

Energy Efficiency, etc. of Ships

Amended Rules and Guidance

Regulations for the Issue of Statutory Certificates
Rules for Marine Pollution Prevention Systems
Guidance for Marine Pollution Prevention Systems
Guidance for the Classification and Registry of Ships

Reason for Amendment

- (1) At the 62nd Session of the IMO Marine Environment Protection Committee (MEPC62) held in July 2011, Resolutions MEPC.202(62) and MEPC.203(62), which amended MARPOL Annex VI, were adopted. MEPC.202(62) designated the United States Caribbean Sea Area as an Emission Control Area (ECA) while MEPC.203(62) added regulations related to the Energy Efficiency Design Index (EEDI), etc. designed to reduce the quantity of Green House Gases (GHG) being produced by the maritime industry.

Accordingly, relevant requirements have been amended based upon MEPC.202(62) and MEPC.203(62).

- (2) In response to the amendments of MARPOL Annex VI mentioned in (1) above, industry members requested that special notation relating to EEDI be affixed to the classification characters of ships so that more energy efficient ship designs could be evaluated.

Accordingly, relative requirements have been amended to allow the affixation of such notation to the classification characters of ships whose EEDI has been designed to satisfy criteria which are stricter than those specified in MARPOL Annex VI.

- (3) IACS adopted IACS UI MPC98 in January 2012 in order to provide an interpretation for “the date of replacement or conversion” which is used as the basis for determining which NO_x emission criteria are to be applied according to Reg.13.2.2 of MARPOL Annex VI which specifies requirements related to compliance with NO_x emission criteria when replacement or conversion of diesel engines is performed.

Accordingly, relevant requirements have been amended based upon IACS UI MPC98.

- (4) Reg.13 of MARPOL Annex VI specifies that engines installed on ships constructed on or after 1 January 1990 but prior to 1 January 2000 which have since been converted using an Approved Method certified by an Administration in such a way that makes NO_x emission criteria compliance possible are required to comply with NO_x emission criteria even in cases where they were not required to do so when initially installed.

In recent years, there has been an increase in the number of Approved Methods being certified by Administrations as well as an increase in the number of conversions being actually carried out according to such Approved Methods.

Accordingly, relevant requirements have been amended based upon relevant IMO circulars which more clearly specify the engine types eligible for such Approved Methods and their associated survey methods, etc.

Outline of Amendment

- (1) The United States Caribbean Sea Area has been designated as an Emission Control Area for both NO_x and SO_x.
- (2) Requirements related to EEDI and Ship Energy Efficiency Management Plans (SEEMP) have been added.
- (3) It has been stipulated that “*Energy Efficiency Design Index-phase X*” is to be affixed to the classification characters of ships whose EEDI has been designed to satisfy criteria which are stricter than those specified in MARPOL Annex VI.
- (4) An interpretation for “the date of replacement or conversion” which is used as the basis for determining which NO_x emission criteria are to be applied when replacement or conversion of diesel engines is performed has been specified.
- (5) Relevant regulations related to engines eligible for conversion by “Approved Methods” and their associated survey methods have been amended.