

Amendments to the "Rules for the Classification of Ships": new additional class notations "SUSTAINABLE SHIP (nn)":

- Part A, Chapter 1, Section 2: [6.14.55] (NEW) and Table 3;
- Part A, Chapter 5, Section 1: Table 1;
- Part A, Chapter 5, Section 12: [1.1.1] and [34] (NEW);
- Part F, Chapter 13, Section 36 (NEW SECTION);

RFC/002/AMN/010

Effective from 15/5/2021

SECTION 1

GENERAL PRINCIPLES OF CLASSIFICATION

1 Principles of classification

1.1 Purpose of the Rules

1.1.1 The Rules published by the Society give the requirements for the assignment and the maintenance of class for seagoing ships.

Class assigned to a ship reflects the discretionary opinion of the Society that the ship, for declared conditions of use and within the relevant time frame, complies with the Rules applicable at the time the service is rendered.

Note 1: The general conditions of classification are laid down in the "General Conditions" placed at the beginning of this Part.

1.1.2

The application criteria of the different parts of the present Rules are the following with the exceptions indicated in [1.1.3] and [1.1.4]:

- Part A - Classification and Surveys applies to all ships.
- Part B - Hull and Stability, Part C - Machinery, Systems and Fire Protection, Part D - Materials and Welding and Part E - Service Notations apply to seagoing ships whose hull is of welded steel construction. Where necessary, the extent of application is more precisely defined in each chapter of these parts of the Rules.
- Part F - Additional Class Notations applies, at the request of the Interested Party, to all ships.

The classification of ships other than those dealt with in the above-mentioned Parts B, C, D and E is covered by specific Rules published by the Society.

Note 1: As from 1 January 2007, the statutory requirements of the SOLAS Convention and/or national safety regulations, as applicable, regarding fire protection, detection and extinction (hereinafter referred to as "fire protection statutory requirements") are no longer mandatory for the purpose of classification, except where the Society carries out surveys relevant to fire protection statutory requirements on behalf of the flag Administration. In such cases, fire protection statutory requirements are considered a matter of class and therefore compliance with these requirements is also verified by the Society for classification purposes at class surveys.

In general, only IACS Unified Requirements in force related to fire protection, detection and extinction have been retained as Rule requirements within the scope of classification. Thus, the survey requirements for class surveys (annual, intermediate, class renewal surveys and others) no longer include those related to fire protection statutory requirements.

The above is applicable to all ships (new buildings and ships in service) and therefore the scope of surveys as stipulated in the present Part A has also been reduced accordingly for all ships.

1.1.3 (1/1/2021)

For the hull structures of ships contracted for construction on or after 1 April 2006, the Common Structural Rules are to be applied in the following cases:

- single side skin and double side skin bulk carriers with unrestricted navigation, having length L of 90 m or

greater, contracted for construction on or after 1 April 2006 but before 1 July 2015, (as defined in Chapter 1, Sec 1, [1.1.2] of the "Common Structural Rules for Bulk Carriers"),

- double hull oil tankers of 150 m length or greater contracted for construction on or after 1 April 2006 but before 1 July 2015 (as defined in Section 1 of the "Common Structural Rules for Double Hull Oil Tankers"),
- single side skin and double side skin bulk carriers with unrestricted navigation, having length L of 90 m or greater, contracted for construction on or after 1 July 2015, (as defined in Part 1 Chapter 1, Sec 1, [1.2] of the "Common Structural Rules for Bulk Carriers and Oil Tankers"),
- double hull oil tankers of 150 m length or greater, with unrestricted navigation, contracted for construction on or after 1 July 2015, (as defined in Part 1 Chapter 1, Sec 1, [1.3] of the "Common Structural Rules for Bulk Carriers and Oil Tankers").

