



# Briefings of IMO Meeting

MEPC 71 (03 – 07 July 2017)

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Ref.: IMO-0008-2017

**Subject: Newsflash of MEPC 71**

The Marine Environment Protection Committee, its 71<sup>st</sup> session was held at IMO HQ from 3 to 7 July 2017. Herewith, we would like to inform key results on its Committee, please make use of reference data for relevant subject.

**1. BWM Convention (entry into force on 8 September 2017, ratified by 60 States and 68.45% 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, Bahamas and Singapore have become the States to accede to this Convention further on 8 June 2017, bringing the proportion of global shipping tonnage covered by the treaty to 68.45% with 60 Contracting Parties.

1.1 2 Basic and 1 Final approvals were granted

- Basic approval: MICROFADE II (Netherland), Envirocleanse inTank™ (Norway)
- Final approval: ECS-HYBRIDE™ System(Korea)

1.2 73 Type approved BWMSs were reported up to MEPC 71

- New type approvals (4): Damen InvaSave 300 BWMS (Netherland), Semb-Eco LUV 1500 BWMS (Singapore), KURITA BWMS (Japan), ATPS-BLUESys BWMS (Japan)

1.3 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: having noted the possible challenges on availability of BWMS and Dry-dock facilities which are capable of installing BWMS onboard existing ships, MEPC 70 agreed to prepare an alternative text to B-3, further extending the installation schedules of BWMS onboard existing ships as follows:

.1 the ships constructed before 8 September 2019 shall comply with D-2 standard by installing BWMS onboard no later than:



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- first IOPP renewal survey following the date of entry into force of the Convention if this survey is completed on or after 8 September 2019;

- second IOPP renewal survey following the date of entry into force of the Convention if this survey following the date of entry into force of the Convention is completed prior to 8 September 2019

.2 the ships constructed on or after 8 September 2019 shall comply with D-2 standard as of ships delivery;

- In this regard, compromise solution and other proposals against alternative text above and Res.A.1088(28) were proposed as follows:

.1 with respect to the deadline for installation of BWMS onboard existing ships, the discussion on whether the installation of BWMS soon after entry into force should be required or a two year period of grace should be given further;

.2 with respect to the installation of BWMS onboard new ships, the discussion on whether the installation of BWMS onboard new ships constructed on or after entry into force of the Convention should be required or a two year period of grace should be given further;

.3 the discussion on deadline for installation of BWMS onboard the ships which were not issued with IOPP certificate.

- **After intensive discussions, the Committee approved following compromise solution in relation to the draft amendments to regulation B-3:**

.1 the ships constructed on or after 8 September 2017 shall comply with D-2 standard as of ships delivery;

.2 for the ships constructed before 8 September 2017:

- If the completion date of the ship's last IOPP renewal survey was between 8 September 2014 and 7 September 2017, compliance with D-2 standard by installing BWMS onboard is required **at the first IOPP renewal survey** on or after 8 September 2017;

- If the completion date of the ship's last IOPP renewal survey was between 8 September 2012 and 7 September 2014, compliance with D-2 standard by installing BWMS onboard is required **at the second IOPP renewal survey** on or after 8 September 2017.

.3 The ships constructed before 8 September 2017 to which the IOPP renewal survey does not apply shall comply with D-2 standard by 8 September 2024.

- Above compromise text will be adopted at MEPC 72, and the Committee further adopted a resolution stipulating the 'early implementation' of those amendments to regulation B-3 on or after the date of entry into force of the Convention.



