



# **MEPC Committee Session 69: 18-22 April 2016**

## **Agenda, Discussions & Outcome**

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**Hamburg**  
25 April 2016

**Copenhagen**  
26 April 2016

**Istanbul**  
27 & 28 April 2016

**Monaco**  
3 May 2016

# MEPC 69 - Agenda

1. Adoption of the agenda
2. Decisions of other bodies
3. Consideration and adoption of amendments to mandatory instruments
4. Harmful aquatic organisms in ballast water
5. Air pollution and energy efficiency
6. Further technical and operational measures for enhancing the energy efficiency of international shipping
7. Reduction of GHG emissions from ships
8. Amendments to MARPOL Annex V, Form of Garbage Record Book
9. Use of electronic record books
10. Identification and protection of Special Areas and PSSAs
11. Inadequacy of reception facilities
12. Pollution prevention and response
13. (urgent matters emanating from the third session of the Sub-Committee)
14. Reports of other sub-committees
15. Promotion of implementation and enforcement of MARPOL and related instruments
16. Technical cooperation activities for the protection of the marine environment
17. Capacity building for the implementation of new measures
18. Analysis and consideration of recommendations to reduce administrative burdens in IMO instruments as identified by the SG-RAR
19. Application of the Committees' Guidelines
20. Work program of the Committee and subsidiary bodies
21. Any other business
22. Consideration of the report of the Committee

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# MEPC 69 - Harmful aquatic organisms in ballast water

- Ratification Status; 49 member states representing **34.79%** (30 states representing **35%** of the worlds tonnage required)
- Number of IMO member state Type Approvals – 65 (8 new Type Approvals: 4 China, 1 Germany, 1 The Netherlands, and 2 Rep. of Korea)
- Committee has agreed to a Roadmap for implementation with some areas requiring further consideration
- Seventh Stocktaking Workshop of the GESAMP-BWWG
  - Safety implication of automatic shutdown
  - The number of sampling and details of schematic diagrams
  - Necessity of reviewing BWMS that based on potable water generation technology that use Active substances
  - BWMS in consideration of PSPC

# MEPC 69 - Harmful aquatic organisms in ballast water (cont'd)

- Review of the G8 Guideline
  - No agreement on definition for 'viability' but agreed to develop circular to accept methods for determining the viability of organism
  - Annotate the Type Approval certificate with 'Limiting Operational Conditions'
  - System Design Limitation (SDL) - text for further discussion
  - Agree to refer the IACS UR E10, rev.6 Oct 2014 for the Env test specification
  - Future work plan agreed for Correspondence Group followed up by intersessional working group
- Proposed amendment to the BWM convention regulation B-3
  - Refer to a 'renewal survey' but not to a particular convention (or date)
  - Drafted a MEPC resolution to determine the date mentioned in the amended regulation B-3. The renewal survey is the survey under MARPOL Annex I

Ship Construction Date	Compliance On/after EIF	Compliance On/After First IOPP Renewal Survey after EIF
< EIF	D-1 or D-2	D-2
≥ EIF	D-2	D-2

# MEPC 69 - Air pollution and energy efficiency

- EEDI review required under regulation 21.6 of MARPOL Annex VI

Ship Type	Actual EEDI value vs Phase 2 Required EEDI (average)	# of Phase 0 Ships evaluated against Phase 2 Required EEDI	% of Phase 0 ships that already meet Phase 2 Required EEDI
Container	42% below	14	100%
General Cargo	46% below	7	100%
Tanker	27% below	26	88%
Gas Carrier	28% below	7	100%
Bulk Carrier	19% below	128	50%
Ro-Ro Cargo	n/c	1	0%
Others	n/c	n/c	n/c

- agreed to keep open the review for any ship types
- review of the correction factors for ice class ships, ro-ro cargo ships and ro-ro passenger ships in relation with the EEDI reference lines
- ro-ro cargo ships and ro-ro passenger ships invite for case studies of reduction rate and correction factors of EEDI for the phase 2 period