1.1.4

Special consideration may be given in application of Rule requirements relevant to periodical surveys of:

- the hull,
- machinery, including boilers,
- the outside of the ship's bottom and related items, and
- tailshafts,

for commercial ships owned or chartered by Governments, which are used in support of military operations or service. The above special consideration cannot be given in application of hull survey requirements regarding ESP ships.

1.2 General definitions

1.2.1 (5/6/2020)

The following general definitions are used in these Rules:

- Society means Tasneef which provide the Services
- Rules means these Rules for the Classification of Ships and documents issued by the Society serving the same purpose
- Common Structural Rules means the "Common Structural Rules for Bulk Carriers", the "Common Structural Rules for Double Hull Oil Tankers" and the "Common Structural Rules for Bulk Carriers and Oil Tankers" adopted by IACS
- Surveyor means technical staff acting on behalf of the Society to perform tasks in relation to classification and survey duties
- Survey means an intervention by the Surveyor for assignment or maintenance of class as defined in Chapter 2, or interventions by the Surveyor within the limits of the tasks delegated by the Administrations

is barrier free passage in public spaces on board and in escape routes to muster stations.

The requirements for the assignment of this additional class notation are given in Pt F, Ch 13, Sec 32.

6.14.50 BIOSAFE SHIP (15/6/2020)

The additional class notation **BIOSAFE SHIP** is assigned to:

- Cruise ships and ro-ro passenger ships with sleeping facilities for passengers
- Passenger ships, high-speed passenger craft and ro-ro passenger ships in short sea voyages
- Cargo ships

designed and provided with systems, components and operative procedures to control and prevent possible on board infection outbreak.

The requirements for the assignment of this additional class notation are given in Pt F, Ch 13, Sec 33.

6.14.51 REMOTE SURVEYABLE SHIP (REMOTE) (5/6/2020)

The additional class notation **REMOTE** is assigned to ships deemed by the Society eligible to remotely carry out the largest scope of class surveys, including periodical surveys, on the basis of:

- their age and service;
- their records of maintenance and operation; and,
- the specific arrangements and qualified personnel available on board to facilitate remote surveys (see Note 1).

The requirements for the assignment of this additional class notation are given in Pt F, Ch 13, Sec 34.

Note 1: Remote Survey: a survey carried out by the Society without the physical attendance of the Surveyor on board,

6.14.52 LPG Fuelled (1/5/2021)

The additional class notation **LPG FUELLED** is assigned to ships operating with LPG as fuel for their internal combustion engines or boilers, complying with the design and constructional requirements of Pt C, Ch 1, App 13

6.14.53 NH3 Fuelled (1/5/2021)

The additional class notation **NH3 FUELLED** is assigned to ships operating with Ammonia as fuel for their internal combustion engines or boilers, complying with the design and constructional requirements of Pt C, Ch 1, App 13.

6.14.54 NH3 FUELLED READY (X1, X2, X3) (1/5/2021)

The additional class notation **NH3 FUELLED READY (X1, X2, X3...)** is assigned to ships whose design is in compliance with Pt C, Ch 1, App 13, and the relevant systems and arrangement are partially installed on board, thus easing a future ship conversion into a NH3 Fuelled Ship.

The requirements for the assignment of this additional class notation are given in Pt F, Ch 13, Sec 35.

6.14.55 SUSTAINABLE SHIP (nn) (15/5/2021)

The additional class notation **SUSTAINABLE SHIP (nn)** is assigned to ships complying with the sustainability criteria given in Pt F, Ch 13, Sec 36 relevant to:

- design and provision of systems, components and procedural means to control and prevent the emission of polluting substances into the sea, the air and, more in general, the environment (reference is made to **GREEN PLUS** additional class notation)
- underwater noise limitation (reference is made to **DOLPHIN** additional class notations)
- noise and vibration limitation on board (reference is made to **COMF-NOISE** and **COMF-VIB** additional class notations)
- compliance with **COMF-NOISE-PORT(X)** additional class notation
- compliance with **MLCDESIGN** additional class notation
- compliance with **BIOSAFE SHIP** additional class notation
- achievement of EEDI and EEXI values 40% lower than those in Phase 0 EEDI reference lines (see Note 1) in MARPOL Annex VI, according to the 2030 target in Initial IMO strategy on reduction of GHG emissions from ships (Res. MEPC.304(72)).

