TASNEEF
هيئة الإمارات للتصنيف
EMIRATES CLASSIFICATION SOCIETY

Amendments to Parts A and F of the "Rules for the Classification of Ships" (REP.1 and REP.6)

Effective from 1 April 2026

Reason:
the Rules have been amended to introduce the new additional class notation EGCS-SOX READY assigned to ships designed for the future installation of an Exhaust Gas Cleaning System (EGCS) suitable to reduce the SOx emissions (i.e. typically scrubbers) so that the prospective arrangement of structures, equipment and piping, including sea inlet and outlets, is compatible with the actual ship design and that only minor structural, equipment and piping modifications will be necessary for the installation of the EGCS.

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SECTION 2 CLASSIFICATION NOTATIONS

1 General

1.1 Purpose of the classification notations

1.1.1 The classification notations give the scope according to which the class of the ship has been based and refer to the specific rule requirements which are to be complied with for their assignment. In particular, the classification notations are assigned according to the type, service and navigation of the ship and other criteria which have been provided by the Interested Party, when applying for classification.

The Society may change the classification notations at any time, when the information available shows that the requested or already assigned notations are not suitable for the intended service, navigation and any other criteria taken into account for classification.

Note 1: Reference should be made to Sec 1, [1.3] on the limits of classification and its meaning.

1.1.2 The classification notations assigned to a ship are indicated on the Certificate of Classification, as well as in the Register of Ships published by the Society.

1.1.3 *(1/7/2008)*

Ships and units, other than those covered in Parts B, C, D, E and F, are to comply with specific Rules published by the Society, which also stipulate the relevant classification notations.

1.1.4 The classification notations applicable to existing ships conform to the Rules of the Society in force at the date of assignment of class, as indicated in Ch 2, Sec 1. However, the classification notations of existing ships may be updated according to the current Rules, as far as applicable.

1.2 Types of notations assigned

1.2.1 The types of classification notations assigned to a ship are the following:

a) main class symbol

b) construction marks

c) service notations with additional service features, as applicable

d) navigation notations

e) operating area notations (optional)

f) additional class notations (optional)

The different classification notations and their conditions of assignment are listed in [2] to [6] below, according to their types.

1.2.2 As an example, the classification notations assigned to a ship may be as follows (the kind of notation shown in brackets does not form part of the classification notation indicated in the Register of Ships and on the Certificate of Classification):

C ✠ HULL ✠ MACH

(main class symbol, construction marks)

oil tanker-chemical tanker-ESP-Flash point > 60°C

(service notation and additional service features)

Unrestricted navigation

(navigation notation)

✠SYS - NEQ

(additional class notation).

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5.2.5 The navigation notation **sheltered area** is assigned to ships intended to operate in sheltered waters , i.e. harbours, estuaries, roadsteads, bays, lagoons and generally calm stretches of water and when the wind force does not exceed 6 Beaufort scale.

5.2.6 *(1/7/2009)*
The navigation notations defined in these items [5.2.1] to [5.2.5] are those considered as "normal". Where particular cases of navigation are to be assigned which are not included among those so defined, the navigation notation **special** is assigned, followed by specified restrictions (such as the designation of the geographical area, distance from the shore and/or the most unfavourable sea conditions considered).

5.2.7 *(1/7/2009)*
The Society may assign navigation notations provided by the regulations of the flag Administration, which may be different from those defined in [5.2.1] to [5.2.6].

5.3 Operating area notations

5.3.1 The operating area notation expresses the specified area where some service units are likely to operate at sea within specific restrictions which are different from normal navigation conditions.

The operating area notation is, in principle, solely granted to working units, such as dredgers and crane pontoons.

This operating area notation is indicated after the navigation notation.

Example: **unrestricted navigation - “operating area notation”**

5.3.2 The following operating area notations may be assigned:

a) notation **specified operating area**, where the specific operating conditions which have been considered by the Society are described in an annex to the Certificate of Classification (i.e. distance from shore or from port of refuge, weather or sea conditions)

b) notation **operation service within ’x’ miles from shore**, where the operating service is limited to a certain distance from the shore.

