

## Summary of MEPC 71 July 2017



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### Contents

Introduction .....	2
Implementation of the Ballast Water Management Convention .....	2
Other Adoptions .....	3
Approval .....	3
Discussion .....	4
Future Outputs .....	4

## Introduction

From 3<sup>rd</sup> to 7<sup>th</sup> July 2017, the Marine Environment Protection Committee (MEPC) met for its 71<sup>st</sup> session at the headquarters of the International Maritime Organization (IMO) in London. Topics discussed included amendments to MARPOL (including new NOx emission control areas), the Ballast Water Management Convention (including Guidelines and implementation dates), EEDI requirements, fuel oil data collection and Greenhouse Gas (GHG) emission reductions.

An overview of events is provided here, but definitive information should be sought from the final report of the Committee.

### Amendments adopted

The amendments to MARPOL Annex VI, Regulation 13.6, related to:

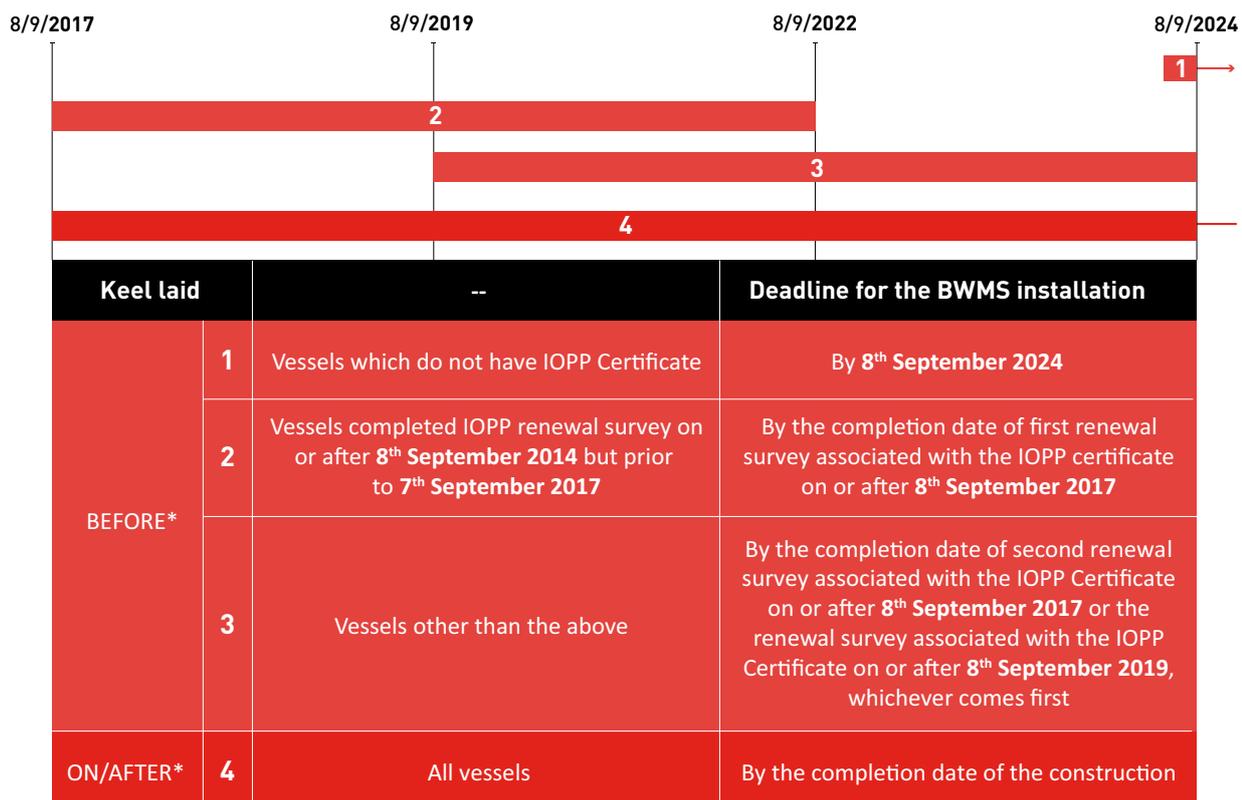
1. The designation of the Baltic Sea and the North Sea emission control areas (ECAs) for NOx Tier III control
2. Appendix V of MARPOL Annex VI, concerning the information to be included in the Bunker Delivery Note (BDN), together with an associated MEPC resolution.

These amendments will enter into force on 1<sup>st</sup> January 2019.