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- 1.4 Guidance on the application of the BWM Convention to ships operating solely in sea areas where ballast water exchange in accordance with Reg.B-4.1 is not possible due to geographical limitations
- With respect to the particular concerns that the ships operating in sea area where the parameter on distance and location of sea area for ballast water exchange does not correspond to the reg.B-4.1 (at least 200 nautical miles from the nearest land and in water at least 200 meters in depth) could not practically conduct ballast water exchange, as a consequence, those ships shall comply with D-2 standard soon after entry into force of the Convention, the following guidance was developed taking into account that MEPC 68 had agreed that ships operating such a sea area should not be required to install BWMS onboard until effectively and legally required to do so:
    - .1 Until the date a ship is required to meet regulation D-2 in accordance with regulation B-3, a ship operating in a sea area where ballast water exchange in accordance with regulation B-4.1 and D-1 is not possible:
      - Should not be required to meet the D-2 standard;
      - Should not be required to proceed under regulation B-3.6(discharge to a reception facility), B-3.7(other methods) or A-4(exemption), and should not be required to meet the D-2 standard regardless if the ship does not comply with such methods;
      - Should record the reasons why ballast water exchange was not conducted in accordance with regulation B-4.5
    - .2 In cases where the port State has established designated areas for ballast water exchange in accordance with regulation B-4.2:
      - The ship should comply with the terms of use for those areas provided by the port State, otherwise the ship should not be required to deviate from its intended voyage, or delay the voyage;
      - When a ship does not have sufficient time to carry out the exchange for all of its ballast water complying with the standard in regulation D-1, taking into account the BWMP, the ship should comply with the terms of use for those areas.
- 1.5 Exemption for BWM Convention in accordance with SRA(Same Risk Area) Concept
- 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: MEPC 70 agreed that same risk area (SRA)

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concept is in line with the Guidelines for risk assessment under regulation A-4 of the BWM Convention (G7), that no further guidance on this matter is necessary and that the Administrations may grant exemptions in accordance with A-4 based on the SRA concept, subject to consultation and agreement between relevant States that may be affected by such exemptions. In this regard, minor amendments to the G7 guidelines in order to better clarify the relationship between G7 and SRA concept were adopted by Res.MEPC.290(71).

### 1.6 Guidance on contingency measures under the BWM Convention

- Contingency measure means a process undertaken on a case by case basis after a determination by the ship or the port State that ballast water to be discharged from a ship is not compliant, in order to allow ballast water to be managed such that it does not pose unacceptable risks to the environment, human health, property and resources, and MEPC 70 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'. In this regard, the following particular proposals were considered:

- .1 Contingency planning for ballast water management, port solution;
- .2 Ballast water exchange using water treated by BWMS installed onboard;
- .3 Draft text for guidance on contingency measures under the BWM Convention & reception facility

- After discussions, the Committee approved a guidance on contingency measures under the BWM Convention as follows:

.1 Contingency measures are possible actions to be taken by the ship when discharged ballast water is found not to meet the D-1 or D-2 standard, and implemented as follows:

- Actions predetermined in the Ballast Water Management Plan of the ship;
- Discharging ballast water to another ship or to an appropriate shipboard or land-based reception facility, if possible;
- Managing the ballast water or a portion of it in accordance with a method acceptable to the port States;
- Ballast water exchange carried out to meet D-1 standard;
- Operational actions, such as modifying sailing or ballast water exchange schedules, internal transfer of ballast water or the retention of ballast water on board the ship



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.2 In any case, the ship is required to do its best to correct malfunction of the BWMS as soon as possible and submit its repair plan to the port State control authorities and flag State.

- 1.7 Survey and Certification in accordance with reg.E-1 of the BWM Convention
- While other IMO Conventions such as SOLAS and MARPOL, etc do not require endorsement after additional survey, reg.E-1.1.5 of the BWM Convention requires endorsement should be given in an IBWM certificate after additional survey. In this regard, the following amendments to the relevant regulation of the BWM Convention in order to align with the practices of other IMO Conventions for issuing convention certificates were made and will be adopted at MEPC 72
  - After considerations, MEPC 71 agreed that endorsement for 'additional survey' on the certificate is not required and approved draft amendments, with a view to the approval at MEPC 72, which delete relevant regulation requiring endorsement on the certificate after completion of additional survey
  - In addition, the Committee, noting an omission of terminology 'intermediate survey' in regulation E-5.8, prepared the amendments to this regulation with a view to the approval at MEPC 72
  - Furthermore, with respect to the 'installed date' of BWMS in a relevant section of IBWM certificate, taking also into account that new G8 guidelines will apply on 28 October 2020 based on the contractual date of delivery of the system, the Committee, with a view to the approval at MEPC 72, prepared a unified interpretation which stipulates that two dates, i.e. the contractual date of delivery and the date following commissioning and operation in relation to installing a BWMS may exist
- 1.8 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 specified area, when engaged in international voyages for periodic dry-docking repair or maintenance. Furthermore, for those ships with such that operational characteristics, ballast water exchange should be allowed as an alternative
  - Given that BWM Convention does not provide any provisions on the situation of ships which have granted exemptions, such as voyages for dry-docking repair or maintenance abroad outside a specified area, the Committee agreed with above proposal and