6 Additional class notations

6.1 General

6.1.1 *(1/7/2025)*
An additional class notation expresses:

- the classification of additional equipment or specific arrangement, which has been requested by the Interested Party; or
- the classification of mandatory equipment or specific arrangement which - because of their importance - the Interested Party requests to be expressly indicated on the Certificate of Classification to provide ready evidence of the ship's compliance with the relevant mandatory class or statutory requirements.

6.1.2 *(1/7/2025)*
The assignment of such an additional class notation is subject to the compliance with:

- additional rule requirements, which are detailed in Part F of the Rules; or
- mandatory rule or statutory requirements mentioned in [6.2] to [6.14], which are detailed in other Parts of the Rules or in applicable statutory instruments.

6.1.3 Some additional class notations, due to the importance of relevant equipment or arrangements, are assigned a construction mark, according to the principles given in [3.1.2]. This is indicated in the definition of the relevant additional class notations.

6.1.4 The different additional class notations which may be assigned to a ship are listed in [6.2] to [6.14], according to the category to which they belong. These additional class notations are also listed in alphabetical order in Tab 3.

6.2 System of Trace and Analysis of Records (STAR)

6.2.1 General *(1/7/2008)*
STAR is a System of Trace and Analysis of Records integrating rational analysis with data and records from ship-in-service concerning planned inspection and ship maintenance.

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6.13.5 PMS-CM(CARGO) *(1/7/2009)*

Where a Planned Maintenance Scheme approved by the Society is implemented, and Condition Based Maintenance complying with the requirements of Pt F, Ch 12, Sec 4 relevant to the cargo system is applied, the additional class notation **PMS-CM(CARGO)** is assigned.

6.13.6 PMS-CM(ELE) *(1/7/2009)*

Where a Planned Maintenance Scheme approved by the Society is implemented, and Condition Based Maintenance complying with the requirements of Pt F, Ch 12, Sec 5 relevant to electrical switchboards is applied, the additional class notation **PMS-CM(ELE)** is assigned.

6.13.7 PMS-CM(FDS) *(1/7/2009)*

Where a Planned Maintenance Scheme approved by the Society is implemented, and Condition Based Maintenance complying with the requirements of Pt F, Ch 12, Sec 6 relevant to the fire detection system is applied, the additional class notation **PMS-CM(FDS)** is assigned.

6.13.8 PMS-CM *(1/1/2020)*

Where a Planned Maintenance Scheme approved by the Society is implemented, and Condition Based Maintenance complying with the requirements of Pt F, Ch 12, Sec 7 relevant to individual items selected by the Owner is applied, the additional class notation **PMS-CM** is assigned.

6.14 Other additional class notations

6.14.1 Strengthened bottom - Not always afloat but safe aground (NAABSA) *(15/10/2019)*

The additional class notation **STRENGTHBOTTOM-NAABSA** may be assigned to ships built with specially strengthened bottom structures so as to be able to be loaded and/or unloaded when properly stranded.

The requirements for the assignment of this notation are given in Pt F, Ch 13, Sec 1.

6.14.2 Loading by grabs *(1/4/2006)*

a) The additional class notation **GRABLOADING** may be assigned to ships with hold tank tops specially reinforced for loading/unloading cargoes by means of grabs or buckets.

   The requirements for the assignment of this notation are given in Pt F, Ch 13, Sec 2.

   However, this does not preclude ships not assigned with this notation from being loaded/unloaded with grabs.

b) The additional class notation **GRAB [X]** may be assigned to ships with hold tank tops designed for loading/unloading cargoes by means of grabs having a maximum mass of [X] tonnes.

   The requirements for the assignment of this notation are given in Pt F, Ch 13, Sec 2 (see also Note 2).

Note 1: These additional class notations may only be assigned to ships with the service notation **general cargo ship** (intended to carry dry bulk cargoes), **bulk carrier**, **ore carrier**, **combination carrier/OBO** or **combination carrier/OOC**.

Note 2: The specific requirements for the assignment of the notation **GRAB [X]** to bulk carriers with the service feature **CSR** are given in the Common Structural Rules (Ch 1, Sec 1, [3]).

6.14.3 In-water survey

The additional class notation **INWATERSURVEY** may be assigned to ships provided with suitable arrangements to facilitate the in-water surveys as provided in Ch 2, Sec 2, [7.1.4].

The requirements for the assignment of this notation are given in Pt F, Ch 13, Sec 3.

