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The term of "heavy load carrier" for the application of EEDI/EEXI and CII

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1. General

This document provides recommendations on the term of "heavy load carrier" for the consideration to the application of EEDI/EEXI and CII, associated with the definition in Regulation 2.2.15 of MARPOL Annex VI.

2. Background

2.1 The application of EEDI/EEXI and CII is specified in Regulation 22.1, 23.1, 24.1, 25.1, 26.3, 28.1 and 28.4 of MARPOL Annex VI as amended by Res. MEPC.328(76). General cargo ship which is defined in Regulation 2.2.15 is to be subject to these Regulations of EEDI/EEXI and CII.

2.2 Regulation 2.2.15 of MARPOL Annex VI defines "General cargo ship" as stated below. As per this definition General cargo ship, excludes livestock carrier, barge carrier, heavy load carrier, yacht carrier and nuclear fuel carrier, towards EEDI/EEXI and CII regulations ; however, "heavy load carrier" is not defined in the regulation.

“2.15 General cargo ship means a ship with a multi-deck or single deck hull designed primarily for the carriage of general cargo. This definition excludes specialized dry cargo ships, which are not included in the calculation of reference lines for general cargo ships, namely livestock carrier, barge carrier, heavy load carrier, yacht carrier, nuclear fuel carrier.”

2.3 According to Table 2 in Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI) (Res. MEPC. 231(65)), the following ships are not included in the calculation of reference lines for use with the EEDI.

“Heavy load carrier, semi-submersible: A heavy load carrier which is semi-submersible for the float on loading/unloading of the cargoes.”

“Heavy load carrier: A cargo vessel able to carry heavy and/or oversized individual cargoes. Cargo may be carried on deck or in holds and may be loaded by crane and/or ro-ro ramps.”

3. Recommendation

3.1 Following may be considered as "heavy load carrier" in the context of regulation 2.2.15 of MARPOL Annex VI :

- a) (Heavy Load) Deck Carriers¹
- b) Semi-submersible Project Cargo Carriers
- c) Semi-submersible (Heavy load) Deck Carriers² (including dock lift ships)

Footnotes:

¹ Vessels, which do not feature a cargo hold and carry project cargo on a flat deck; Not fitted with cargo coamings/ chutes/ tippers.

² Normally regarded as Heavy Load Carrier by IHS Fairplay

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3.2 In addition to 3.1, the following may be considered as “heavy load carrier” subject to endorsement by the Flag Administration:

- a) Heavy Lift Multi-Purpose ships (Refer 3.2.1 below)
- b) Premium Project carriers (Refer 3.2.1 below) and
- c) Project Cargo Carriers (Refer 3.2.2 below)

3.2.1 Heavy Lift Multi-Purpose ships and Premium Project carriers, which are fulfilling the adapted criterion of “Ships engaged in lifting operations” as per 2008 IMO IS Code (as amended by MSC.413(97)), as follows:

$$SWL \times Outreach \geq 0.67 \times Displacement \times (D - T) / B$$

Where:

SWL	= maximum safe working load of crane of one single crane
Outreach	= outreach from turning axis of crane
Displacement	= displacement of vessel at draft T
T	= freeboard draft
B	= the moulded breadth of the vessel measured amidships at draft T
D	= depth for freeboard

3.2.2 Project Cargo Carriers with or without cargo gear, for which the flag Administration may base their decision on a design and operation-specific application compiled by the Owner/Company.

The application is submitted by RO with descriptions of the criteria of a Project Cargo Carrier that are implemented on the subject design and operation, which justify the vessel to be considered as a "heavy load carrier".

3.3 In cases other than the above , it is encouraged to seek endorsement by the Flag Administration on consideration of a general cargo ship as a “heavy load carrier” in the context of Regulation 2.2.15 of MARPOL Annex VI.

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