Note 1: For ro-ro cargo ships and ro-ro passenger ships, reference is made to Phase 2 EEDI reference lines

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 (15/5/2021)

| Additional class notation | Reference for definition | Reference | Remarks |
|---|--------------------------|---------------------|---------|
| AIR LUBRICATION SYSTEM (AIR LUB) | [6.14.48] | Pt F, Ch 13, Sec 31 | |
| AIR-MON | [6.14.34] | Pt F, Ch 13, Sec 22 | |
| (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]). | | | |

| Additional class notation | Reference for definition | Reference | Remarks |
|---|---------------------------|-------------------------------------|--|
| PERSONS WITH REDUCED MOBILITY (PMR-ITA) | [6.14.49] | Pt F, Ch 13, Sec 32 | |
| PMA | [6.14.14] | NA | |
| PMS | [6.13.2] | Pt F, Ch 12, Sec 1 | |
| PMS-CM(PROP) | [6.13.3] | Pt F, Ch 12, Sec 2 | |
| PMS-CM(HVAC) | [6.13.4] | Pt F, Ch 12, Sec 3 | |
| PMS-CM(CARGO) | [6.13.5] | Pt F, Ch 12, Sec 4 | |
| PMS-CM(ELE) | [6.13.6] | Pt F, Ch 12, Sec 5 | |
| PMS-CM(FDS) | [6.13.7] | Pt F, Ch 12, Sec 6 | |
| PMS-CM | [6.13.8] | Pt F, Ch 12, Sec 7 | |
| POLAR CLASS | [6.11.1] | Part F, Chapter 10 | |
| REF-CARGO | [6.9.2] | Pt F, Ch 8, Sec 2 | (1) (2) |
| REF-CONT | [6.9.3] | Pt F, Ch 8, Sec 3 | (1) (2) |
| REF-STORE | [6.9.4] | Pt F, Ch 8, Sec 4 | (1) (2) |
| REMOTE SURVEYABLE SHIP (REMOTE) | [6.14.51] | Pt F, Ch 13, Sec 34 | |
| RISK MITIGATION (...) | [6.14.33] | NA | |
| ROUTE DEPENDENT LASHING (start date - end date) | [6.14.5] | Pt F, Ch 13, Sec 5 | |
| < SAHARA SAHARA | [6.14.32] | Pt F, Ch 13, Sec 20 | |
| SELF-UNLOADING | [6.14.27] | NA | |
| SPM | [6.14.4] | Pt F, Ch 13, Sec 4 | |
| SPS | [6.14.26] | NA | |
| SRTP | [6.14.22] | NA | |
| STAR | [6.2.4] | Part F, Chapter 1 | This cumulative notation supersedes the notations STAR-HULL and STAR-MACH , when both are assigned |
| STAR-HULL | [6.2.2] | Pt F, Ch 1, Sec 1 | |
| STAR-MACH | [6.2.3] | Pt F, Ch 1, Sec 2 | |
| STRENGTHBOTTOM-NAABSA | [6.14.1] | Pt F, Ch 13, Sec 1 | |
| SUSTAINABLE SHIP (nm) | [6.14.55] | Pt F, Ch 13, Sec 36 | |
| SYS-COM | [6.5.4] | Pt F, Ch 4, Sec 3 | |
| SYS-IBS | [6.5.3] | Pt F, Ch 4, Sec 2 | (1) |
| SYS-NEQ SYS-NEQ-1 | [6.5.2] | Pt F, Ch 4, Sec 1 | (1) |
| TAS | [6.14.28] | NA | |
| TEMPORARY REFUGE (RISKS) | [6.14.39] | NA | |
| VCS | [6.14.7] | Pt F, Ch 13, Sec 7 | (3) |
| WINTERIZATION (temp) | [6.12.1] | Part F, Chapter 11 | |
| <p>(1) A construction mark is added to this notation.</p> <p>(2) This notation may be completed by the specific notations -PRECOOLING, -QUICKFREEZE and/or -AIRCONT (see [6.9.5]).</p> <p>(3) This notation may be completed by the specific notations -MIDSHIP and -TRANSFER (see [6.14.7]).</p> <p>(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]).</p> <p>(5) This notation may be completed by the specific features: sequential, flow-through, dilution.</p> <p>(6) This notation may be completed by the specific notation -HULL (see [6.10.4]).</p> | | | |