6.14.4 Single point mooring

The additional class notation **SPM** (Single Point Mooring) may be assigned to ships fitted with a specific mooring installation.

The requirements for the assignment of this notation are given in Pt F, Ch 13, Sec 4.

These requirements reproduce the provisions of “Recommendations for Equipment Employed in the Mooring of Ships at Single Point Mooring” (3rd edition 1993), issued by OCIMF (Oil Companies International Marine Forum).

6.14.5 Container lashing equipment *(1/7/2017)*

The additional class notation **LASHING** is assigned to ships initially fitted with mobile container lashing equipment that is documented, tested and checked.

The notation **ROUTE DEPENDENT LASHING (start date - end date)** is assigned to ships initially fitted with mobile container lashing equipment that is documented, tested and checked for specific routes and for the period of year defined by the specification start date - end date.

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6.14.70 Optimized Shaft Alignment *(15/2/2024)*

The additional class notations **Optimized Shaft Alignment (OSA)** or **Optimized Shaft Alignment and procedure (OSA-PR)** are assigned to new ships when the Shaft Alignment (configuration of the shafts and bearings relative to the centerlines of the bearings from the theoretical straight-line condition) is designed, installed, verified, and surveyed in accordance with TASNEEF "Guide for Optimized Shaft Alignment".

The requirements in the Guide are in lieu of the applicable requirements of Pt C, Ch 1, Sec 7.

The additional class notations **OSA** and **OSA-PR** are not applicable to ships equipped with azimuth thrusters or non-conventional shaft lines intended for main propulsion, or as otherwise deemed not appropriate by the Society.

6.14.71 Cyber Resilience Ready *(1/6/2024)*

The additional class notation **CS-Ready** may be assigned to ships contracted for construction before 1 July 2024 in a shipyard complying with the requirements of TASNEEF "Guide for Shipyards to assign new buildings with CS-Ready additional class notation".

6.14.72 VIB-MAC *(1/6/2025)*

The additional class notation **VIB-MAC** is assigned to ships whose machinery and onboard equipment comply with the vibration requirements defined in Pt F, Ch 13, Sec 47, specifying levels of vibration (to be confirmed by a measurement campaign) which suggest good working conditions for machinery in operation and sound mounting, balancing and alignment for new installations.

6.14.73 CYBER RESILIENCE *(1/7/2025)*

The additional class notation **CYBER RESILIENCE** may be assigned to ships complying with the requirements in Pt C, Ch 3, Sec 4 and having on-board systems and equipment that comply with requirements in Pt C, Ch 3, Sec 5.

6.14.74 IP-SERVICE *(1/7/2025)*

The additional class notation **IP-SERVICE** is assigned to ships constructed in compliance with the requirements of the International Code of Safety for Ships Carrying Industrial Personnel (IP Code), adopted by IMO through Resolution MSC.527(106), as amended.

6.14.75 ENHANCED ELECTRIC POWER AVAILABILITY (EEPA) *(15/10/2025)*

The additional class notation **EEPA** is assigned to passenger ships having electric propulsion, complying with Safe Return to Port requirements, and complying with the additional requirements defined in Pt F, Ch 13, Sec 48.

6.14.76 HIGH AND LOW VOLTAGE SHORE CONNECTION (HVSC AND LVSC) READY *(1/1/2026)*

The additional class notation **HVSC** or **LVSC (rated voltage, rated frequency) READY (X1, X2, X3)** is assigned to ships with High (above 1.000 V) or Low (less than or equal to 1.000 V) Voltage systems, designed for the future installation of a Shore Connection system and complying with the requirements in Pt F, Ch 13, Sec 49.

6.14.77 EGCS-SOX READY *(1/4/2026)*

The additional class notation **EGCS-SOX READY (X1, X2, X3…)** is assigned to ships designed for the future installation of an Exhaust Gas Cleaning System (EGCS) suitable to reduce the SOx emissions (i.e. typically scrubbers) so that the prospective arrangement of structures, equipment and piping, including sea inlet and outlets, is compatible with the actual ship design and that only minor structural, equipment and piping modifications will be necessary for the installation of the EGCS.

The requirements for the assignment of this additional class notation are given in Pt F, Ch 13, Sec 50.

7 Other notations

7.1

7.1.1 The Society may also define other notations by means of provisional requirements and guidelines, which may then be published in the form of tentative rules.

