INTERNATIONAL MARITIME ORGANIZATION

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INTERSESSIONAL MEETING OF THE
GREENHOUSE GAS WORKING GROUP
2nd session
Agenda item 2

GHG-WG 2/2/3
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ENGLISH ONLY

CONSIDERATION OF THE ENERGY EFFICIENCY DESIGN INDEX FOR NEW SHIPS

Definition of Ship types – Energy efficiency design index

Submitted by Denmark

SUMMARY

Executive summary:	This document propose definitions for the different ship types included in the energy efficiency design index as set out in the draft interim guidelines on the method of calculation of the energy efficiency design index
Strategic direction:	7.3
High-level action:	7.3.1
Planned output:	7.3.1.1 and 7.3.1.3
Action to be taken:	Paragraph 10
Related documents:	GHG-WG 1/WP.1, GHG-WG 1/2/1; MEPC 58/WP.8 and MEPC 58/23

Introduction

1 This document is submitted in accordance with MSC-MEPC.1/Circ.2 Guidelines on the Organization and Method of Work.

2 MEPC 58 approved the use of the draft Interim Guidelines on the method of calculation of the Energy Efficiency Design Index for new ships for calculation and trial purposes with a view to further refinement and improvement, as set out in MEPC 58/23, annex 11. This document supplements the result of MEPC 58 with suggested definitions for the ship types to be covered by the energy efficiency design index.

3 In the definition of capacity in the draft interim guidelines on the method of calculation of the energy efficiency design index for new ships in MEPC 58/23, annex 11, paragraph 3, the following ship types are defined: *dry cargo carriers, tankers, gas tankers, container ships, ro-ro cargo and passenger ships, general cargo ships, and passenger ships*.

4 During the considerations by the working group on greenhouse gases at MEPC 58 the following was stated by CESA:

> "*We want to advise that we see a potential risk that shipyards will be encouraged to design paragraph ships. These vessels may be optimised according to the requirements of the new Energy Efficiency Design Index rather than taking into consideration the real operating profile. Thus, the possible potential of CO_2 reduction may not be gained. But taking into account the difficult task in our working group, this must to our understanding be accepted.*"

5 It is very important that shipyards and shipowners can not pick and choose between the ship types and thus the baseline values. A container ship must be a ship designed exclusively for the carriage of containers in holds and on deck, lashing gear for a few containers in a part of a ship does not make the ship a container ship.

6 Based on existing definitions in SOLAS and MARPOL, the following definitions are suggested, for some of the ship types mentioned in the draft interim guidelines on the method of calculation of the energy efficiency design index for new ships:

Passenger ship: a ship which carries more than 12 passengers as defined in SOLAS chapter I, regulation 2.

Dry cargo carrier: a ship which is constructed generally with single deck, top-side tanks and hopper side tanks in cargo spaces, and it is intended primarily to carry dry cargo in bulk, and includes such types as ore carriers and combination carriers as defined in SOLAS chapter IX, regulation 1.

Gas tanker: a gas carrier as defined in SOLAS chapter II-1, regulation 3.

Tanker: an oil tanker as defined in MARPOL Annex I, regulation 1 or chemical tanker and a NLS tanker as defined in MARPOL Annex II, regulation 1.

7 The ship types below are not defined in SOLAS and MARPOL, however, based on definitions and regulations from some of the recognized classification societies the following definitions are proposed:

Container ship: a ship designed exclusively for the carriage of containers in holds and on deck.

Ro-ro cargo ship: a ship designed and constructed for the carriage of vehicles, and cargo in pallet form or on containers, and loaded/unloaded by wheeled vehicles.

General cargo ship: a ship with a multi-deck or single deck hull designed primarily for the carriage of general cargo.

8 If the design of a ship allows it to fall into more than one of the above ship type definitions, the required energy efficiency design index for the ship shall be the most stringent energy efficiency design index. For example, a combination carrier (Ore-Bulk-Oil carrier) with a deadweight of 100,000 DWT, must fulfil the requirements for dry cargo carriers, as the baseline value for a dry cargo carrier with deadweight of 100,000 DWT is 3.74, whereas the value for a tanker with a deadweight of 100,000 DWT is 4.18.

9 It is proposed to use the ship type definitions for the energy efficiency design index set out in paragraphs 6 and 7, and that ships that fall within more than one of these ship type definitions should fulfil the index with the most stringent requirement for the ships energy efficiency design index.

Action requested of the Intersessional Meeting

10 The Intersessional Meeting is invited to consider the proposal and take action as appropriate.