

ENERGY EFFICIENCY DESIGN INDEX PARAMETERS

No	Abbreviation	Definition
1.	$P_{ME(i)}$	Power of main engines measured in kW at 75% MCR having deducted shaft generators.
2.	$P_{AE(i)}$	Auxiliary engine power in kW, the electrical load required to supply normal maximum sea load.
3.	C_F	Non-dimensional conversion factor between consumed fuel and emitted carbon dioxide Subscripts ME (i) and AE (i) refer to main – and auxiliary
4.	SFC	Specific fuel oil consumption of engines, measured in g/kWh, of the engines. Subscripts ME (i) and AE (i) refer to main – and auxiliary engines.
5.	$P_{PTO(i)}$	Shaft generator power in kW at 75% output of each installed shaft generators.
6.	$P_{PTI(i)}$	Shaft motor power in kW at 75% output of installed shaft motors.
7.	$P_{eff(i)}$	75% of the main engine power reduction (kW) due to innovative mechanical energy efficient technology.
8.	$P_{AEeff(i)}$	Auxiliary power reduction (kW) due to innovative electrical energy efficient technology measured at PME(i).
9.	$f_{eff(i)}$	Availability factor of each innovative energy efficiency technology.
10.	f_j	Non-dimensional correction factor to account for ship specific design elements.
11.	f_w	Non-dimensional coefficient indicating the decrease of speed in representative sea conditions.
12.	f_i	Capacity factor for any technical or regulatory limitation on capacity.
13.	f_c	Cubic capacity correction factor.
14.	V_{ref}	Ship speed, measured in knots, in maximum design load condition (capacity), assuming deep water and calm sea and no wind.
15.	Capacity	For conventional vessel types deadweight and gross tonnage for passenger ships and Ro-Ro passenger ships.