Table 3 : List of additional class notations *(1/4/2026)*

Additional class notation	Reference for definition	Reference	Remarks
ADVANCED WASTEWATER TREATMENT PLANT (AWTP)	[6.8.12]	NA	
AIR LUBRICATION SYSTEM (AIR LUB)	[6.14.47]	Pt F, Ch 13, Sec 31	
AIR-MON	[6.14.33]	Pt F, Ch 13, Sec 22	
AUT-CCS	[6.4.3]	Pt F, Ch 3, Sec 2	**(1)**
AUT-PORT	[6.4.4]	Pt F, Ch 3, Sec 3	**(1)**
AUT-UMS	[6.4.2]	Pt F, Ch 3, Sec 1	**(1)**
AVM-APS or AVM-APS-NS	[6.3.2]	Pt F, Ch 2, Sec 1	**(1)**
AVM-IAPS	[6.3.3]	Pt F, Ch 2, Sec 2	**(1)**
AVM-DPS or AVM-DPS-NS	[6.3.4]	Pt F, Ch 2, Sec 3	**(1)**
AVM-IPS	[6.3.5]	Pt F, Ch 2, Sec 4	**(1)**
BATTERY POWERED SHIPS	[6.14.42]	Pt C, Ch 2, App 2	
BIOFUEL	[6.14.69]	Pt C, Ch 1, App 16	
BIOSAFE SHIP	[6.14.49]	Pt F, Ch 13, Sec 33	
BWM-E	[6.14.15]	Pt C, Ch 1, Sec 10, [7]	**(5)**
BWM-T	[6.14.15]	Pt C, Ch 1, App 8	
CARGOCONTROL	[6.14.9]	Pt F, Ch 13, Sec 9	
CARGO HANDLING (H), **CARGO HANDLING (O)**, **CARGO HANDLING (T)**, **CARGO HANDLING (S)**, **CARGO HANDLING (SW)**	[6.14.30]	TASNEEF Rules for loading and unloading arrangements and for other lifting appliances on board ships	
CARGO PIPING PROTECTED (CPP)	[6.14.63]	Pt F, Ch 13, Sec 41	
CLEAN-AIR	[6.8.3]	Pt F, Ch 7, Sec 3	**(4)**
CLEAN-SEA	[6.8.2]	Pt F, Ch 7, Sec 4	**(4)**
COAT-WBT	[6.14.12]	Pt F, Ch 13, Sec 12	
COATING PERFORMANCE STANDARD IN CARGO OIL TANKS (CPS-COT)	[6.14.64]	Pt F, Ch 13, Sec 42	
COMF-AIR	[6.7.4]	Pt F, Ch 6, Sec 3	
COMF-NOISE, **COMF-NOISE (DP)** and **COMF-NOISE (MM)**	[6.7.2]	Pt F, Ch 6, Sec 1	
COMF-NOISE-PLUS	[6.7.2]	Pt F, Ch 6, Sec 5	
COMF-VIB, **COMF-VIB (DP)** and **COMF-VIB (MM)**	[6.7.3]	Pt F, Ch 6, Sec 2	
COVENT	[6.14.8]	Pt F, Ch 13, Sec 8	
CS-Ready	[6.14.71]	TASNEEF Guide for Shipyards to assign new buildings with CS-Ready additional class notation	
CYBER RESILIENCE	[6.14.73]	Pt C, Ch 3, Sec 4 Pt C, Ch 3, Sec 5	
CYBER RESILIENCE EXISTING SHIPS (CYRES, CYRES-OT and CYRES-IT)	[6.14.45]	Pt F, Ch 13, Sec 29	
DANGEROUS GOODS	[6.14.34]	NA	
DIGITAL SHIP (ADC)	[6.14.46]	Pt F, Ch 13, Sec 30	
DIGITAL SHIP (D)	[6.14.46]	Pt F, Ch 13, Sec 43	
DIVINGSUPPORT	[6.14.17]	Pt F, Ch 13, Sec 14	

(1) A construction mark is added to this notation.

(2) This notation may be completed by the specific notations **-PRECOOLING**, **-QUICKFREEZE** and/or **-AIRCONT** (see [6.9.5]).

(3) This notation may be completed by the specific notations **-MIDSHIP** and **-TRANSFER** (see [6.14.7]).

