Briefings of IMO Meeting
MEPC 70 (24 - 28 October 2016)

BRIEFING STATUS

☐ *Flash*

☑ *Final*

Briefings of IMO Meeting are sequentially released by 2 steps as *Flash* - *Final*

Ref.: IMO-0001-2017

Subject: News Final of MEPC 70

The Marine Environment Protection Committee, its 70th session was held at IMO HQ from 24 to 28 October 2016. With respect to the decisions made by MEPC 70, we already published the MEPC 70 – News Flash containing information of the main and summarized outputs from the Committee. We now release MEPC 70 – News Final as 2nd step containing overall outcomes of the session and applicable measures of those. Herewith, we would like to inform detailed results on its Committee, please make use of reference data for relevant subject. In particular, it is kindly invited to note that each amendment to MARPOL Convention will be effective as of 1 Mar' 2018, and also any guidelines adopted as a 'Resolution' will be effective immediately.

1. BWM Convention (entry into force on 8 September 2017, ratified by 54 States and 53.30% of combined fleets)

- The entry into force conditions of the Ballast Water Management Convention had been met on 8 September 2016 by the accession of Finland, and this Convention will therefore enter into force on 8 September 2017. Afterward, Panama (19 Oct' 2016) and New Zealand (9 Jan' 2017) further ratified this Convention, bringing the proportion of global shipping tonnage covered by the treaty to 53.30% with 54 Contracting Parties.

1.1 Each 1 Basic and Final approvals were granted
- Basic approval: ClearBal BWMS(Denmark)
- Final approval: ECS-HYCHEM™ System(Korea)

1.2 69 Type approved BWMSs were reported up to MEPC 70
- New type approvals (4): PACT Marine™ BWMS(China), LeesGreen® BWMS(China), Semb-Eco LUV 500 BWMS(Singapore), BIO-SEA® BWMS(France)

1.3 The matters deferred from MEPC 69 due to time constraints – Exception & Exemption
- Discussion on the new concept for exception and exemption which was proposed as 'same risk area' with sea area based rather than the Party of Parties with land based approach as referred in regulation A-4: the Committee agreed that same risk area (SRA) concept is in line with the Guidelines for risk assessment under regulation A-4 of the BWM Convention (G7), that no further guidance on the matter is necessary and that

Administrations may grant exemptions in accordance with A-4 based on the SRA concept, subject to consultation and agreement between States that may be affected by such exemptions. In order to better clarify the relationship between G7 and SRA concept, MEPC 71 will further discuss this matter to reflect minor amendments to G7 with the definition and clarification further.

- Discussion on the exception of the Convention for oil tankers in relation to the 'storm ballast': the Committee agreed that discharges of ballast water carried in cargo tanks of oil tankers are already covered by MARPOL Annex I as a Unified Interpretation applicable for a case of heavy weather, and that no amendments in this regard are needed to the BWM Convention.

1.4 Amendments to regulation B-3 of BWM Convention

- Discussion on the further extension of D-2 implementation schedules taking into account that the insufficient availability of dry-docking facilities which are capable of installing BWMS onboard existing ships and the BWMS which will be type approved in accordance with revised G8 guidelines and USCG type approval protocol, etc: while a number of delegates expressed their objection on further delay of the deadline for installation BWMS onboard taking into account that related stakeholders have been preparing the implementation time schedules as referred in draft amendments to regulation B-3 of BWM Convention based on Res.A1088(28), a slight majority number of other delegates expressed their full support given the industrial concerns as follow:

1. Even though revised G8 guidelines adopted at MEPC 70, there will be no systems type approved in accordance with revised G8 guidelines even soon after entry into force of BWM Convention;
2. There is no BWMS type approved in accordance with USCG type approval protocol so far, and it should not be assumed sufficient technologies available with few systems to be presented in the market in near future;
3. Existing BWMSs are not guaranteed to comply with D-2 standard in a consistent manner;
4. Significant difference between the application dates of BWMS type approved in accordance with revised G8 guidelines and the date of entry into force of the Convention doesn't make a sense against effective implementation of the Convention and will aggravate industrial burden, etc.

- Taking into account above concerns, the Committee decided to develop an alternative

text on additional draft amendments to regulation B-3 of the Convention relaxing deadline for the installation of BWMS onboard existing ships further. Consequently, original draft amendments to regulation B-3 of the Convention approved at MEPC 69 and the alternative text developed at MEPC 70 would be kept in abeyance until one of those amendments will be chosen as a final amendments to regulation B-3 of the Convention at MEPC 71(May, 2017), with a view to adoption at MEPC 72(April, 2018).

