

Affixing Notation to the Classification Characters of Ships

Amended Guidance

Guidance for the Classification and Registry of Ships

Reason for Amendment

As part of its “Innovation Endorsement” (IE) certification approach, ClassNK currently provides third-party certification services for ships, products and solutions, and organisations (providers) as a way of encouraging and supporting innovative initiatives in the four categories of Digital, Green, Safety, and Labor.

Ships adopting innovative measures with respect to any of these four categories are able to apply for IE certification and have relevant notation affixed to their classification characters to indicate they have adopted such measures.

However, requirements related to the deletion of such notation were unclear in cases where relevant equipment, facilities, systems and such were not being properly operated and maintained.

Accordingly, relevant requirements are amended to clarify the handling of such notation in such cases.

Outline of Amendment

The main contents of this amendment are as follows:

- (1) Adds “Environmental Guidelines”, “Guidelines for Advanced Safety Measures”, “Guidelines for Excellent Living and Working Environment” as new IE guidelines in addition to “Guidelines for Digital Smart Ships”.
- (2) Clarifies the deletion of relevant notation based on the guidelines specified in (1) above.

“Guidance for the classification and registry of ships” has been partly amended as follows:

Chapter 2 CLASSIFICATION OF SHIPS

2.1 Classification

Paragraph 2.1.3 has been amended as follows.

2.1.3 Class Notations

1 Notations referred to in **2.1.3-1 of the Regulations for the Classification and Registry of Ships** are affixed to Classification Characters when the ship is registered and the provisions of special or additional requirements or the relaxation of conditions are applied.

2 “A ship ... deemed appropriate by the Society” referred to in **2.1.3-1(4) of the Regulations for the Classification and Registry of Ships** means one of the following:

- (1) A ship whose main hull part is constructed of materials other than steel;
- (2) A ship whose scantlings have been approved by applying detailed structural analysis based on methods such as advanced direct calculation;
- (3) A ship which has been classified on the condition that a special scheme will be applied for the ship’s class maintenance surveys;
- (4) A ship which has been designed and built with novel design features not covered by the current Rules, and which has been classified applying special requirements;
- (5) A ship which has taken measures of corrosion prevention in accordance with specified standards; or
- (6) A ship which has taken measures of noise prevention in accordance with specified standards.

3 The notations referred to in **2.1.3-2 of the Regulations for the Classification and Registry of Ships** are affixed to Classification Characters according to the following **(1)** and **(2)**.

- (1) Based on the applications received from owners, the notations referred to in **(a)** to **(i)** are affixed to Classification Characters for the following ships ~~based on the application from the owner~~ according to the Guidelines issued separately by the Society or other guidelines deemed appropriate by the Society.
 - (a) Ships which have taken particular measures for the environment in accordance with the minimum requirements or additional features specified in the Society’s “Environmental Guidelines”: *Environmental Awareness* (abbreviated as *EA*)
 - (b) Ships maintaining an “Inventory of Hazardous Materials for Ship Recycling” in accordance with the Society’s “Guidelines for the Inventory of Hazardous Materials”: *Inventory of Hazardous Materials* (abbreviated as *IHM*)
 - (c) Ships ~~applying the provisions~~ adopting measures for the noise and vibration in accommodation spaces etc. ~~contained~~ specified in the Society’s “Noise and Vibration Guideline”: *Noise and Vibration Comfort* (abbreviated as *NVC*)
 - (d) Ships ~~applying the provisions~~ adopting measures for the noise and vibration of machinery room installations ~~contained~~ specified in the Society’s “Noise and Vibration Guideline”: *Mechanical Vibration Awareness* (abbreviated as *MVA*)
 - (e) Ships installed with high voltage shore connection systems as a pollution abatement measure in ports in accordance with the Society’s “Guidelines for High Voltage Shore Connection Systems”: *High Voltage Shore Connection Systems* (abbreviated as *HVSS*)
 - (f) Ships adopting any of the following i) through iv) innovative measures.
 - i) Ships which are provided with systems utilising digital technology (smart systems) in accordance with the Society’s “Guidelines for Digital Smart Ships”: *Digital Smart Ship (XX)* (abbreviated as *DSS(XX)* in which “XX” refers to the relevant smart system)