(4) When ships are assigned the notations **CLEAN-SEA** and **CLEAN-AIR**, the two separate notations are superseded by the cumulative additional class notation **GREEN STAR 3 DESIGN** (see [6.8.4]).

(5) This notation may be completed by the specific features: **sequential**, **flow-through**, **dilution**.

(6) This notation may be completed by the specific notation **-HULL** (see [6.10.4]).

(7) This notation may be completed by the specific notation **Icebreaker** (see [6.11.1]).

Additional class notation	Reference for definition	Reference	Remarks
DOLPHIN QUIET SHIP or DOLPHIN TRANSIT SHIP	[6.14.39]	Pt F, Ch 13, Sec 25	
DORS	[6.14.36]	Pt F, Ch 13, Sec 23	
DMS	[6.14.11]	Pt F, Ch 13, Sec 11	
DYNAPOS	[6.14.6] a)	Pt F, Ch 13, Sec 6	**(1)**
DP PLUS	[6.14.6] b)	Pt F, Ch 13, Sec 6	
EEDI-Ph3	[6.8.8]	NA	
EEPA	[6.14.75]	Pt F, Ch 13, Sec 48	
EGCS-SOX and/or EGCS-NOX	[6.14.41]	Pt F, Ch 13, Sec 26	
EGCS-SOX READY (X1, X2, X3…)	[6.14.77]	Pt F, Ch 13, Sec 50	
EFFICIENT SHIP (S, DWT)	[6.14.28]	Pt F, Ch 13, Sec 19	
ENHANCED MAINTENANCE (EM)	[6.14.60]	Pt F, Ch 13, Sec 40	
FATIGUELIFE (Y)	[6.14.13]	NA	
FIRE	[6.14.22]	Pt F, Ch 13, Sec 17	
FIRE-AS	[6.14.22]	Pt F, Ch 13, Sec 17	
FIRE-MS	[6.14.22]	Pt F, Ch 13, Sec 17	
FIRE-MS (hot-spots)	[6.14.22]	Pt F, Ch 13, Sec 17	
FIRE-CS	[6.14.22]	Pt F, Ch 13, Sec 17	
FUEL CELL POWERED SHIP (E) **FUEL CELL POWERED SHIP (NE)**	[6.14.61]	Pt C, Ch 2, App 3	
FUEL SAMPLING	[6.14.65]	Pt F, Ch 13, Sec 44	
GRABLOADING and GRAB (X)	[6.14.2]	Pt F, Ch 13, Sec 2	
GREAT LAKES ST LAWRENCE SEAWAY	[6.14.40]	NA	
GREEN PLUS	[6.8.4] a)	Pt F, Ch 7, Sec 1	
GREEN PLUS T	[6.8.4] b)	Pt F, Ch 7, Sec 1 and Pt F, Ch 7, Sec 6	
GREEN STAR 3 DESIGN	[6.8.4] c)	Pt F, Ch 7, Sec 2	This cumulative notation supersedes the notations **CLEAN-SEA** and **CLEAN-AIR**, when both are assigned
GREEN STAR 3	[6.8.4] d)	Pt F, Ch 7, Sec 5	
GREEN STAR 3 (TOC)	[6.8.4] e)	-	
GC CARGO HANDLING	[6.8.5]	Pt F, Ch 7, Sec 6	
H2 FUELLED	[6.14.56]	Pt C, Ch 1, App 14	
H2 FUELLED READY (X1, X2, X3)	[6.14.57]	Pt F, Ch 13, Sec 38	
HELIDECK	[6.14.19]	Pt F, Ch 13, Sec 16	
HELIDECK-H	[6.14.19]	Pt F, Ch 13, Sec 16	
HYBRID PROPULSION SHIP (HYB-…)	[6.14.44]	Pt F, Ch 13, Sec 28	**(1)**
HVSC	[6.14.18]	Pt F, Ch 13, Sec 15	
HVSC-NB	[6.14.18]	Pt F, Ch 13, Sec 15	
HVSC (rated voltage, rated frequency) READY (X1, X2, X3…) **LVSC (rated voltage, rated frequency) READY (X1, X2, X3…)**	[6.14.76]	Pt F, Ch 13, Sec 49	
ICE	[6.10.5]	-	
ICE CLASS IA	[6.10.2]	Part F, Chapter 9	**(6)**
ICE CLASS IA SUPER	[6.10.2]	Part F, Chapter 9	**(6)**

(1) A construction mark is added to this notation.

