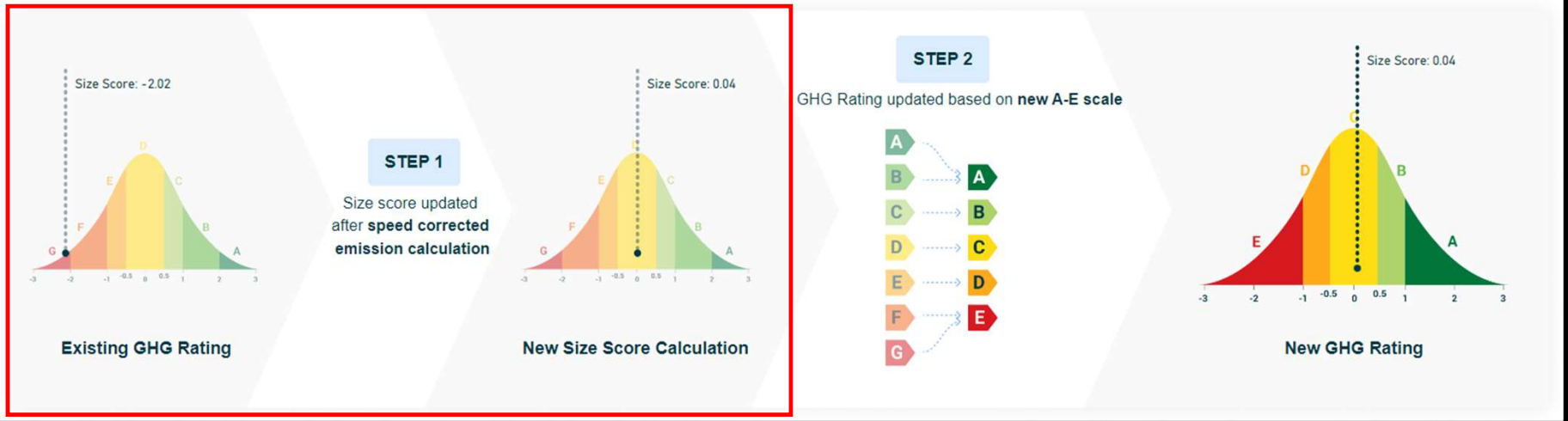
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1. Multiple jargons – EEDI/EVDI/EEXI (with and without EPL)
2. Definition challenge
  1. EEDI and EEXI (no EPL) = @ 75% MCR
  2. EEXI = @ 83% MCR\_limited (if EPL) – does not fit GHG 1.0 definition
3. Mathematical challenge  
Large EPL, relatively 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

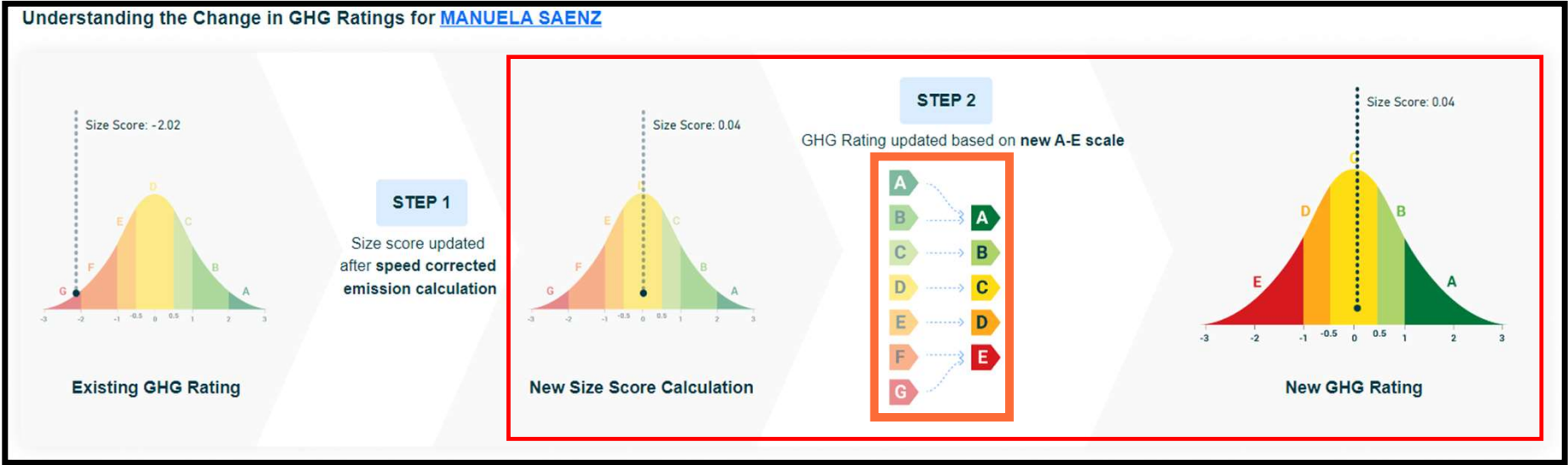
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## Understanding the Change in GHG Ratings for [MANUELA SAENZ](#)



- 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)



- 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.

		NEW RATING (A-E)						
		A	B	C	D	E		
EXISTING RATING (A-G)	A						Improvement	
	B						No change	
	C						Drop	
	D							
	E							
	F							
	G							

# Key dates





# How do EEXI and CII affect the GHG Rating?

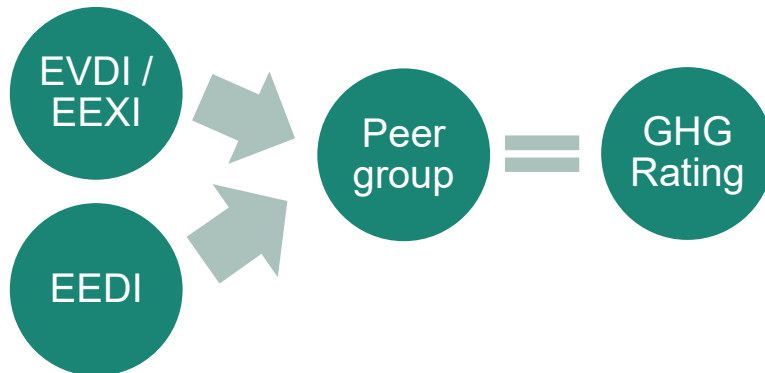
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Note: **CII does not affect GHG Rating**

Existing Vessel Design  
Index (Pre 2013)

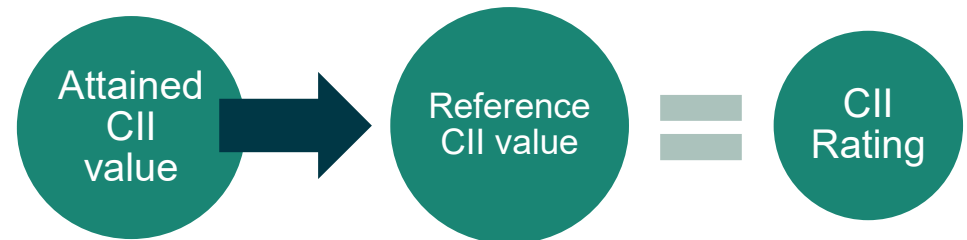
Energy Efficiency  
Existing Ship Index  
(IMO 2023)

## Design focus



Energy Efficiency Design  
Index (Post 2013)

## Operational focus



Carbon Intensity  
Indicator (Post 2023)