

MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
66th session  
Agenda item 4

MEPC 66/4/20  
5 February 2014  
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## AIR POLLUTION AND ENERGY EFFICIENCY

### Comment on document MEPC 66/4

Submitted by Germany and the Community of European Shipyards Associations  
(CESA)

#### SUMMARY

*Executive summary:* This document comments on document MEPC 66/4 and proposes to refrain from calculation of the attained EEDI only for passenger ships having conventional propulsion as this ship type is not yet fully covered by the EEDI calculation Guidelines, until the Guidelines are amended by the Committee to cover this ship type as well

*Strategic direction:* 7.3

*High-level action:* 7.3.2

*Planned output:* 7.3.2.1

*Action to be taken:* Paragraph 6

*Related documents:* MEPC 66/4; MEPC 65/WP.10; resolutions MEPC.212(63) and MEPC.203(62)

#### Background and introduction

1 This document is submitted in accordance with the provisions of paragraph 6.12.5 of the *Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ. 4/Rev.2) and provides comments on document MEPC 66/4.

2 At MEPC 65, the document MEPC 65/4/24 submitted by Germany was referred to the Working Group on Air Pollution and Energy Efficiency for review. In that document Germany proposed to refrain from calculating an attained EEDI for ship types defined in regulations 2.32 to 2.35 of MARPOL Annex VI, taking into account that an exact way for calculation of the attained EEDI has not yet been established for these ship types or may alter in the near future by amendments to the *Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships*. Germany proposed to refrain from the attained EEDI calculation for these ship types until the Guidelines are amended to cover these ship types.

3 As documented in document MEPC 66/4, the working group, noting that it had developed at MEPC 65, draft amendments to MARPOL Annex VI and the *Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships*, which provides methods of calculation of the attained EEDI for ro-ro cargo ships (vehicle carriers), ro-ro cargo ships and ro-ro passenger ships, as well as cruise passenger ships having non-conventional propulsion, agreed that it would recommend that Member States use the amended Guidelines for calculation of the attained EEDI of these ship types as early as possible, rather than refrain from calculation of the attained EEDI.

4 The co-sponsors appreciate the decision of the group, however, there is one ship type for which no guidelines have been developed at MEPC 65, and these are the passenger ships having conventional propulsion as defined in regulation 2.32 of MARPOL Annex VI.

**Proposal for clarification of attained EEDI ship type defined in regulation 2.32 of MARPOL Annex VI**

5 In view of the above, the co-sponsors reiterate the proposal to issue a circular, clarifying that Guidelines for calculation of an attained EEDI for the ship type in regulation 2.32 of MARPOL Annex VI do not yet exist and a calculation is therefore not possible according to regulation 20.2 of MARPOL Annex VI. Once the Guidelines are finalized, resolution MEPC.212(63) will be amended accordingly and the validity of the circular will expire.

**Action required of the Committee**

6 The Committee is invited to consider the above and take action as appropriate.

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