

# No. 38 Procedure for calculation and verification of the Energy Efficiency Design Index (EEDI)

(May  
2013)  
(Rev.1  
Mar  
2016)

## Introduction

This procedure applies to all cases of Class Societies' involvement in conducting the survey and certification of EEDI in accordance with regulations 5, 6, 7, 8 and 9 of MARPOL Annex VI as a Verifier defined in the IMO "2014 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)" as amended in MEPC.1/Circ.855.

## 1 Definitions

"Industry Guidelines" means the "2015 Industry Guidelines for calculation and verification of the Energy Efficiency Design Index (EEDI)" as submitted to MEPC 68 that may be revised in order to remain in line with the relevant IMO Guidelines.

"Verifying Society" is a Society which conducts the survey and verification of EEDI of a ship.

"Witnessing Society" is a Society which has witnessed the towing tank test of a ship of the same type as the ship whose EEDI is verified by the Verifying Society. "Ship of the same type" is defined in IMO "2014 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)".

"Witnessing protocol" is a document showing evidence of the witnessing and acceptance of the towing tank test by the Witnessing Society, with indication such as date, signature and possible remarks of the attending surveyor.

## 2 Scope of the Procedure

The scope of this procedure is defined in Part I of the Industry Guidelines.

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### Note:

1. This Procedural Requirement applies from 1 July 2013.
2. Rev.1 of this Procedural Requirement applies from 1 July 2016.

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(cont)**3 Calculation of EEDI**

The procedure to compute the EEDI is documented in Part II of the Industry Guidelines. For the purpose of this Procedural Requirement, calculation of the EEDI is to be performed in accordance with IMO "2014 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships" and Part II of the Industry Guidelines, as amended.

**4 Verification of EEDI**

The procedure to verify the EEDI is documented in Part III of the Industry Guidelines, together with Appendixes 1, 3, 4 and 5. For the purpose of this Procedural Requirement, verification of the EEDI is to be performed in accordance with IMO "2014 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)" and Part III of the Industry Guidelines, as amended.

A sample of document to be submitted to the Verifier including additional information for verification is provided in Appendix 2 of the Industry Guidelines.

**5 Acceptance of towing tank tests witnessed by another Society**

Further to the agreement of the submitter of the EEDI Technical File and the Shipowner, a Verifying Society may accept towing tank tests reports witnessed by another Society if the towing tank tested ship is of the same type as the ship of which the EEDI is verified.

Copies of the following documents are to be provided to the Verifying Society, with due consideration given to the protection of the Intellectual Property Rights (IPR) as indicated under paragraph 14 of the Industry Guidelines:

- Calculation of the reference speed of the verified ship explicitly making reference to the speed power curves of the tank tested ship model
- Witnessing protocol of the tank tested ship endorsed by the surveyor of the Witnessing Society
- Towing tank test report of the tank tested ship

On specific request of the Verifying Society, the following additional information is to be submitted:

- Ship lines and model particulars, loading and operating conditions of the tank tested ship as described in 4.2.7.2 of IMO "2014 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI)" as amended, showing that the verified ship and the tank tested ship are of the same type

If some of the relevant information is held by the original Witnessing Society, the submitter should authorize the Witnessing Society to make the information available to the Verifying Society.

**6 New ship (as per MARPOL Annex VI Regulation 2) designed before the entry into force of the MARPOL Annex VI amendments introducing the EEDI**

It is expected that the towing tank tests of a new ship performed before the entry into force of MARPOL Annex VI amendments introducing the EEDI have not been witnessed by a Verifier. In this case, towing tank test results provided by a tank test organization with quality control

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certified according to a recognized scheme or with experience acceptable to the Verifying Society may be accepted by the Verifying Society.

Attached:

2015 Industry Guidelines for calculation and verification of the Energy Efficiency Design Index (EEDI)

End of  
Document