

MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
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Agenda item 7

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## REDUCTION OF GHG EMISSIONS FROM SHIPS

**Proposed amendment to paragraph 2.2.15 of the 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships**

Submitted by ICS

### SUMMARY

*Executive summary:* To ensure consistency of approach with respect to how multiple load lines are treated, ICS proposes an amendment to the *2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.308(73), as amended). This change would bring both the EEDI and the guidelines for the Energy Efficiency Existing Ship Index (EEXI) into alignment with the approach adopted within the Carbon Intensity Indicator (CII) rating mechanism.

*Strategic direction, if applicable:* 3

*Output:* 3.6

*Action to be taken:* Paragraph 6

*Related documents:* Resolution MEPC.308(73); resolution MEPC.348(78) and resolution MEPC.350(78)

### Background

1 Within the latest guidelines of the *2022 Guidelines for administration verification of ship fuel oil consumption data and operational carbon intensity* (resolution MEPC.348(78)), the Committee have included the following clarification with respect to how multiple load lines should be treated under the CII rating system:

*"5.3 In case of a ship with multiple load line certificates or with a load line certificate containing multiple load lines, the highest deadweight value should be used to calculate and verify the required and attained annual operational CII."*

2 Within the *2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.308(73), as amended), there is no guidance with respect to how ships with multiple load lines should be treated. Similarly,

within the *2022 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI)* (resolution MEPC.350(78)), there is also no relevant guidance on this matter.

3 In the absence of relevant guidance for EEXI and EEDI calculations, it is likely that the approach taken by flag Administrations and recognized organizations will vary and may not align with the approach taken within the CII rating system.

4 To ensure consistency of application within the greenhouse gas (GHG) regulations, ICS proposes an addition to the *2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.308(73), as amended), as detailed in the annex to this document.

5 The *2022 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI)* (resolution MEPC.350(78)) provide the following clarification:

**"2.2 Parameters**

*For calculation of the attained EEXI by the formula in paragraph 2.1, parameters under the EEDI Calculation Guidelines apply, unless expressly provided otherwise. In referring to the aforementioned guidelines, the terminology "EEDI" should be read as "EEXI."*

Hence, the proposed amendment to the EEDI definitions within the annex to this document would also automatically apply to the calculation of EEXI.

**Action requested of the Committee**

6 The Committee is invited to consider the draft amendments to the *2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.308(73), as amended), as set out in the annex to this document, and take action as appropriate.

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## ANNEX

### DRAFT AMENDMENT TO 2018 GUIDELINES ON THE METHOD OF CALCULATION OF THE ATTAINED ENERGY EFFICIENCY DESIGN INDEX (EEDI) FOR NEW SHIPS (RESOLUTION MEPC.308(73), AS AMENDED BY RESOLUTIONS MEPC.322(74) AND MEPC.332(76))

For clarity, the proposed additional text is underlined:

#### **2.2 Parameters**

##### **2.2.15 *ds*; Summer load line draught**

Summer load line draught, *ds* is the vertical distance, in metres, from the moulded baseline at mid-length to the waterline corresponding to the summer freeboard draught to be assigned to the ship.

In case of a new ship with multiple load line certificates or with a load line certificate containing multiple load lines, the highest deadweight value should be used to calculate and verify the required and attained EEDI. For existing vessels that may have previously received multiple EEDI assessments for several deadweights that correspond to multiple load lines, all those EEDI assessments shall remain valid.