(2) This notation may be completed by the specific notations **-PRECOOLING**, **-QUICKFREEZE** and/or **-AIRCONT** (see [6.9.5]).

(3) This notation may be completed by the specific notations **-MIDSHIP** and **-TRANSFER** (see [6.14.7]).

(4) When ships are assigned the notations **CLEAN-SEA** and **CLEAN-AIR**, the two separate notations are superseded by the cumulative additional class notation **GREEN STAR 3 DESIGN** (see [6.8.4]).

(5) This notation may be completed by the specific features: **sequential**, **flow-through**, **dilution**.

(6) This notation may be completed by the specific notation **-HULL** (see [6.10.4]).

(7) This notation may be completed by the specific notation **Icebreaker** (see [6.11.1]).

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SECTION 50 EGCS-SOX READY (X1, X2, X3...)

1 General

1.1 Application

1.1.1 *(1/4/2026)*

The additional class notation **EGCS-SOX READY (X1, X2, X3...)** is assigned, in accordance with Pt A, Ch 1, Sec 2, [6.14.77], to ships which are designed for the future installation of an Exhaust Gas Cleaning System (EGCS) suitable to reduce the SOx emissions and which meet the requirements of this section.

1.1.2 *(1/4/2026)*

A Statement of Compliance may be issued to ships not classed with the Society, fulfilling the requirements of this section.

2 Assignment criteria

2.1 Characteristics of the notation

2.1.1 *(1/4/2026)*

The characteristics X_i of the notation are defined in Tab 1.

Table 1 : Description of the notation characteristics *(1/4/2026)*

X_i	Characteristic	Description
1	**Design**	The complete design and arrangement of the ship fitted with the prospective EGCS for reducing the SOx emissions is found to be in compliance with the rules applicable to new buildings, including suitable extra space in the engine room casing (for the scrubbing tower), and in other spaces as needed depending on the type of the proposed EGCS. This includes drawings relevant to piping arrangement and documents concerning ship stability with the EGCS in full operational conditions.
2	**Users**	The proposed design is for EGCS(s) suitable for main engine(s) and/or auxiliary engines and/or boilers. The characteristic "Users" is to be complemented by one of the characteristics below, depending on the actual design: • ME: for EGCS(s) intended for the main engine(s) only, • ME+AE: for EGCS(s) intended also for one or more auxiliary engines, in addition to the main engine(s) **(1)**, • AEp: for EGCS(s) intended for one or more auxiliary engines only **(2)**, • B: for EGCS(s) intended also for boilers, in addition to the main engine(s) and/or auxiliary engines.
3	**Structure**	Structural reinforcements to support the piping, EGCS scrubbing tower and tanks are installed and the ship structures are prepared for piping penetrations.
4	**Outer shell**	The arrangements for seawater intake and discharge are installed in accordance with approved drawings.
5	**Tower**	The pre-selected EGCS main scrubbing tower is built under survey and installed in accordance with approved drawings.
6	**Piping**	All piping equipment associated with the EGCS (e.g. pipes, pumps, valves, etc.) are built and installed in accordance with approved drawings.

(1) The capacity of the auxiliary engines fitted with EGCS is to be sufficient for the ship power balance in normal navigation.

(2) The capacity of the auxiliary engines fitted with EGCS is to be sufficient for the ship power balance in port conditions.

2.2 Assignment of the notation

2.2.1 *(1/4/2026)*

The additional class notation **EGCS-SOX READY** is assigned:

a) to new buildings, that are in accordance with the TASNEEF Rules in force at the date when the contract for construction between the Owner and the shipbuilder is signed;

b) to existing ships, that are in accordance with the TASNEEF Rules in force at the date of request of notation assignment;

having the characteristics "Design" and "Users".

2.2.2 *(1/4/2026)*

The other characteristics "Structure", "Outer shell", "Tower" and "Piping" may additionally be assigned in case of voluntary enhanced preparations to EGCS installation and approval.

