

IMO UPDATE NO 6-2019 / MAY

# IMO MARINE ENVIRONMENT PROTECTION COMMITTEE

74<sup>TH</sup> SESSION, 13 TO 17 MAY 2019

## INTRODUCTION

The seventy-fourth session of the Marine Environment Protection Committee was held at IMO Headquarters from 13 to 17 May 2019, under the chairmanship of Mr. H. Saito (Japan).

The following is a summary of the items discussed during that session assumed to be significant and of interest to the shipping industry.

## CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

### MARPOL Annexes I, II, V and VI and NOx Technical Code (Electronic Record Books)

The amendments open for using electronic record books in lieu of hard copy record books under MARPOL and the NOx Technical Code. An electronic record book will be subject to approval by the Administration.

*The amendments will enter into force on 1 October 2020.*

### MARPOL Annex II (Cargo residues and tank washings of persistent floating products)

A prewash will be mandatory in North European ports when unloading certain high viscosity or low melting point persistent floating products. The affected products, mainly vegetable oils and paraffin wax, will be identified in ch.17 of the revised IBC Code due to enter into force on the same date.

*The amendments will enter into force on 1 January 2021.*

### MARPOL Annex VI (EEDI Regulations for ice-strengthened ships)

The definition of cargo ships having ice-breaking capacity, which are exempted from the EEDI requirements, will be changed to category A ships as defined in the Polar Code.

*The amendments will enter into force on 1 October 2020.*

### NOx Technical Code 2008 (Certification requirements for SCR systems)

Revised certification requirements for Selective Catalytic Reduction systems (SCR) concerning testing for the combined engine/NOx-reducing device.

*The amendments will enter into force on 1 October 2020.*

### IBC and BCH Code - Construction and equipment of ships carrying dangerous chemicals in bulk (...)

The carriage requirements for all IBC Code products will change, consequently vessels holding a Certificate of Fitness or a NLS Certificate will need to be provided with new certificates and corresponding product lists based on the new carriage requirements. The new certificate will be issued prior to 1 January 2021 and will supersede the existing certificates on this date.

*The amendments will enter into force on 1 January 2021.*

## HARMFUL AQUATIC ORGANISMS IN BALLAST WATER

### International Ballast Water Management Certificate

Amendments to the form of the International Ballast Water Management Certificate to include a new option (check box) for compliance were approved. The amendments were made to include alternative approaches to comply other than D1, D2 or D4, i.e. using reception facilities.

### Commissioning testing

Amendments to Regulation E-1 of the Ballast Water Management Convention were approved with an instruction to perform a ballast water management commissioning test to validate the installation of any ballast water management system. It was agreed that commissioning test should begin as soon as possible in accordance with BWM.2/Circ.70. Furthermore, the commissioning test analysis undertaken would be

indicative and should not apply to ships that have already been installed with a BWMS certified under the convention.

## AIR POLLUTION AND ENERGY EFFICIENCY

### Implementation of the 0.50% global sulphur limit

MEPC 74 approved several guidelines to ensure a consistent implementation of the 0.50% sulphur limits for fuel oils:

- Guidelines for consistent implementation of the 0.50% sulphur limit (including the Fuel Oil non-Availability Report)
- Guidelines for port state control (including how to handle non-availability claims)
- Guidance for port state control on contingency measures for addressing non-compliant fuel oil
- Best Practice for member and coastal states
- Guidelines in case of failure and recommended actions for Exhaust Gas Cleaning Systems (EGCS)

The documents give clear guidance to all stakeholders and particularly address actions to be taken in case of non-availability of compliant fuel oils, testing of fuel oils in case of dispute and also address the installation of an on-board sampling point for verification (MEPC.1/Circ.864/Rev.1).

The last document addresses countermeasures and actions to be taken in case of failures of EGCS and its monitoring systems. Ships are not expected to deviate from a voyage to repair the EGCS, but if compliant fuel are carried on-board it must shift to this fuel. A proposed course of action to bunker compliant fuel or carry out repair work must be agreed with the relevant authorities.

### Review of EEDI Phase 3

MEPC 74 approved amendments to MARPOL Annex VI on the EEDI reduction rates and applicable dates for Phase 3. For container ships; large gas carriers (> 15 000 DWT); general cargo ships; LNG carriers; and cruise passenger ships with non-conventional propulsion, the starting date of Phase 3 is set to 2022. For container ships a stepwise reduction requirement was agreed, starting with 30% reduction rate for small container vessels (<40 000 DWT) increased by 5% steps up to a reduction rate of 50% for very large container ships (>200 000 DWT).

It was further agreed to change the EEDI reference line for large bulkers (>279 000 DWT) to a constant value.

### Correction Factor for ice-classed ships

MEPC 74 agreed on amendments to the EEDI calculation guideline introducing a new factor for ice-classed ships which considers a 5% margin for ships of ice class IA Super and IA.

### EEDI Phase 4

MEPC 74 agreed to start discussion on introducing a Phase 4 with more stringent EEDI requirements.

### EEDI – Minimum Propulsion Power and Shaft/Engine Power Limitation

MEPC discussed a proposal to allow a shaft/engine power limitation under the EEDI requirements. This would allow for reduced engine power for the EEDI calculation and normal operation, while still having a power reserve in adverse weather conditions. The Committee agreed to further develop the proposal, and urged to finalise the guidelines on minimum propulsion power in parallel.

### Impact on the Arctic of emissions of Black Carbon

MEPC 74 considered how to move forward on the issue of Black Carbon and tasked PPR 7 in early 2019 to discuss possible mandatory and voluntary control measures.