- ii) Ships which are provided with special environmental measures in accordance with the advanced environmental measures specified in the Society’s “Environmental Guidelines”: *Advanced Environmental Awareness (XX)* (abbreviated as *a-EA(XX)* in which “XX” refers to the relevant environmental measure)
 - iii) Ships which are provided with special safety measures in accordance with the Society’s “Guidelines for Advanced Safety Measures”: *Advanced Safety (XX)* (abbreviated as *a-SAFE(XX)* in which “XX” refers to the relevant safety measure)
 - iv) Ships which are provided with facilities to improve the living and working environment on board in accordance with the Society’s “Guidelines for Excellent Living and Working Environment”: *Excellent Living and Working Environment (XX)* (abbreviated as *ELW(XX)* in which “XX” refers to the relevant facility)
 - (g) Ships which have taken particular cyber security measures in accordance with the Society’s “Guidelines for Designing Cyber Security Onboard Ships”: *Cyber Resilience-Guideline* (abbreviated as *CyBR-G*)
 - (h) Ships that have taken particular measures for energy efficiency (Ships whose Energy Efficiency Design Index satisfies a required value calculated using a phase reduction factor which is stricter than the phase to be applied according to **3.4, Part 8 of the Rules for Marine Pollution Prevention Systems**; for ro-ro cargo ships and ro-ro passenger ships, however, this requirement only applies in cases where the required EEDI value is stricter): “*Energy Efficiency Design Index-phase X*” (abbreviated as *EEDI-pX* in which X refers to the adopted phase)
 - (i) Other ships deemed necessary by the Society to be affixed with special notation.
- (2) The notations referred to in (a) and (b) below are affixed to Classification Characters for the following ships according to **1.1.3 of Part 8 of the Rules for Marine Pollution Prevention Systems**.
- (a) Ships installed with diesel engines satisfying the maximum allowable NOx emission limits criteria specified in **2.1.2-1(1)(c) of Part 8 of the Rules for Marine Pollution Prevention Systems** as an emission control measure and which are permitted to operate in NOx emission control areas: “*Nitrogen Oxides Emission-Tier III*” (abbreviated as “*NOx-III*”).
 For ships using selective catalytic reduction systems, exhaust gas recirculation systems, dual fuel engines or gas-only engines to satisfy the maximum allowable NOx emission limits criteria specified in **2.1.2-1(1)(c) of Part 8 of the Rules for Marine Pollution Prevention Systems**, the notations referred to in **i) to iv)** below are listed in parentheses after *NOx-III* according to the installed equipment/engine. The purposes of engines fitted with the systems referred to in **i) and ii)** below and the engines referred to in **iii) and iv)** below are to be entered in the Classification Register as descriptive notes for the ship.
 - i) Ships using selective catalytic reduction systems:
Selective Catalytic Reduction (abbreviated as “*SCR*”)
 - ii) Ships using exhaust gas recirculation systems:
Exhaust Gas Recirculation (abbreviated as “*EGR*”)
 - iii) Ships using dual fuel engines:
Dual Fuel Engine (abbreviated as “*DFE*”)
 - iv) Ships using gas-only engines:
Gas-only Engine (abbreviated as “*GOE*”)
 - (b) “*Sulphur Oxides*” (abbreviated as “*SOx*”) is to be affixed to the classification characters of ships provided with the following (1) and/or (2) that comply with the requirements related to sulphur content specified in -1 or -2 of **1.2.2, Part 8 of the Rules for Marine Pollution Prevention Systems** or that are compliance methods at least equivalent to those complying

with such requirements. The notations referred to in i) and ii) below are listed in parentheses after *SO_x* according to the provided arrangement/system. Details of the fuel referred to in i) below as well as the purposes of machinery using the fuel referred to in i) below and machinery fitted with the systems referred to in ii) below are to be entered in the Classification Register as descriptive notes for the ship.

- i) Arrangements for using the low-flashpoint fuel referred to in 2.2.1-28, Part GF of the **Rules for the Survey and Construction of Steel Ships:**
“*Low-Flashpoint Fuel*” (abbreviated as “*LFF*”)
- ii) Exhaust gas cleaning systems approved by the Administration as an alternative specified in 1.1.3, Part 8 of the **Rules for Marine Pollution Prevention Systems:**
“*Exhaust Gas Cleaning System*” (abbreviated as “*EGCS*”)

4 With respect to the notation specified in 3(1)(f) above, the Society will delete relevant notation and notify the owner of a ship of such in cases where it has determined that ship facilities, equipment, systems and such are not being properly operated and maintained due to a change in the ownership of a ship based on a report received from an independent organisation or an individual that has a management contract with the owner of said ship, or a report from a Society surveyor stating that said ship has not passed a required survey, on the condition that the Society recognises the validity of such a report.