1.5 Revision of G8 Guidelines - adopted by Res.MEPC.279(70)

With a view to finalization of amendments to G8 guidelines, intersessional working group from 17 to 21 October 2016, 1 week before MEPC 70 was held.

- Temperature to be tested: the effective performance of BWMS through a ballast water temperature range of 0°C to 40°C (2°C to 40°C for fresh water) and a mid-range temperature of 10°C to 20°C should be subject of an assessment verified by the Administration.
- Challenge level of Total Suspended Solid(TSS): same as the criteria as referred in the original G8 guidelines. But, the revised G8 guidelines will require more onerous examination to ensure the performance of BWMS's ability in the waters found in worldwide shipping.
- Definition of viability and the Most Probable Number(MPN) analysis: decisions made in MEPC 69 were maintained. While a definition which means organisms with the reproduction ability to generate new species was maintained, and consequently MPN method is still being accepted in revised G8 guidelines, it is noted that USCG would not accept test results of treated ballast water analyzed by MPN methods.
- Scaling(adjustment of size and capacity of the BWMS with same design): while the principles of scaling were included in the revised G8 guidelines, MEPC 70 invited submission to MEPC 71 with information on the experience of the Administrations with the scaling of BWMSs with a view to urgently reviewing the Guidance on scaling of BWMS(BWM.2/Circ.32).
- Environmental test: the revised G8 guidelines refer to test requirements of IACS UR_E10
- Installation requirements, survey and commissioning following type approval: the revised G8 guidelines specify the installation requirements for the bypass and its function accordingly. The responsibility in verifying the proper operation of BWMS following installation and commissioning lies with the ship's flag Administration.
- Effective date of the revised G8 guidelines:

1. for new system, BWMS type approved on or after 28 October 2018 shall meet the requirements in the revised G8 guidelines;

2. for new installation onboard, BWMS installed on or after 28 October 2020 shall meet the revised G8 guidelines. The word "installed" means the contractual date of delivery of the BWMS to the ship. In the absence of such a date, actual date of delivery of the BWMS to the ship.

1.6 Further discussions in relation to the exception & exemption under the certain circumstances on a case where ships would realistically not comply with the Convention

- Discussion on the proposed alternative criteria for ballast water management for ships operating exclusively in a specific area, when engaged in international voyages for periodic dry-docking repair or maintenance: given that there is already a 'Guidance on entry or re-entry of ships into exclusive operation within waters under the jurisdiction of a single Party' specifying the similar situation for ships operating within national water as approved at MEPC 66, the Committee agreed that the particular circumstances referred in this proposal is already covered by above guidance (BWM.2/Circ.52) without any amendment further.

1.7 The matters on the 'Road Map' which addresses the BWMS that are already installed onboard, or under development, and early movers with non-penalization clauses. The basic principle that ship owners who have already installed BWMS type approved in accordance with current G8 guidelines onboard should not be required to replace BWMS fitted onboard, for the life of the ship or the system, whichever comes first, due to occasional lack of efficacy for reasons that beyond the control of the ship owner and ship's crew should be kept

- structuring the experience building phase associated with the BWM Convention: the Committee agreed to establish a correspondence group to further discuss and develop:

1. a structured plan for the data gathering and analysis stages of the experience building phase associated with the BWM Convention with standardized templates for the submission of the data;

2. develop a proposed timeline for the data gathering, analysis and review stages;

3. draft a document that sets out the structure of the experience building phase.

- Contingency measures for ships to comply with regulation B-3 of the BWM Convention: the Committee invited further submissions to MEPC 71 with draft text for guidance on

contingency measures under the BWM Convention with the relevant topics to be considered such as 'Risk Assessment in Port, Port-based treatment systems, Shipboard contingency measures and, Pros and Cons of measures to deal with specific scenario'.

1.8 Draft guidance for deploying, using and implementing treated water delivering facilities, e.g. BWT Boat as other methods of ballast water management.
- After consideration, the Committee agreed that treated water delivering facility concept is covered within the regulatory framework of the BWM Convention and that no approval as other method in accordance with Regulation B-3.7 of the BWM Convention is required.

1.9 Suggestion of a Unified Interpretation for implementing Regulation D-1. The interpretation that a ship shall not be required to deviate from its intended voyages, or delay the voyage in order to exchange ballast water even when there is a designated area where a ship may conduct ballast water exchange in accordance with Regulation B-4.2 by entering the reason in the ballast water record book until that ship shall be required to at least meet D-2 standard in accordance with Regulation B-3 was presented for the particular cases in which ships cannot conduct ballast water exchange in accordance with Regulation D-1 of the BWM Convention.
- This proposal will be recalled at PPR 4 in 2017 for further consideration under its agenda item "Unified Interpretation to provisions of IMO environment-related Conventions" and advise the Committee in the future session accordingly.