## Implementation of the Ballast Water Management Convention

The Ballast Water Management Convention is due to enter into force on 8<sup>th</sup> September 2017. As part of a compromise agreement, MEPC 71 adopted amendments to the Convention to allow an additional time extension for installation of a treatment system compliant with D2 standards to be fitted to existing ships. In certain cases, this may be delayed until 8<sup>th</sup> September 2024. The amendments adopted to Regulation B-3 of the Convention require that:

- New ships, with keels laid on or after 8<sup>th</sup> September 2017, must install a treatment system at delivery of the ship
- existing ships, which have completed an IOPP renewal survey between 8<sup>th</sup> September 2014 and 7<sup>th</sup> September 2017, shall install a treatment system at the first renewal survey following 8<sup>th</sup> September 2017
- existing ships, other than the above, shall install a treatment system at the second IOPP renewal survey following 8<sup>th</sup> September 2017, or at the IOPP renewal survey on or after 8<sup>th</sup> September 2019, whichever comes first
- existing ships that do not require IOPP certificates, i.e. oil tankers less than 150 gt and all other ships less than 400 gt, shall install a system by no later than 8<sup>th</sup> September 2024.



\* 8<sup>th</sup> September 2017

## Other Adoptions

MEPC 71 also adopted:

- The 2017 Guidelines for risk assessment under regulation A-4 of the BWM Convention (G7)
- the 2017 Guidelines for ballast water exchange (G6)
- the MEPC resolution on designating the Sulu Sea Tubbataha Reefs Natural Park, in the Philippines, as a Particularly Sensitive Sea Area (PSSA)
- the MEPC resolution on the experience-building phase associated with the BWM Convention
- the 2017 Guidelines for Administration verification of ship fuel oil consumption data and the associated draft MEPC resolution, as well as the 2017 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database and the associated draft MEPC resolution.



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## Approval

MEPC 71 approved the following circulars and amendments:

- The Code for approval of Ballast Water Management Systems (BWMS Code), formerly the revised G8 Guidelines on testing requirements, and draft MEPC resolution with a view to adoption at MEPC 72 in conjunction with the adoption of the associated amendments to the BWM Convention. These include approval of the draft amendments to regulations A-1 and D-3, and regulations E-1.1.5, E-5.8 and E-5.9.1. The amendments are held in abeyance for circulation immediately upon entry into force of the BWM Convention. The draft Code is expected to be adopted at MEPC 72
- the revised methodology for information gathering and conduct of work of the GESAMP-BWWG to be released as a new BWM.2 Circular
- the circular on Application of the BWM Convention to ships operating in sea areas where ballast water exchange in accordance with regulations B-4.1 and D-1 is not possible. This includes recording the reasons why the exchange was not conducted in accordance with regulation B-4.5
- the revised Guidance on entry or re-entry of ships into exclusive operation within waters under the jurisdiction of a single party. This is to be released as a BWM.2 Circular
- the finalised manual 'Ballast Water Management – How to do it' for publication
- the draft amendments to Regulation 21 of MARPOL Annex VI regarding EEDI requirements for RoRo cargo and RoRo passenger ships, with a view to adoption at MEPC 72. These include agreement to increase the EEDI reference lines by 20% for RoRo ships
- the draft MEPC circular on submission of data to the IMO data collection system of fuel oil consumption data from a ship that is not entitled to fly the flag of a party to MARPOL Annex VI
- the OSV Chemical Code.

## Discussion

MEPC 71 discussed GHG emission reduction extensively during the week. This involved several general statements supporting a new IMO strategy, which had followed on from the first meeting of the Intersessional Working Group on Reduction of GHG Emissions. After much work, MEPC 71 approved the draft outline of the 'Comprehensive IMO Strategy on reduction of GHG emissions from ships'. While not substantial in content, it contains an important outline of the areas the IMO will focus on in reducing GHG emissions. This also included agreeing draft terms of reference for the second and third meetings of the Intersessional Working Group. The initial strategy has the following contents:

- Scenarios and vision
- levels of ambition and guiding principles
- short, mid and long-term measures, with timelines
- barriers and supportive measures; capacity building and technical cooperation
- periodic review of the strategy.

A review of technological developments with regard to EEDI was also discussed. This included the need for further discussion at MEPC 72, with a view to creating Guidelines for determining minimum propulsion power of ships. This is due to the need for a ship to have a minimum amount of propulsion power in adverse weather conditions, while also implementing energy efficiency requirements.



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## Future Outputs

The future work programme outputs of MEPC were discussed and new outputs agreed in the following areas:

- The need for amendments to Annex 1 of the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001
- the need for consistent implementation of Regulation 14.1.3 of MARPOL Annex VI
- the need for a revision of the 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants
- the need for amendments to Chapter 4 of MARPOL Annex VI. This is with regard to the exemption of ships that are not normally engaged on international voyages, but are expected to undertake a single international voyage in exceptional circumstances

- measures to reduce risks of use and carriage of heavy fuel oil (HFO) in the Arctic. This included a future agreement that a decision would be made by the Committee on the mandatory or recommendatory nature of the measures to protect the Arctic, after detailed consideration of the proposals in 2018/2019.

MEPC 71 ended emotionally with the retirement of Mr Arsenio Dominguez of Panama and the election of a new MEPC Chair, Mr Hideaki Saito of Japan.



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