SECTION 1

GENERAL

1 General

1.1

1.1.1 The purpose of this Chapter is to give details on the scope of surveys of specific equipment and systems fitted on board the ship, which are covered by an additional class notation. Unless otherwise specified in Ch 1, Sec 2, [6], the scope of these surveys provides the requirements to be complied with for the maintenance of the relevant additional class notation.

1.1.2 These specific requirements are additional to those laid down in Chapter 3 and Chapter 4. These surveys are to be carried out at intervals as described in Ch 2, Sec 2, as far as possible concurrently with the surveys of the same type, i.e. annual, intermediate or class renewal survey.

1.1.3 The equipment and systems are also to be submitted to occasional survey whenever one of the cases indicated in Ch 2, Sec 2, [11] occurs.

1.1.4 Where specific requirements are given in this Chapter for the class renewal survey, they are additional to the applicable requirements for the annual survey.

1.1.5 For the assignment of the additional class notations, ships are to be submitted to an admission to class survey as described in Ch 2, Sec 1, [2] and Ch 2, Sec 1, [3] for new and existing installations, respectively, as applicable.

2 Additional class notations subject to additional surveys

2.1

2.1.1 The specific requirements detailed in this Chapter are linked to the additional class notation(s) assigned to the ship. Where a ship has more than one additional class notation, the specific requirements linked to each additional class notation are applicable as long as they are not contradictory.

2.1.2 Tab 1 indicates which additional class notations are subject to specific requirements, and in which Section and/or Article they are specified.

Table 1 : Additional class notations for which specific survey requirements are applicable (15/5/2021)

| Additional class notation | Section or Article applicable in this Chapter | Type of surveys affected by these specific requirements | Remarks |
|---|---|---|---|
| STAR STAR-HULL STAR-MACH | Sec 2 | See Remarks | The scope and periodicity of surveys are stipulated by specific requirements given in Pt F, Ch 1, Sec 1, [5] and Pt F, Ch 1, Sec 2, [4] |
| Availability of machinery: AVM-APS AVM-IAPS AVM-DPS AVM-IPS | Sec 3 | annual survey class renewal survey | |
| Automated machinery systems: AUT-UMS AUT-CCS AUT-PORT | Sec 4 | annual survey class renewal survey | |
| Integrated ship systems: SYS-NEQ SYS-NEQ-1 SYS-COM SYS-IBS | Sec 5 | annual survey class renewal survey | |
| Monitoring equipment: MON-HULL MON-SHAFT | Sec 6 | annual survey class renewal survey tailshaft survey | |