1.10 Consideration of a supplementary method for the effective implementation of the BWM Convention. It presents a method utilizing a BWMS together with ballast water exchange in sea area of high turbidity or low salinity which may cause malfunction of BWMS with a view to complying with D-2 standard in a consistent manner.
- After consideration, the Committee agreed that this proposal on supplementary method should be considered 'Contingency Measure', and developed an outline on a guidance on contingency measure under the BWM Convention, with a view to finalization at MEPC 71. Refer to the paragraph 1.7 above.

1.11 Consideration of a standardized BWMS operation logging data format for proper monitoring and implementation of the BWM Convention. It proposes that the format for BWMS operation logging data be standardized by technology with designated

parameters so that it is clear and easy understand for the PSC inspection purposes.

- this proposal will be recall at PPR 4 in 2017 for further consideration under its agenda item "Revised Guidance on ballast water sampling and analysis" and advise the Committee in the future session accordingly.

1.12 Uncertainties on ballast water sampling for compliance monitoring of the BWM Convention and other issues relating to 'monitoring' of systems. It presented that sampling ballast water which is conducted by PSC may be inaccurate and causes undue penalization to the ships, thus sampling issues has to be taken from the scope of inspection of PSC with relevant amendments in the Convention and sampling should be evaluated only on the scope of survey and certificate.

- This proposal will be recalled at PPR 4 in 2017 for further consideration under its agenda item "Revised Guidance on ballast water sampling and analysis" and advise the Committee accordingly.

1.13 **Considerations for ship owners and builders**

- 54 States and 53.30% of combined merchant fleets ratified the BWM Convention as of now, and this Convention will enter into force on 8 September 2017 internationally. All ships to which BWM Convention applies are required to install a BWMS which is capable of meeting D-2 ballast water performance standard in accordance with Res.A.1088(28) which specifies amendments to Reg.B-3 of BWM Convention as follows:

1) Ships constructed on or after 8 September 2017 are required to comply with D-2 standard at ship's delivery;

2) Ships constructed before 8 September 2017 are required to comply with D-2 standard by first IOPP renewal survey carried out after 8 September 2017. In particular, for de-coupling of IOPP renewal survey, please refer to a previous Technical Information (2017-IMO-01).

- as referred in above paragraph 1.4, the matter on the additional extension of 2 years for the installation schedules of BWMS will be further discussed at next MEPC 71 which will be held in July 2017. If this matter is agreed at MEPC 71, installation schedules of BWMS may be further amended as follows:

1) Ships constructed on or after 8 September 2019 are required to comply with D-2 standard at ship's delivery;

2-1) for the ships constructed before 8 September 2019, the ships are required to comply

with D-2 standard by the first IOPP renewal survey following 8 September 2017 if the survey is completed on or after 8 September 2019;

2-2) for the ships constructed before 8 September 2019, the ships are required to comply with D-2 standard by the second IOPP renewal survey following 8 September 2017 if the survey following 8 September 2017 is completed prior to the 8 September 2019.

Thus, as installation schedules of BWMS may be further amended in accordance with the results taken from MEPC 71, ship owners, builders and related stakeholders are required to note that results sufficiently. Moreover, in establishing future plans for the installation of BWMS onboard ships, all possible two plans (e.g. a case where the amendments to Reg.B-3 in accordance with Res.A.1088(28) are adopted or a case where the amendments to Reg.B-3 in accordance with additional extension of 2 years are adopted) need to be considered. In particular, the industries are required to select a suitable system taking into consideration de-coupling of IOPP renewal survey, applicable date of revised G8 guidelines and availability of BWMS type approved by USCG in general.

- For more detailed information on USCG type approved BWMSs, please refer to the link: http://cgmix.uscg.mil/Equipment/EquipmentSearch.aspx

2. Air Pollution and Energy Efficiency Regulation

2.1 EEDI Review in accordance with Reg.21.6 of MARPOL Annex VI

- In accordance with Reg.21.6 of MARPOL Annex VI, at the beginning of phase 1 and at midpoint of phase 2 of the required EEDI reductions, the Organization shall review the status of technological developments to implement the energy efficiency design index. If proven necessary, the Organization shall amend the time periods, the EEDI reference line parameters for relevant ship types and reduction rates set in this regulation.