## REDUCTION OF GHG EMISSIONS FROM SHIPS

The Committee, following up on the output of the intersessional working group on GHG matters that met the week before, considered an extensive list of proposed reduction measures. The primary focus was on proposals related to EEDI, SEEMP and the need for carbon neutral fuels. Speed limitation regulation was also given particular scrutiny. No decisions were made on specific measures, and discussions will continue at an intersessional meeting scheduled for November 2019. The MEPC aims to have the first mandatory measure(s) entering into force no later than end-2022.

The Committee agreed on a procedure for assessing impacts on states of candidate measures. This will be applied as part of the consideration of specific proposals for measures.

Terms of reference for the 4<sup>th</sup> GHG study were agreed. A tender will be put forward shortly by the IMO Secretariat with the study results being considered at MEPC 76, fall 2020.

## MARINE PLASTIC LITTER FROM SHIPS

The Committee considered how to follow-up the action plan to address marine plastic litter, adopted at MEPC 73, and categorised proposed actions into short-term, mid-term and long term-actions and which bodies would follow them up.

MEPC 74 agreed to do an IMO study on marine plastic litter from ships. The study should include the following elements:

- The contribution of all ships to marine plastic litter.
- Storage, delivery and reception.
- Reporting of accidental lost or discarded fishing gear.

## WORK PROGRAMME OF THE COMMITTEE AND SUBSIDIARY BODIES

The Committee agreed to the following new outputs:

### Guidelines on the discharge of liquid effluents from Exhaust Gas Cleaning Systems

Evaluation and harmonization of rules and guidelines on the discharge of liquid effluents from EGCS into waters, including conditions and areas (the exact title to be agreed at PPR). A GESAMP task team will be established to assess the available evidence related to the environmental impact of EGCS effluents.

### Revision of MARPOL Annex IV (Sewage)

Revision of MARPOL Annex IV and associated guidelines to introduce provisions for record-keeping and measures to confirm the lifetime performance of sewage treatment plants.

### Regional arrangements for port reception facilities in the Arctic

Development of necessary amendments to MARPOL Annexes I, II, IV, V and VI to allow states with ports in the Arctic region to enter into regional arrangements for port reception facilities.

### Operational guide on the response to spills of Hazardous and Noxious Substances

Development of an operational guide on the response to spills of Hazardous and Noxious Substances.

### Marine diesel engine replacing a boiler

Revision of regulation 13.2.2 of MARPOL Annex VI to clarify that a marine diesel engine replacing a boiler shall be considered a replacement engine.

## ANY OTHER BUSINESS

Due to time constraints, all documents submitted under Any Other Business were deferred to PPR 7 or MEPC 75.

## PROVISIONAL LIST OF RESOLUTIONS AND CIRCULARS

*Please note that the list and document references are provisional.*

### Resolution MEPC.312(74)

Amendments to MARPOL Annexes I, II and V (Electronic Record Books)

### Resolution MEPC.313(74)

Amendments to MARPOL Annex II (Cargo residues and tank washings of persistent floating products)

### Resolution MEPC.314(74)

Amendments to MARPOL annex VI (Electronic record books and EEDI regulations for ice-strengthened ships)

### Resolution MEPC.315(74)

Amendments to the NOx Technical Code 2008 (Electronic record books and certification requirements for SCR systems)

### Resolution MEPC.316(74)

Amendments to the international code for the construction and equipment of ships carrying dangerous chemicals in bulk (IBC Code)

### Resolution MEPC.317(74)

Amendments to the code for the construction and equipment of ships carrying dangerous chemicals in bulk (BCH Code)

### Resolution MEPC.318(74)

Guidelines for the use of electronic record books under MARPOL

### Resolution MEPC.319(74)

Amendments to the 2017 Guidelines addressing additional aspects of the NOx Technical Code 2008 with regard to particular requirements related to marine diesel engines fitted with selective catalytic reduction (SCR) systems (Resolution MEPC.291(71))

### Resolution MEPC.320(74)

2019 guidelines for consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI

**Resolution MEPC.321(74)**

2019 Guidelines for Port State control under MARPOL annex VI chapter 3

**Resolution MEPC.322(74)**

Amendments to the 2018 guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships (Resolution MEPC.308(73))

**Resolution MEPC.323(74)**

Invitation to member states to encourage voluntary cooperation between the port and shipping sectors to contribute to reducing GHG emissions from ships

**BWM.2/Circ.67/Rev.1**

Revised data gathering and analysis plan for the experience-building phase associated with the BWM Convention

**BWM.2/Circ.66/Rev.1**

Updated unified interpretation of Appendix I (Form of the International Ballast Water Management Certificate) of the BWM Convention

**MEPC.1/Circ.512/Rev.1**

Guidelines for the provisional assessment of liquid substances transported in bulk

**MEPC.1/Circ.795/Rev.4**

Unified interpretations to MARPOL Annex VI (regulations 13.2.2, 13.5.3, 14.1 and 16.9)

**MEPC.1/Circ.864/Rev.1**

2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships

**MEPC.1/Circ.881**

Notification on early application of the verification procedures for a MARPOL Annex VI fuel oil sample (regulation 18.8.2 or regulation 14.8)

**MEPC.1/Circ.882**

Guidance for port State control on contingency measures for addressing non-compliant fuel oil

**MEPC.1/Circ.883**

Guidance for best practice for member state/coastal state

**MEPC.1/Circ.884**

Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the exhaust gas cleaning system (EGCS) fails to meet the provisions of the Guidelines

**MEPC.1/Circ.885**

Guidance on the implementation of provisional categorization of liquid substances in accordance with MARPOL Annex II and the IBC Code related to paraffin-like products

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