Pt A, Ch 5, Sec 1

| Additional class notation | Section or Article applicable in this Chapter | Type of surveys affected by these specific requirements | Remarks |
|--|---|---|--|
| Pollution prevention CLEAN-SEA CLEAN-AIR GREEN PLUS GREEN PLUS T GREEN STAR 3 GREEN STAR 3 DESIGN GREEN STAR 3 (TOC) GC CARGO HANDLING | Sec 7 | annual survey class renewal survey | |
| Refrigerating installations REF-CARGO REF-CONT REF-STORE | Sec 8 | annual survey class renewal survey | |
| Navigation in ice environment ICE CLASS IA SUPER ICE CLASS IA ICE CLASS IB ICE CLASS IC ICE CLASS ID ICE POLAR CLASS | Sec 9 | class renewal survey | |
| PMS PMS-CM(PROP) PMS-CM(HVAC) PMS-CM(CARGO) PMS-CM(ELE) PMS-CM(FDS) | See Remarks | See Remarks | The scope and periodicity of surveys are stipulated by specific requirements given in Part F, Chapter 12 |
| WINTERIZATION | Sec 10 | annual survey | |

| Additional class notation | Section or Article applicable in this Chapter | Type of surveys affected by these specific requirements | Remarks |
|---|---|---|---------|
| HELIDECK HELIDECK H | Sec 11 | annual survey class renewal survey | |
| Other notations STRENGTHBOTTOM-NAABSA GRABLOADING - GRAB [X] SPM DYNAPOS VCS COVENT CARGOCONTROL COAT-WBT DIVINGSUPPORT HVSC FIRE SELF-UNLOADING TAS EFFICIENT SHIP (S,DWT) MOORING CARGO HANDLING < SAHARA, SAHARA COMF NOISE RISK MITIGATION (...) AIR MON DANGEROUS GOODS INF 1, INF 2, INF 3 INERTGAS A, INERTGAS B, INERTGAS C GAS FUELLED GAS FUELLED (Main) GAS FUELLED (Aux) MAN OVERBOARD DETECTION SYSTEM CYBER RESILIENCE DIGITAL SHIP AIR LUBRICATION SYSTEM PERSONS WITH REDUCED MOBILITY (PMR-ITA) BIOSAFE SHIP REMOTE SURVEYABLE SHIP (REMOTE) SUSTAINABLE SHIP (nn) | Sec 12 | As applicable in accordance with the related Articles in Sec 12 | |

SECTION 12

OTHER NOTATIONS

1 General

1.1

1.1.1 (15/5/2021)

The requirements of this Section apply to ships which have been assigned one of the following additional class notations described in Ch 1, Sec 2, [6.14]:

STRENGTHBOTTOM-NAABSA

GRABLOADING

GRAB [X]

SPM

DYNAPOS

VCS

COVENT

CARGOCONTROL

COAT-WBT

DIVINGSUPPORT

HVSC

FIRE

SELF-UNLOADING

TAS

EFFICIENT SHIP (S, DWT)

MOORING

CARGO HANDLING

< **SAHARA, SAHARA**

COMF NOISE, COMF-NOISE-PORT

RISK MITIGATION

AIR MON

DANGEROUS GOODS

INF 1, INF 2, INF 3

INERTGAS A, INERTGAS B, INERTGAS C

GAS FUELLED, GAS FUELLED (Main), GAS FUELLED (Aux)

MAN OVERBOARD DETECTION SYSTEM

CYBER RESILIENCE

DIGITAL SHIP

AIR LUBRICATION SYSTEM

PERSONS WITH REDUCED MOBILITY (PMR-ITA)

BIOSAFE SHIP

REMOTE

[SUSTAINABLE SHIP \(nn\)](#)

2 STRENGTHBOTTOM-NAABSA

2.1 Dry-docking survey

2.1.1 The reinforced area of bottom plating and internal associated structures are to be visually examined for possible deformations, fractures or other damage. If deemed necessary, thickness measurements may be required.

3 GRABLOADING and GRAB [X]

3.1 Class renewal survey

3.1.1 The reinforced area of double bottom plating and adjacent associated structures are to be visually examined for possible deformations, fractures or other damage. If deemed necessary, thickness measurements may be required.

4 SPM

4.1 Annual survey

4.1.1 The Owner or his representative is to declare to the attending Surveyor that no significant alterations have been made without the prior approval of the Society.