- It is noted that the interim report on the review, which recommended that time period, the EEDI reference line parameters for relevant ship types, and the reduction rates should be retained was considered by the MEPC 69. MEPC 70 reviewed the report of correspondence group, and followings were discussed and decided;

1. Reduction Rate: while many opinions were expressed such as retaining the current reduction rate, enhancing the reduction rate for container ship where that is achievable, introducing further reduction rate phase 4 and putting forward phase 3 to 2022, the Committee decided to keep current reduction rate and to start a thorough review on reduction rate phase 3 implementation as of 2022 and introduction phase 4 as well, soon

after MEPC 71.

2. Ro-Ro ship: there was general view that Ro-Ro ships are having difficulties in meeting even phase 1 requirements. In this regard, the Committee noted that further information on experience and data were needed, and invited member States to submit concrete proposals for relevant amendments to the EEDI requirements and relevant guidelines for Ro-Ro cargo ships and Ro-Ro passenger ships to MEPC 71 for further consideration.

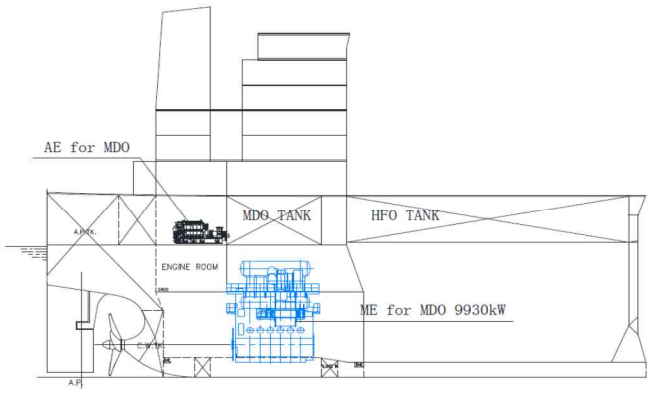
3. Correction factors for ice-class ships: with respect to the discussion on the correction factor 'fi' for ships having ice class higher than IA Super, the Committee invited member States to submit concrete proposals for amendments to the relevant guidelines for ice class ships to MEPC 71.

4. EEDI data base: the Committee recalled that MEPC 69 had considered proposals for additional information to be included in the EEDI database and, having agreed that this additional information should be used for the review at the mid-point of phase 2. Taking into account above decision, MEPC 70 agreed that additional information including dimensional parameters (length between perpendiculars (L_{pp}), breath (B_s) and draught or depth), ship speed and power of main engine and innovative efficiency technologies (name of technologies, outline of technologies and means/ways of performance technologies) are to be submitted from 1 April 2017 for the purposes of review of phase 3 accordingly.

2.2 Amendments to 2014 EEDI calculation guideline

- MEPC 70 further considered a proposal to revise the Guidelines for calculation of the attained EEDI for new ships fitted with dual fuel engines. While there were some opinions that ships using gas fuel were not provided with credit in the EEDI calculation for using a cleaner fuel and the possibility of having dual certification for this ship type with dual fuel marine diesel engines installed, MEPC 70 agreed an original proposal and to use references to the lower calorific values in the calculation of the attained EEDI.

Case 1: Standard Kamsarmax ship, one main engine (MDO), standard auxiliary engines (MDO), no shaft generator:



S/N	Parameter	Formula or Source	Unit	Value
1	MCR_{ME}	MCR rating of main engine	kW	9930
2	Capacity	Deadweight of the ship at summer load draft	DWT	81200
3	V_{ref}	Ships speed as defined in EEDI regulation	kn	14
4	P_{ME}	0.75 x MCR_{ME}	kW	7447.5
5	P_{AE}	0.05 x MCR_{ME}	kW	496.5
6	C_{FME}	C_F factor of Main engine using MDO	-	3.206
7	C_{FAE}	C_F factor of Auxiliary engine using MDO	-	3.206
8	SFC_{ME}	Specific fuel consumption of at P_{ME}	g/kWh	165
9	SFC_{AE}	Specific fuel consumption of at P_{AE}	g/kWh	210
10	EEDI	$((P_{ME} \times C_{F\,ME} \times SFC_{ME}) + (P_{AE} \times C_{FAE} \times SFC_{AE})) / (V_{ref} \times Capacity)$	gCO_2/tnm	3.76

