

Summary of MEPC 70 October 2016

Contents

| | |
|--|---|
| Introduction | 2 |
| Discussions and Decisions | 2 |
| 1. Amendments adopted | 2 |
| 2. Greenhouse Gases (GHG Emissions) and Air Pollution Reduction Measures | 3 |
| 2.1 Sulphur Content | 3 |
| 2.2 NOx Emissions..... | 3 |
| 2.3 EEDI | 3 |
| 2.4 Roadmap for GHG Emission Reduction | 3 |
| 3. Polar Region | 4 |
| 4. Ballast Water Management Convention | 4 |



Introduction

From the 24th to the 28th October the Marine Environment Protection Committee (MEPC) met for its 70th session at the IMO headquarters in London. Air emissions, fuel standards and the Ballast Water Management Convention were among the subjects discussed. An overview of the week's events is given here.

Discussions and Decisions

1. Amendments adopted

The following amendments to MARPOL were considered and adopted for entry into force on the 1st March 2018:

- MARPOL Annex I: Appendix II amended (relating to Form B of the Supplement to the International Oil Pollution Prevention (IOPP) Certificate) with minor text revisions to reflect the phasing out of older designs and arrangements
- MARPOL Annex V: amendments relating to regarding HME Substances and the form of the Garbage Record Book. These include the adoption of new regulations for substances considered hazardous to the marine environment (HME) and the splitting up of 'Form of Garbage Record Book' into two parts: one for all ships, the other for ships carrying solid bulk cargoes.
- MARPOL Annex VI: amended with the introduction of a mandatory data collection system for fuel consumption. Although these requirements will enter into force on 1st March 2018, the first subsequent reporting period will be the 2019 calendar year.

These amendments, originally drafted at MEPC 69, have also resulted in modifications to the 2012 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP). These have now been adopted as 2016 Guidelines. As such the ship's onboard SEEMP should reflect the individual data collection system utilised on the vessel itself. Verification of the data will be undertaken by the Administration and result in a Statement of Compliance being issued for the ship and the data ultimately sent to the IMO for analysis.



2. Greenhouse Gases (GHG Emissions) and Air Pollution Reduction Measures



2.1 Sulphur Content

A decision was reached that confirmed that the schedule for the worldwide fuel oil sulphur content cap will remain unchanged. The requirement, contained in Regulation 14.8 of MARPOL Annex VI, that sulphur content will not exceed 0.50% will therefore enter into force globally on the 1st January 2020. Issues around fuel quality and supply were discussed and proposals will be accepted at MEPC 71 to ensure smooth implementation of the 2020 enforcement date.

MEPC 70 approved Guidelines for onboard sampling for the verification of the sulphur fuel oil content. These guidelines provide locations for sampling points, emphasising the necessary safety precautions to be taken when carrying out sampling of fuel oil.

MEPC 70 saw agreement to amendments on the form of the bunker delivery note (BDN). These revisions allow delivery of fuel exceeding the sulphur limit only if the ship is equipped with an approved scrubber or other equivalent technology. These will be sent for adoption at MEPC 71.

2.2 NOx Emissions

It was agreed that the Baltic Sea area and the North Sea area (including the English Channel) will be designated as new NOx emission control areas, in accordance with the NOx Tier III emission limit under Regulation 13 of MARPOL Annex VI. These will be applied on adoption of draft amendments at MEPC 71 and will apply to ships constructed after 1 January 2021 operating in these areas.

Exemption provisions for ships fitted with dual fuel engines were also proposed and agreed. Unified interpretations to the NOx Technical Code, as they apply to requirements for marine engines with catalytic selective reduction (CSR) systems, were also approved.

2.3 EEDI

The operation of the Energy Efficiency Design Index (EEDI) was reviewed in committee. It was agreed that existing reduction rates for the phase 2 schedule would be retained, with an exception for certain ship types, which will require additional measures. Therefore, proposals will be considered at MEPC 71 for RoRo cargo ships and RoRo passenger vessels. Further discussion on the EEDI phase 3 and 4 was postponed and is scheduled to take place at the next MEPC.

The issues of Ice Class correction factors, reduction factors for existing ships following major conversion, and the need for minimum propulsion power requirements were also discussed. Proposals relating to these will be considered at MEPC 71. Amendments to the 2014 Guidelines on the method of calculation of EEDI for new ships were approved, however, with regards to ships with dual fuel engines using gas as a non-primary fuel and the correction factors for Wood Chip Carriers.

2.4 Roadmap for GHG Emission Reduction

Following the example of the Paris Agreement MEPC 70 agreed on a roadmap for GHG emission reduction. The roadmap includes an outline for emission reduction through associated tasks and a timeline from MEPC 70 through to MEPC 80 in Spring 2023. A comprehensive strategy will be formulated in time, utilising a three-step approach: gathering of data, analysis of that data and then decision-making.

3. Polar Region



Draft Polar Code amendments were approved at MEPC 70. These included amendments to the Survey Guidelines for ships. It was agreed that these guidelines will be issued as a joint MSC-MEPC circular, in concurrence with the decision reached in MSC. These will be considered for adoption by the Assembly.

The secretariat was authorised to carry out editorial corrections in preparing the final text of the draft Guide on spill response in ice and snow conditions.

The Secretary-General made a separate speech on Polar and Arctic specific issues. Additional regulatory development in this area will occur in the future.

4. Ballast Water Management Convention



It was noted that the 2004 Ballast Water Management (BWM) Convention was ratified by Finland in September 2016, resulting in the conditions being met for the Convention's entry into force on the 8th September 2017. Additional ratification by Panama since that time, has also meant that at the end of October the Convention has been ratified by 53 states, composing 53.28% of the global merchant tonnage. Two systems were given approval at the session (one basic and one final approval).

MEPC 70 adopted revised G8 guidelines for the approval of ballast water management systems. These new guidelines will become mandatory and will take effect on 28 October 2018 for new systems approved and on 28 October 2020 for new installations. The new guidelines include requirements to perform onboard tests in the higher range of maximum treatment capacity and with regards to different temperature reference points.

MEPC 70 did not make a final decision on the revision of regulation B-3 of the BWM Convention, concerning the timeframe for retrofits of equipment following the first IOPP renewal survey after 8th September 2016. Discussion ensued regarding the merits of delaying the subsequent implementation schedule, once the Convention has entered into force. As a compromise a dual set of draft amendments will go forward for consideration at MEPC 71, with a view to be adopted at MEPC 72 when the Convention will have entered into force and the amendments can then be applied.

It was further agreed that guidance on contingency measures would be developed due to concerns with the implementation of the BWM Convention. This guidance is expected to be finalised at MEPC 71.

Harry Harris

Technical Advisor

Marine Compliance & Regulations

October 2016