

Technical eNewsletter

CO₂ emissions from ships – latest IMO regulatory developments

The IMO MEPC met for its 62nd session 11 July – 15 July in London. Amongst the extensive number of items on the agenda CO₂ emissions was the most complicated issue for the Committee to address.

After protracted negotiations the MEPC voted to adopt amendments to MARPOL Annex VI with entry into force 1 January 2013, making the Energy Efficiency Design Index (EEDI) and Ship Energy Efficiency Management Plan (SEEMP) mandatory subject to provisions described below.

The EEDI requirements will apply to new ships above 400 GT only, where “new ship” means a ship:

- for which the building contract is placed on or after 1 January 2013; or
- in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2013; or
- the delivery of which is on or after 1 July 2015.

The regulation differentiates between ship types which are required to calculate an Attained EEDI, and those who must have an Attained EEDI below a certain Required EEDI. Ship types needing to comply with a specific Required EEDI level are defined in the table below, with the time line for tightening of the requirement level indicated as well.

In order to address concerns raised by developing countries the regulations were also amended to include a clause allowing any Administration to waive the EEDI requirements for ships flying its flag for a time period of up to four years (linked to contract date) or six years and six months (linked to delivery date) after 1 January 2013. Preliminary indications, however, are that the major flag states will be reluctant to invoke the waiver clause.

As part of the amendment all ships will have to be issued an International Energy Efficiency Certificate (IEEC) on the first renewal or intermediate survey after 1 January 2013. The certificate requires, amongst others, the presence of a SEEMP on board. No changes were made to the SEEMP at MEPC 62.

The adoption of the amendments is a significant achievement for the IMO. Nevertheless, it is highly likely that the EU will consider it insufficient in light of own ambitions. It is therefore expected that the EU process on establishing a regional CO₂ emission reduction mechanism for shipping will continue.

For more information, please contact

DNV
Eirik.Nyhus@dnv.com
Tore.Longva@dnv.com

More newsletters from DNV:
www.dnv.com/newsletters

Those interested in these or related issues are invited to contact DNV for further details.

Reduction factors (in percentage) for the EEDI relative to the reference line for each ship type.

	Size	Phase 0 1 Jan 2013 – 31 Dec 2014	Phase 1 1 Jan 2015 – 31 Dec 2019	Phase 2 1 Jan 2020 – 31 Dec 2024	Phase 3 1 Jan 2025 onwards
Bulk Carriers	>20,000 Dwt	0%	10%	20%	30%
	10-20,000 Dwt	n/a	0-10%*	0-20%*	0-30%*
Gas tankers	>10,000 Dwt	0%	10%	20%	30%
	2-10,000 Dwt	n/a	0-10%*	0-20%*	0-30%*
Tanker and combination carriers	>20,000 Dwt	0%	10%	20%	30%
	4-20,000 Dwt	n/a	0-10%*	0-20%*	0-30%*
Container ships	>15,000 Dwt	0%	10%	20%	30%
	10-15,000 Dwt	n/a	0-10%*	0-20%*	0-30%*
General Cargo ships	>15,000 Dwt	0%	10%	15%	30%
	3-15,000 Dwt	n/a	0-10%*	0-15%*	0-30%*
Refrigerated cargo carriers	>5,000 Dwt	0%	10%	15%	30%
	3-5,000 Dwt	n/a	0-10%*	0-15%*	0-30%*

* The reduction factor is to be linearly interpolated between the two values depending on the vessel size. The lower value of the reduction factor is to be applied to the smaller ship size.