Type of fuel	Reference	Lower calorific value (kJ/kg)	Carbon content	C_F (t-CO_2/t-Fuel)
1 Diesel/Gas Oil	ISO 8217 Grades DMX through DMB	42,700	0.8744	3.206
2 Light Fuel Oil (LFO)	ISO 8217 Grades RMA through RMD	41,200	0.8594	3.151
3 Heavy Fuel Oil (HFO)	ISO 8217 Grades RME through RMK	40,200	0.8493	3.114
4 Liquefied Petroleum Gas (LPG)	Propane	46,300	0.8182	3.000
	Butane	45,700	0.8264	3.030
5 Liquefied Natural Gas (LNG)		48,000	0.7500	2.750
6 Methanol		19,900	0.3750	1.375
7 Ethanol		26,800	0.5217	1.913

2.3 Correction factor for wood chip carriers

- MEPC 70 considered a proposal to include a correction factor for wood chip carrier, as

this ship type has characteristic structural design features of a small DWT and a large cubic capacity that negatively affects their attained EEDI. After discussion, MEPC 70 agreed to include a proposed correction factor for wood chip carrier in the amendments to EEDI calculation guidelines.

> ".4 For bulk carriers having *R* of less than 0.55 (e.g. wood chip carriers), the following cubic capacity correction factor, fc bulk carriers designed to carry light cargoes, should apply:
>
> $f_{c\ bulk\ carriers\ designed\ to\ carry\ light\ cargoes} = R^{-0.15}$
>
> where: *R* is the capacity ratio of the deadweight of the ship (tonnes) as determined by paragraph 2.4 divided by the total cubic capacity of the cargo holds of the ship (m^3)."

2.4 SHOPERA and JASNAOE Projects on ships minimum propulsion power in adverse weather

- MEPC 70 reviewed the interim report of the SHOPERA and JASNAOE projects. The following comments were expressed:

1) The projects have indicated sea-keeping problems in sea states resulting from winds stronger than Beaufort scale 9, but these are more associated with ship size than with ship power;

2) Ships regularly encounter environmental conditions more adverse than those which are set out in the 2013 interim guidelines for minimum propulsion power;

3) If the adverse weather conditions were set out at Beaufort scale 9 and 10, ships would not be able to meet the EEDI requirements;

4) IACS Recommendation 34 identifies designs for wind forces greater than Beaufort scale 8 and exceedance of force scale 8 has a very low probability, etc.

- Notwithstanding above technical comments, MEPC 70 agreed to defer the final decision on this subject until final report of the projects and amendment set of 2013 guidelines for minimum propulsion power are submitted to MEPC 71 scheduled in July 2017.

2.5 Reduction rates of EEDI for existing ships which have undergone major conversion

- For each new and existing ship that has undergone a major conversion which is so extensive, the attained EEDI shall be calculated and meet the requirement with the reduction factor applicable corresponding to the ship type and size of the converted ship at the date of the contract of the conversion. In this regard, MEPC 70 considered a proposal that when an existing ship has undergone major conversion, reduction factor

phase 0 should be applied to the ship regardless of the time of the major conversion as the phase applicable to the conversion date may be too stringent for existing ships.

- Noting the need for clearer proposals with sufficient technical back ground information, MEPC 70 agreed to keep this proposal in abeyance until the next session and to request interested delegations to submit the further proposals on this issue.

2.6 Exemption of SEEMP and EEDI requirements for ships engaged in single international voyage

- Noting that MEPC 69 approved interim guidelines on exemption from chapter 4 of MARPOL Annex VI for ships that were normally engaged in domestic voyages but occasionally engaged in single international voyage, which had been circulated as MEPC.1/Circ.863, MEPC 70 considered the proposed amendments to MARPOL Annex VI for formalizing the exemption scheme.

- MEPC 70 agreed that such amendments require a new output, and requested member States to submit a proposal on a new output to MEPC 71.

2.7 Baltic & North Sea Emission Control Area (ECA)

- MEPC 70 considered the proposals on new Emission Control Area for the Baltic Sea and North Sea including English Channel. While there were some concerns on the Committee's procedural requirements on the designation of ECA, the Committee agreed to designate the North Sea and the Baltic Sea as Emission Control Area for NOx Tier III control with an effective date of 1 January 2021, and agreed to the need for exemption provisions to allow ships fitted with dual fuel engines without compliant gas fuel or with only Tier II engines to be built, converted, repaired and/or maintained at shipyards located in NOx Tier III ECAs.

