

# **Energy Efficiency of Ships, etc.**

## **Amended Rules and Guidance**

Rules for Marine Pollution Prevention Systems  
Guidance for Marine Pollution Prevention Systems

## **Reason for Amendment**

- (1) An amendment to MARPOL Annex VI adopted in July 2011 went into effect on 1 January 2013. Accordingly, requirements related to both the Energy Efficiency Design Index (EEDI) and the Ship Energy Efficiency Management Plan (SEEMP) are now applicable to ships of 400 gross tonnage and above engaged in international voyages.

Related to the above requirements, the IMO Marine Environment Protection Committee adopted guidelines related to EEDI calculations and EDDI certification procedures as well as interim guidelines for determining the minimum propulsion power needed by ships to maintain manoeuvrability at its 65<sup>th</sup> Session (MEPC65) held in May 2013. In addition, IACS developed its own guideline called “Industry Guidelines” which provides examples of EEDI calculations as well as supplementary information related to EDDI certification procedures. This was adopted by IACS as PR38 in May 2013.

Accordingly, the guidelines mentioned above were incorporated into the NK Rules.

- (2) Regulation 13.2.2 of MARPOL Annex VI specifies that in cases where diesel engines are replaced on or after 1 January 2016, Tier III standards for NO<sub>x</sub> emissions are to apply to the replacement engines. This regulation also specifies that allowances may be made in cases where it is not possible for said replacement engines to meet the Tier III standards. In relation to the above requirements, the IMO developed guidelines which established criteria for determining when such allowances may be granted, i.e., when it is not possible for replacement engines to meet the Tier III standards. This was adopted as IMO resolution MEPC.230(65) at MEPC 65 held in May 2013.

Accordingly, related requirements were amended to incorporate the guidelines mentioned above into the NK Rules.

## **Outline of Amendment**

- (1) Amended requirements related to EDDI calculations and EDDI certification procedures.
- (2) Stipulated that IMO resolution MEPC.230(65) is to be used as the criteria to determine when an allowance for the application of Tier III standards for NO<sub>x</sub> emissions may be granted for replacements of diesel engines which are carried out on or after 1 January 2016.
- (3) Moved requirements related to NO<sub>x</sub> emission standards currently found in the Guidance for Marine Pollution Prevention Systems related to the replacement and additional installation of diesel engines to the Rules for Marine Pollution Prevention Systems in order to make them easier to understand.