ANNEX 12

RESOLUTION MEPC.410(84)
(adopted on 1 May 2026)

AMENDMENTS TO THE 2022 GUIDELINES ON THE METHOD OF CALCULATION OF THE ATTAINED ENERGY EFFICIENCY DESIGN INDEX (EEDI) FOR NEW SHIPS

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 conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING that regulation 22 (Attained Energy Efficiency Design Index (attained EEDI)) of MARPOL Annex VI, as amended, requires that the EEDI shall be calculated taking into account the guidelines developed by the Organization,

RECALLING that, at its seventy-ninth session, it adopted, by resolution MEPC.364(79), the *2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships,*

HAVING CONSIDERED, at its eighty-fourth session, draft amendments to the *2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships*,

1 ADOPTS the amendments to the *2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships*, as set out in the annex to the present resolution;

2 REQUESTS the Parties to MARPOL Annex VI and other Member Governments to bring the amendments to the attention of shipowners, ship operators, shipbuilders, ship designers and any other interested groups;

3 AGREES to keep these Guidelines, as amended, under review, in light of the experience gained with their application.

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AMENDMENTS TO THE 2022 GUIDELINES ON THE METHOD OF CALCULATION OF THE ATTAINED ENERGY EFFICIENCY DESIGN INDEX (EEDI) FOR NEW SHIPS (RESOLUTION MEPC.364(79))

1 In section 2.2.1, a new footnote is added after existing paragraph starting with "In the case of a ship equipped with a dual-fuel main or auxiliary engine" as follows:

"In the case of a ship equipped with a dual-fuel main or auxiliary engine, the C_F factor for gas fuel and the C_F factor for fuel oil should apply and be multiplied with the specific fuel oil consumption of each fuel at the relevant EEDI load point. Meanwhile, it should be identified whether gas fuel is regarded as the "primary fuel" in accordance with the formula below: *

* For the purpose of this formula, the term "gas" may be taken to include any other fuel used in dual-fuel mode including liquid fuels.

2 In section 2.2.1, a new footnote is added after existing equation at the end of the section as follows:

"$P_{ME(i)} \cdot (f_{DFgas(i)} \cdot (C_{FME\ pilot\ fuel(i)} \cdot SFC_{ME\ pilot\ fuel(i)} + C_{FME\ gas(i)} \cdot SFC_{ME\ gas(i)}) + f_{DFliquid(i)} \cdot C_{FME\ liquid(i)} \cdot SFC_{ME\ liquid(i)})$ †

† Both P_{ME} and SFC_{ME} should be determined based on the MCR certified in accordance with the NO_x Technical Code 2008. "

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