2.8 Review of fuel oil availability on the global 0.5% m/m Sulphur limit

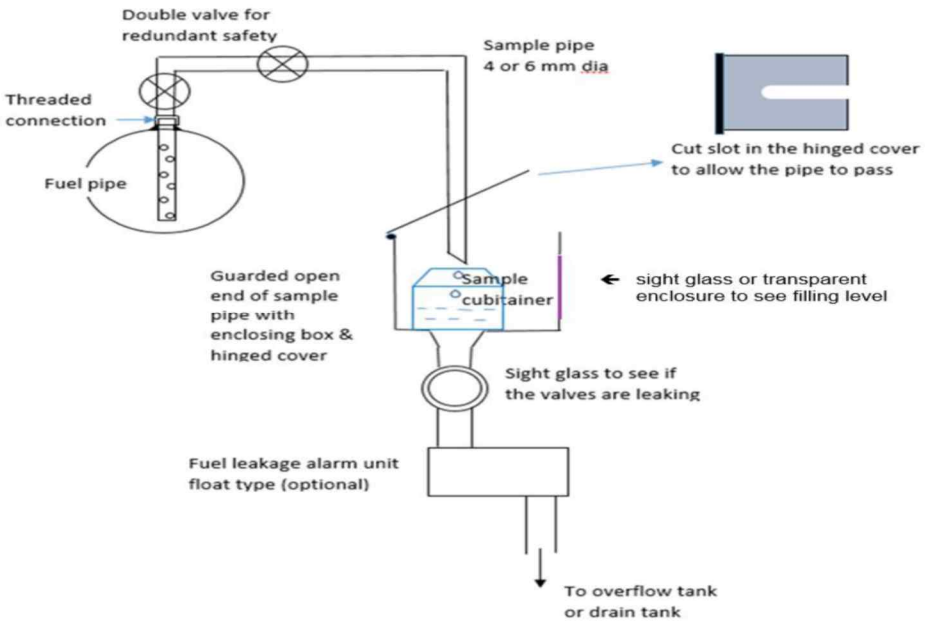
- MEPC 68 established a Steering Committee to assess fuel oil availability on the global 0.5% m/m Sulphur limit. MEPC 69 had noted the progress made by the Steering Committee and agreed that final decision on the date of implementation of above Sulphur requirement should be taken at MEPC 70. After extensive and lengthy discussion, MEPC 70 agreed to "1 January 2020" as the effective date of implementation for ships to comply with 0.5% Sulphur content of fuel oil requirement. In this regard, MEPC 70 further noted that new HFO blending meeting 0.5% Sulphur limit may have technical problems

such as stability, fuel viscosity and compatibility, etc. In relation to this, MEPC 70 agreed to task PPR 4 to develop a smooth implementation plan for use of 0.5% Sulphur limit.

2.9 Fuel oil sampling guidelines

- MEPC 70 approved the guidelines which recommends sampling from a designated points that are safely accessible, downstream of the fuel oil service tank in use, and as close as safely feasible to the fuel oil combustion machinery shielded from heated surfaces or electrical equipment.

- In connection with this, new work program to amend Reg.14 of MARPOL Annex VI so as to require all ships to be provided with designated sampling point to ensure that a sample of fuel oil can be drawn in a safe manner was approved.



- Example for Fuel Oil Sampling Point

2.10 Approval of the amended format of Bunker Delivery Note

- PPR 3 prepared a draft amendment to MARPOL Annex VI (Appendix V) on the Bunker Delivery Note to allow delivery of fuel exceeding the Sulphur limit if the ship is equipped with a scrubber or other equivalent means. MEPC 70 approved the draft amendment for subsequent adoption at MEPC 71.

Appendix V
Information to be included in the bunker delivery note (regulation 18.5)

The items listed in the Appendix are numbered from 1 to 9.

In item 7, the comma after "15°C" is deleted and brackets are added around "kg/m^3".

Item 9 is replaced with the following:

"A declaration signed and certified by the fuel oil supplier's representative that the fuel oil supplied is in conformity with regulation 18.3 of this Annex and that the sulphur content of the fuel oil supplied does not exceed:

☐ the limit value given by regulation 14.1 of this Annex;

☐ the limit value given by regulation 14.4 of this Annex; or

☐ the purchaser's specified limit value of _____ (% m/m).
As completed by the fuel oil supplier's representative and on the basis of the purchaser's notification that the fuel oil is intended to be used:

.1 in combination with an equivalent means of compliance in accordance with regulation 4 of this Annex; or

.2 is subject to a relevant exemption for a ship to conduct trials for sulphur oxides emission reduction and control technology research in accordance with regulation 3.2 of this Annex.

This declaration shall be completed by the fuel oil supplier's representative by marking the applicable box(es) with a cross (x)."