4.1.2 The annual survey is to include:

- a general examination of all components of the installation (bow chain stoppers, bow fairleads, pedestal roller fairleads, winches and capstans) to verify their satisfactory condition
- an examination of the hull structures supporting and adjacent to the installation to verify that no deformations or fractures have developed.

4.2 Class renewal survey

4.2.1 The class renewal survey is to include:

- a close-up examination of all components of the installation (bow chain stoppers, bow fairleads, pedestal roller fairleads, winches and capstans) to verify their satisfactory condition
- a close-up examination of the hull structures supporting and adjacent to the installation to verify that no deformations or fractures have developed.

Where deemed necessary by the Surveyor, non-destructive tests for measuring thickness deterioration or checking for fractures or other defects may be required.

33 REMOTE

33.1 Annual and class renewal survey

33.1.1 (5/6/2020)

For maintaining the additional class notation **REMOTE**, the devices for live-streaming and the Connectivity Kit are to be surveyed periodically (yearly) and found to be available on board and operational. The presence on board of at least one of the ship's Officers provided with the Certificate of Competency requested in Pt F, Ch 13, Sec 34, [2.4] is also to be ascertained.

34 SUSTAINABLE SHIP (nn)

34.1 Annual and class renewal survey

34.1.1 (15/5/2021)

For maintaining the additional class notation **SUSTAINABLE SHIP (nn)**, the survey is, as far as practicable, to include the checks in:

- [33] for the **BIOSAFE SHIP** additional class notation;
- Sec 7, [4] for the Environmental Index defined in the **GREEN PLUS** additional class notation; and
- [20] with reference to **COMF-NOISE** and **COMF-NOISE-PORT(X)** additional class notations.

SECTION 36

SUSTAINABLE SHIP (nn)

1 General

1.1 Application

1.1.1 (15/5/2021)

The additional class notation **SUSTAINABLE SHIP (nn)** is assigned, in accordance with Pt A, Ch 1, Sec 2, [6.14.55], to ships complying with the criteria in [5], having regard to:

- a) design and provision of systems, components and procedural means to control and prevent the emission of polluting substances into the sea, the air and, more in general, the environment (reference is made to **GREEN PLUS** additional class notation)
- b) underwater noise limitation (reference is made to **DOLPHIN** additional class notations)
- c) noise and vibration limitation on board (reference is made to **COMF-NOISE** and **COMF-VIB** additional class notations)
- d) compliance with **COMF-NOISE-PORT(X)** additional class notation
- e) compliance with **MLCDESIGN** additional class notation
- f) compliance with **BIOSAFE SHIP** additional class notation
- g) achievement of EEDI and EEXI values 40% lower than those in Phase 0 EEDI reference lines (see Note 1) in MARPOL Annex VI, according to the 2030 target in Initial IMO strategy on reduction of GHG emissions from ships (Res. MEPC.304(72)).

Note 1: For ro-ro cargo ships and ro-ro passenger ships, reference is made to Phase 2 EEDI reference lines.

The (nn) suffix gives an index of the ship's sustainability characteristics according to [4] and [5].

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

2 Definitions

2.1

2.1.1 (15/5/2021)

Definitions are those given in:

- Pt F, Ch 6, Sec 1 (**COMF-NOISE** additional class notation)
- Pt F, Ch 6, Sec 2 (**COMF-VIB** additional class notation)
- Pt F, Ch 6, Sec 4 (**COMF-NOISE-PORT(X)** additional class notation)
- Pt F, Ch 7, Sec 1 (**GREEN PLUS** additional class notation)
- Pt F, Ch 13, Sec 13 (**MLCDESIGN** additional class notation)

- Pt F, Ch 13, Sec 25 (**DOLPHIN** additional class notations)
- Pt F, Ch 13, Sec 33 (**BIOSAFE SHIP** additional class notation)
- MARPOL Annex VI.