# MEPC 69 - Air pollution and energy efficiency (cont'd)

- A ship which is not normally engaged on international voyages may be exempted from any of the requirements in chapter 4 (including SEEMP) for a single international voyage.
- Fuel oil quality - draft guidance (for MEPC 71) on a three-level approach for:
  - fuel oil providers,
  - fuel oil purchaser/user,
  - Member State/coastal State
- Fuel oil availability – implementation of the 0.50% sulphur limit:
  - final decision should be taken at MEPC 70

# MEPC 69 - Further technical and operational measures for enhancing the energy efficiency of international shipping

- Draft amendments to Chapter 4 of MARPOL Annex VI to establish a data collection system for fuel consumption:
  - Mandatory requirement for all ships above 5000 GT on international voyages
  - Ships to update SEEMP prior to the beginning of the first reporting period
  - Beginning as early as 1 January 2019??
  - Within three months after the end of each calendar year, the ship will report aggregated data to the flag Administration:
    - A Statement of Compliance will be issued:
      - When the ship submits the required data to the Administration and the data has been verified
      - No later than five months from the beginning of the calendar year.
  - Flag Administration shall transfer the data to a central IMO database
    - via electronic communication and using a standardized format
    - no later than one month after issuing the Statements of Compliance.



# MEPC 69 - Further technical and operational measures for enhancing the energy efficiency of international shipping (Cont'd)

- Information to be submitted to the IMO Ship Fuel Consumption Database
  - Identity of the ship
    - IMO number
  - Technical characteristics of the ship
    - Ship type
    - GT (as per ITTC69)
    - NT (as per ITTC69)
    - DWT (as per EEDI Guidelines - Resolution MEPC.245(66))
    - Power output (rated power) of main and auxiliary engines (kW)
    - EEDI (if applicable)
    - Ice class (if applicable as per Polar Code - Resolution MSC.385(94))
  - Total annual fuel consumption, by fuel type, in metric tonnes and methods used for collecting fuel consumption data
  - Distance travelled from berth to berth (through the water as per SOLAS V)
  - Hours not at berth

# MEPC 69 - Further technical and operational measures for enhancing the energy efficiency of international shipping (Cont'd)

- Correspondence Group future work :
  - Draft amendments to the SEEMP Guidelines to include guidance on:
    - Methodologies to be used to collect the data required, including definitional issues
    - Processes that will be used to report the data
  - Draft guidelines for Administration data verification procedures
  - Electronic communication and standardized data reporting format
  - Draft guidelines for the development and management of the IMO Ship Fuel Consumption Database:
    - means to keep the ships anonymized
    - to ensure the completeness of the database,
  - Draft MEPC Circular to address non-party ships submitting data to the IMO Ship Fuel Consumption Database

# MEPC 69 - Reduction of GHG emissions from ships

1. Welcomed the Paris Climate Agreement and acknowledged the major achievement of the international community in concluding the agreement;
2. Recognized and commended the current efforts and those already implemented by IMO to enhance the energy efficiency of ships;
3. Widely recognized and agreed that further appropriate improvements related to shipping emissions can and should be pursued;
4. Recognized the role of IMO in mitigating the impact of GHG emissions from international shipping;
5. Agreed to the common understanding that the approval at this session and subsequent adoption of the data collection system was the priority;
6. Reiterated its endorsement of the three-step approach consisting of data collection, analysis and decision making; and
7. Agreed to establish a working group under this item at MEPC 70, with a view to an in-depth discussion on how to progress the matter, taking into account all documents submitted to this session and comments made, and any further related proposals.

# MEPC 69 - Amendments to Mandatory Instruments

- Baltic Sea designation as MARPOL Annex IV Special Area.
  - Entry-into-force date should be 1 September 2017
- Amendments to Regulation 13 related to record requirements for operational compliance with NOX Tier III emission control areas:
  - The tier and on/off status of marine diesel engines shall be recorded at entry into and exit from an emission control area, or when the on/off status changes within such an area, together with the date, time and position of the ship
- Draft amendments to the NOX Technical Code 2008, related to the testing of gas-fuelled and dual fuel engines
  - Entry-into-force date should be 1 September 2017



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