3. Further technical and operational measures for enhancing energy efficiency of international shipping (Data Collection System)

3.1 General of the requirements

- MEPC 70 adopted draft amendments to MARPOL Annex VI which provides a mandatory requirements for all ships of 5,000 GT and above engaged on international voyages to collect data relating to the fuel consumption together with additional data on proxies for the transport work as of 1 January 2019. The Administration will have to certify by the end of 2018 that the ship's SEEMP on board reflects the data collection system that applies to

the ship. The Company will be required to collect requisite data, and report to the ship's flag Administration. Upon verification by the Administration, or RO duly authorized by it, the ship will be issued a Statement of Compliance. And then, the Administration shall report to the central database managed by the Organization.

3.2 2016 guidelines for the development of a Ship Energy Efficiency Management Plan(SEEMP)

- MEPC 70 adopted the amendments to 2012 guidelines for the development of a SEEMP which provides Part II specifying the methodologies for collecting the required data, the processes for the ship to report the data to the Administration and a reporting format showing the core data which is required to be reported in accordance with appendix IX of MARPOL Annex VI.

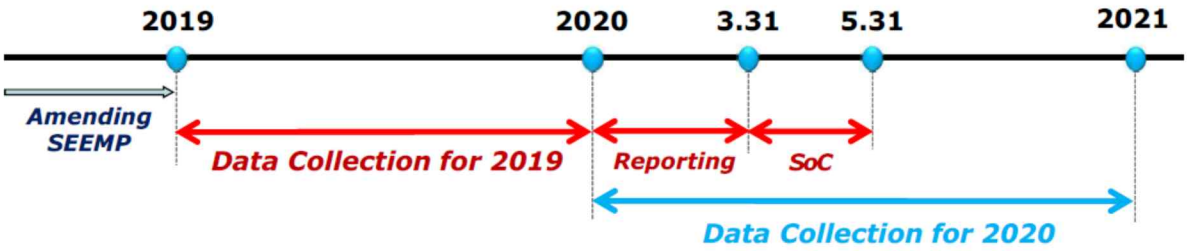
3.3 Issuance of Statement of Compliance

- The regulations require a ship to be issued with a statement of compliance when the ship reports the requisite data to the Administration and the data has been verified. The role of Port State Control Officer is limited to verifying that there is a valid statement of compliance onboard or not.

3.4 Further development of guidelines on the implementation of Data Collection System

- MEPC 70 agreed to establish a correspondence group with a view to finalization of the guidelines for Administration data verification procedures in accordance with Reg.22A.7 of MARPOL Annex VI, guidelines for the development and management of the IMO Ship Fuel Consumption Database including means to keep the ships anonymous and to ensure the completeness of the database in accordance with Reg.22A.9, 22A.11 and 22A.12, and MEPC circular for non-Party ships submitting data to the IMO Ship Fuel Consumption Database.

3.5 Time Frame for Data Collection System



4. Adoption and Amendments to MARPOL Convention – effective as of 1 March 2018

4.1 Amendments to MARPOL Annex I (Form B of the supplement to the International Oil Pollution Prevention Certificate) – Res.MEPC.276(70)

- Amendments to the form B of the supplement to the IOPP Certificate given in the appendix to MARPOL Annex I which simplifies the current entry on segregated ballast water tank, and removes the entries relating to the requirements on single hull oil tankers were adopted and will enter into force on 1 March 2018.

4.2 Amendments to MARPOL Annex V (HME substances and form of Garbage Record Book) – Res.MEPC.277(70)

- MEPC 70 adopted the amendments to a set of MARPOL Annex V which include:

1. The classification criteria for HME cargoes and the shipper's declaration of solid bulk cargoes identifying whether or not they were harmful to the marine environment;
2. Form of Garbage Record Book and amendments to Reg.10.3 with regards to the reporting requirements.

Those amendments will enter into force on 1 March 2018.

4.3 Amendments to MARPOL Annex VI (Data Collection System for Fuel Oil Consumption of Ships) – Res.MEPC.278(70)

- MEPC 70 adopted draft amendments to MARPOL Annex VI which provides a mandatory requirements for all ships of 5,000 GT and above engaged on international voyages to collect data relating to the fuel consumption together with additional data on proxies for the transport work as of 1 January 2019. Those amendments will enter into force on 1 March 2018.

5. Reduction of GHG emission from ships

5.1 MEPC 69 had agreed to establish a working group for an in-depth consideration on how to progress the matter of reduction of GHG emissions from ships taking into account the Paris Agreement achieved at the 21st session of the Conference of the Parties (COP 21) to the United Nations Framework Convention on Climate Change (UNFCCC), which enters into force on 4 November 2016.

