



TECHNICAL CIRCULAR No. 315 of 6th January 2016

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
Subject:	Air Pollution and energy efficiency
Reference:	EEDI Guidelines

Air Pollution and energy efficiency
EEDI Guidelines

The Committee adopted amendments to the 2013 Interim Guidelines for determining minimum propulsion power to maintain the maneuverability of ships in adverse conditions. The amendments to resolution MEPC.232(65) are contained in resolution MEPC.255(67) and revise the Level-1 minimum power assessment criteria for bulk carriers including combination carriers (now divided into two sizes – above and below 145k DWT) and oil and chemical carriers to make them significantly more stringent.

However, since the Level-2 assessment criteria remain unaltered, the impact of the new, more stringent Level-1 assessment criteria are thought to be minimal. If the Level-1 assessment test fails, the option to use the unaltered Level-2 assessment criteria is still available.

When meeting the required EEDI, a ship is also required to be arranged with minimum propulsion power in order to assure that the ship can safely maneuver under adverse weather conditions. Bulk carriers and oil and chemical carriers are subject to the 2013 Interim Guidelines because they are equipped with smaller engines, compared to other types (container ships and gas carriers), and it was considered that reducing propulsion power to meet the required EEDI might result in the ships being underpowered thereby endangering their ability to maneuver in adverse weather conditions.

The installed power is assessed using either Level-1 criteria or Level-2 criteria. The Level-1 criteria are based solely on installed engine horsepower, which is thought to be sufficient from an historical perspective.

The Level-2 criteria are based on ships' maneuverability characteristics under adverse weather conditions.

A consolidated text of the Interim guidelines, as amended, was issued by the IMO as MEPC.1/Circ.850/Rev.1, which also takes into account the need for a six-month phase-in period for the application of the amendments under resolution MEPC.262(68). Amendments to the 2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)

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(resolution MEPC.254(67)) were adopted by resolution MEPC.261(68). The amendments refer to updates of both the ITTC Recommended Procedure and ISO 15016:2015 standard. Since the ISO standard has been harmonized with the latest version of the ITTC Recommended procedure, they are now referenced as having equally preferred status.

The effect on EEDI values calculated with either of these standards is considered minimal. These Guidelines recommend application to ships for which the sea trial is conducted on or after 1 September 2015.

Lastly, the Committee adopted resolution MEPC.263 (68) which sets forth amendments to the 2014 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships (resolution MEPC.245(66)). The amendments correct an internal consistency concerning the reference speed, capacity and power of the main and auxiliary engines used for determining the attained EEDI for LNG carriers.

REFERENCES:

- International Energy Efficiency Certificate. **EEDI Guidelines.**

ATTACHMENTS: No.

kindest Regards,
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