2.2.3 *(1/4/2026)*

Examples of assignment of the notation are given below for clarity (i.e. X_i is to be changed into the relevant characteristics, as applicable):

- **EGCS-SOX READY** (Design, Users (ME+AE, B), Structure) means that the ships design, with the EGCS intended for the main engine, the auxiliary engines and boiler, has been examined and found in compliance with the applicable rules; and structural reinforcements to support the piping, EGCS scrubbing tower and tanks are installed and the ship structures are prepared for piping penetrations.
- **EGCS-SOX READY** (Design, Users (AEp), Structure) means that the ships design, with the EGCS intended only for the auxiliary engines to be used in port, has been examined and found in compliance with the applicable rules; and structural reinforcements to support the piping, EGCS scrubbing tower and tanks are installed and the ship structures are prepared for piping penetrations.

2.2.4 *(1/4/2026)*

Regardless of previous assignment of the **EGCS-SOX READY** notation, when an EGCS for reducing the SOx emissions will be installed on board, approval for compliance with the statutory and TASNEEF requirements in force at the date of signature of the contract for the ESCG installation, followed by testing and commissioning under survey, will be required.

2.3 Requirements for the assignment of the notation

2.3.1 Requirements for characteristic "Design" *(1/4/2026)*

The proposed arrangement of structures, equipment and piping, including sea inlet and outlets that are not to be installed at the time of issuance of the notation is to be compatible with the actual ship design, so that only minor structural, equipment and piping modifications will be needed for installation of the EGCS.

2.3.2 Requirements for characteristic "Structure" *(1/4/2026)*

Structural reinforcements to support the piping, EGCS scrubbing tower and tanks are to be installed and the ship structures are to be prepared for piping penetrations.

2.3.3 Requirements for characteristic "Outer shell" *(1/4/2026)*

The inlet (sea chest) and overboard arrangement with relevant valves for the future scrubber installation are to be installed and blind flanged, so that the EGCS installation may be completed without requiring drydocking the ship.

Special precautions, such as epoxy coating, are to be taken to protect the piping connecting the overboard valve to the outer shell and the surrounding area, due to the corrosive properties of EGCS discharge water.

3 Documents to be submitted

3.1 Standard list of documents

3.1.1 *(1/4/2026)*

The list of plans and documents to be submitted is given in Tab 2.

The documentation is to be marked "**EGCS-SOX READY**" in each drawing title, in case the ship is built without the equipment (e.g. piping, pumps, valves) shown in the drawings.

The Society reserves the right to require additional documents in the case of non-conventional design or if it is deemed necessary for the evaluation of the systems and components.

Table 2 : Documents to be submitted *(1/4/2026)*

Item N.	Documentation	Additional description
1	EGCS general specification	Description of the scrubber system including exhaust gas flow rate, treatment fluid flow rate and specification of tank capacities, and total working weight of scrubber unit (including fluids).
2	General arrangement	Including general arrangement of the engine room and casing (or of the space where the EGCS is intended to be located) and other spaces where equipment related to the EGCS is intended to be located.
3	Arrangement of engine room	Layout of the engine room and relevant casing (or of the space where the EGCS is intended to be located), with indication of the EGCS main dimensions, position and layout of the exhaust gas and other ECGS related piping and tanks.
4	P&ID	Including details of the exhaust gas system and other ECGS related piping (e.g. bunkering of consumables).
5	Seawater intake and outboard arrangement	Drawings showing the details of the intake (sea chest) and outboard, with relevant valves. Calculations showing compliance with the applicable Statutory limitation on pH at EGCS discharge.
6	Electrical load analysis	Electrical load balance showing that in all operational conditions, the main source of electrical power is suitable to sustain the added load from the EGCS system.
7	Main switchboard	Drawings and calculations showing that the busbars and circuit breakers are suitable to cope with the currents (normal and short circuit) connected with the EGCS system installation.
8	Structural drawings	Drawings showing the arrangement of foundations for the scrubber tower, independent tanks, and other main EGCS components. Drawings showing the details of structural arrangement in way of piping penetrations.
9	Internal subdivision plan	Plan showing how the internal watertight bulkhead integrity will be ensured upon installation of the EGCS.
10	Lightship evaluation	Including list of added/removed weights involved with EGCS installation. In case the updated lightship data exceeds the limits given in MSC.1/Circ.1362, updated stability information is to be submitted, and inclining experiment will be required depending on the actual case.