5.2 MEPC 70 established a working group with a view to developing a roadmap with a time table to define the international maritime transport sector's fair share on GHG reduction. The Committee approved a roadmap which sets out defined tasks and a timeline from MEPC 70 to MEPC 80 in spring 2023 to develop and adopt an initial IMO strategy in 2018 at MEPC 72 based on 3rd IMO GHG study and submissions on the level of ambition and guiding principles, future demand of shipping, emissions scenario, costs and benefits, etc.

5.3 It was also agreed that 4th IMO GHG study should be carried out to cover the period from 2012 to 2018 thereby bridging the gap between the 3rd IMO GHG study and the results of the analysis of the initial period of the fuel oil data collection system scheduled to be completed in 2020. In relation to this, MEPC 70 approved the proposed modalities for inter-sessional work and agreed to hold an inter-sessional working group before MEPC 71 and endorsed holding further inter-sessional meetings by MEPC 80.

6. Unified Interpretation and amendments to the Guidelines

6.1 Amendments to the Guidelines for type approval of sewage treatment plant (Res.MEPC.284(70))

- Taking into account that MEPC 69 decided the effective date for Baltic Sea Special Area under the MARPOL Annex IV to 1st June 2019, model form of type approval certificate for sewage treatment plant to which the removal standard for nitrogen and phosphorous not applies to be installed onboard ships operating outside Baltic Sea Special Area, MEPC 70 adopted the amendments to the Guidelines for type approval of sewage treatment plant as follows.

1) "Installed on or after 1 January 2016" should be interpreted as follows:

- For new ships, installation of sewage treatment plant onboard ships the keel of which and laid or which are at a similar stage of construction on or after 1 January 2016; and

- For other ships, installation with a contractual delivery date to the ship on or after 1 January 2016 or, in the absence of a contractual delivery date, the actual delivery of the sewage treatment plant to the ship on or after 1 January 2016.

2) Effective date of Baltic Sea Special Area

- The requirements on the sewage treatment plant type approved in accordance with Res.MEPC.227(64) including the removal standard of phosphorous and nitrogen contained in sewage shall apply to new passenger ships constructed on or after 1 June 2019 or existing passenger ships on or after 1 June 2021 operating in Baltic Sea Special Area.
- Existing passenger ships en route entering the Baltic Sea Special Area which proceed directly to ports under the jurisdiction of the Russian Federation within the Baltic Sea Special Area (i.e. ports east of longitude 28° 10′E within the special area) and those leaving the special area without making any other port calls within the special area are to comply on 1 June 2023.

3) Other than passenger ships operating within Baltic Sea Special Area, a Model form of type approval certificate with no entries for removal standard of nitrogen and phosphorous for sewage treatment plant to be installed onboard ships constructed on or after 1 January 2016 is provided.

6.2 Amendments to the type approval requirement for Bilge Separator (Res.MEPC.284(70))

Taking into account the proposed IACS Unified Interpretation regarding the accuracy check for 15ppm bilge alarm, MEPC 70 adopted the amendments to the type approval requirement for Bilge Separator as follows.

- The validity of calibration certificate should be checked at IOPP annual/intermediate/ renewal surveys
- The accuracy of 15 ppm bilge alarms is to be checked by calibration and testing of the equipment conducted by a manufacturer or persons authorized by the manufacturer and should be done at intervals not exceeding five years or within the term specified in the manufacturer's instructions, whichever is shorter.

6.3 Unified Interpretation to Reg.12 of MARPOL Annex I (MEPC.1/Circ.867)

In light of the amendments to Reg.12 of MARPOL Annex I, adopted by Res.MEPC.268(68), in order to facilitate uniform implementation of Reg.12 of MARPOL Annex I on oil residue tanks, MEPC 70 approved a set of unified interpretation of this regulation accordingly.

- A previous unified interpretation which stipulating that the separation between bilge

and oil residue system should not be retroactively applied to ships delivered before 1 January 2014, this requirement shall be met by the first IOPP renewal survey carried out on or after 1 January 2017 in accordance with the current regulation 12 of MARPOL Annex I.

6.4 Unified Interpretation to NOx Technical Code (MEPC.1/Circ.865)

- Since some of the parameters which define an engine group are expected to move from the engine to the SCR, then some of the engine based parameters traditionally used to define an engine group will be no longer be important and will be replaced by SCR based parameters.
- Given above, MEPC 70 approved a set of unified interpretation which stipulating that some of the traditional engine-based parameters required by the NOx Technical Code to define an engine group may not be relevant for an engine group fitted with SCR systems and may be replaced with new parameters derived from the SCR chamber and catalyst block, such as the SCR space velocity, catalyst block geometry and catalyst material.

– The end -

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