Sjøfartsdirektoratet
Norwegian Maritime Authority

Adresse / *Adress:*
P.O.Box. 2222
N-5509 Haugesund

Tel.: +47 52 74 50 00
Fax: +47 52 74 50 01

FORM FOR CALCULATION OF THE ENVIRONMENTAL RATING

IMO: International Maritime Organization
MDO: Marine diesel oil
SOx: Sulphur dioxide
NOx: Nitrogen oxide
K: IMO NOx curve (ref. back side)
S: Percentage of sulphur in the fuel

Tankers: Calculation of environmental rating

Oil tanker, chemical tanker, gas carrier, combination carrier, and other tankers, including tank barges

Criterion	Requirements	Score	Score in relation to the ship's standard
NOx	NOx > K: K ≥ NOx > 0.85 K: 0.85 K ≥ NOx > 0.6 K: 0.6 K ≥ NOx > 0.2 K: 0.2 K ≥ NOx:	0 0.75 1.5 3 *)	
SOx	2.5% < S: 1.5% < S ≤ 2,5%: 0.6% < S ≤ 1.5%: 0.2% < S ≤ 0.6%: S ≤ 0.2%:	0 0.75 1.5 2.25 3	
Fuel	No special requirements The ship uses marine diesel oil (MDO) only: Double hull around the bunker tanks: Double hull around the bunker tanks and MDO only:	0 0.3 0.6 1.2	
Cargo discharge	Neither double bottom nor double hull Double bottom: Double hull:	0 0.4 1.6	
Reduced risk of running aground	Neither take-me-home device nor redundant machinery: Take-me-home device: Redundant machinery:	0 0.6 1.2	
	Environmental rating (maximum 10):		

*) Compliance with this requirement gives an environmental rating equal to 10

The shipowner has taken part in and understood the criteria and procedures on which this environmental declaration is based, as given by the Norwegian Maritime Directorate's new regulation of 28/11 2000 concerning environmental declaration in connection with environmental differentiation for ships and mobile offshore units.

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Date Signature

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