3 Documents to be submitted

3.1

3.1.1 (15/5/2021)

The list of plans and documents to be submitted is given in the relevant paragraphs of:

- Pt F, Ch 6, Sec 1 (**COMF-NOISE** additional class notation)
- Pt F, Ch 6, Sec 2 (**COMF-VIB** additional class notation)
- Pt F, Ch 6, Sec 4 (**COMF-NOISE-PORT(X)** additional class notation)
- Pt F, Ch 7, Sec 1 (**GREEN PLUS** additional class notation)
- Pt F, Ch 13, Sec 13 (**MLCDESIGN** additional class notation)
- Pt F, Ch 13, Sec 25 (**DOLPHIN** additional class notations)
- Pt F, Ch 13, Sec 33 (**BIOSAFE SHIP** additional class notation)

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

4 Sustainable index calculation

4.1

4.1.1 (15/5/2021)

The sustainable index (nn) is obtained by adding up the values of the contributions for each criteria the ship complies with, according to Tab 1.

5 Assignment criteria

5.1

5.1.1 (15/5/2021)

The compliance with the requirements for the assignment of **MLCDESIGN** and **BIOSAFE SHIP** additional class notations is a prerequisite for the assignment of **SUSTAINABLE SHIP (nn)** additional class notation.

5.1.2 (15/5/2021)

The **SUSTAINABLE SHIP (nn)** notation is assigned to ships complying with the minimum requirements for assignment

specified in Tab 1. The relevant sustainable index (nn) is calculated in accordance with [4].

Examples:

- [A ship in full compliance with the requirements of GREEN PLUS, DOLPHIN, COMF-NOISE, COMF-VIB, COMF-NOISE-PORT\(X\), MLCDESIGN, BIOSAFE SHIP additional class notations and having an EEXI value](#)

40% lower than those in EEDI reference lines in MARPOL Annex VI is a **SUSTAINABLE SHIP (100)**.

- [A ship, having an environmental index, as defined in the GREEN PLUS requirements, equal to 63; a documented compliance to the contractual ship specification regarding noise or vibration levels; full compliance with the requirements of MLCDESIGN and BIOSAFE SHIP additional class notations, is a SUSTAINABLE SHIP \(20\).](#)

Table 1 : Criteria for the assignment of SUSTAINABLE SHIP (nn) (15/5/2021)

| | | Minimum requirements for assignment | Sustainable index (nn) |
|---|--|-------------------------------------|------------------------|
| a) design and provision of systems, components and procedural means to control and prevent the emission of polluting substances into the sea, the air and, more in general, the environment (reference is made to GREEN PLUS additional class notation) | 60 < E.I. ≤ 80 (1) | X | 5 |
| | 80 < E.I. ≤ 100 (1) | | 10 |
| | E.I. > 100(1) | | 20 |
| b) underwater noise limitation (reference is made to DOLPHIN additional class notations) | | | 20 |
| c) ensuring comfort having regard to noise and vibration on board | Documented compliance regarding noise or vibration measurements with the contractual ship specification | X | 5 |
| | Documented compliance regarding noise and vibration measurements with the contractual ship specification | | 10 |
| | Compliance with COMF-NOISE additional class notation | | 10 |
| | Compliance with COMF-VIB additional class notation | | 10 |
| d) compliance with COMF-NOISE-PORT(X) additional class notation | | | 10 |
| e) compliance with MLCDESIGN additional class notation | | X | 5 |
| f) compliance with BIOSAFE SHIP additional class notation | | X | 5 |
| g) achievement of EEDI and EEXI values 40% lower than those in Phase 0 EEDI reference lines in MARPOL Annex VI (2) | | | 20 |
| (1) E.I. is the GREEN PLUS Environmental Index | | | |
| (2) For ro-ro cargo ships and ro-ro passenger ships, reference is made to Phase 2 EEDI reference lines | | | |