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approved draft BWM circular

- 1.9 Taking into account the basic principle that ship owners who have already installed BWMS type approved in accordance with previous 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, MEPC 70 agreed to establish a correspondence group to discuss and consider 'Experience Building Phase'. The report of correspondence group was submitted and following matters were proposed:
- .1 adoption of draft resolution on the experience-building phase associated with the BWM Convention;
  - .2 approval of draft data gathering and analysis plan for the ballast water experience-building phase, and request to disseminate it as a BWM Circular;
  - .3 keeping the data gathering and analysis plan for the ballast water experience-building phase open for revision based on experience gained during the period.
- After consideration, the Committee adopted Res.MEPC.291(71) which provides the basic structure of the Experience Building Phase and further recognized the need for consequential amendments to G4 guidelines (BWMP), with a view to reflecting EBP accordingly
- 1.10 Consideration of alternative management for ballast water in Top Side tank of bulk carrier
- with respect to the retrofit of BWMS onboard existing bulk carriers, the alternative measure which means that two sequential ballast water exchange should be allowed to its top side tanks only was proposed as the management of ballast water in top side tanks through BWMS would significantly be challenge from the technical and operational aspect.
  - After consideration, the Committee noted the technical challenges bulk carriers are facing. But, the Committee, noting that this proposal relates to operational matters and interpreting regulations D-1 and D-2, did not support the proposal to amend regulation B-3 of the Convention.
- 1.11 'BWMS Code' of G8 guidelines
- MEPC 70 adopted 2016 guidelines for type approval of Ballast Water Management



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System to Res.MEPC.279(70), and agreed that it should be mandatory instrument, titled to 'BWMS Code'. In this regard, draft BWMS Code and consequential amendments to BWM Convention to make the Code mandatory were presented from the Secretariat.

- After editorial modifications on mandatory language, the Committee approved draft BWMS Code, with a view to adoption at MEPC 72

## 2. Air Pollution and Energy Efficiency Regulation

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

- MEPC 70 reviewed the report of correspondence group on the EEDI Review in accordance with reg.21.6 of MARPOL Annex VI, and agreed following main decisions:

.1 Reduction Rate: 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: taking into account that Ro-Ro ships are having difficulties in meeting even phase 1 requirements, 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.

- In this regard, there were discussions on following topics at MEPC 71:

.1 amendments to the reference line for Ro-Ro passenger and Ro-Ro cargo ships: given that MEPC 70 agreed the technical challenges for meeting the applicable required EEDI for those ship segments, the amendments to the values of reference line well reflecting physical perspective of these ship types were proposed.

.2 amendments to the coefficient (fi) for ice-class ships and exemption of EEDI requirements for ice-class ships more than IA super grade: it was proposed that the coefficient (fi) for ice-class ships should be revised in order to adequately compensate the values according to the actual variation of ships DWT as the coefficient provided in existing EEDI calculation guidelines results in excessive correction values, and ice-class ships more than IA Super grade should be exempted from the EEDI requirements

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considering technical limitations of energy saving devices available to ice-class ships.

.3 establishment of correspondence group for 2<sup>nd</sup> review of status of technological developments on the EEDI regulation in accordance with reg.21.6 of MARPOL Annex VI: as it has been agreed that introducing further reduction rate phase 4 and putting forward phase 3 to 2022, a correspondence group was proposed to be established so as to review recent status of energy saving devices and adjustment of reduction rate, if necessary.

**- In this regard, MEPC 71 decided following matters:**

.1 With respect to the EEDI calculation for Ro-Ro Cargo and Passenger ships, the draft amendments to regulation 21 of MARPOL Annex VI which increases the reference line by 20% for these ship types and introduces a new concept which sets constant threshold values (horizontal reference line) for Ro-Ro Cargo ships 17,000 DWT and above, and for Ro-Ro Passenger ships 10,000 DWT and above were approved with a view to adoption at MEPC 72;

.2 With respect to the coefficient (fi) for ice-class ships and EEDI requirements for ice-class ships more than IA super grade, the Committee the correspondence group for EEDI review beyond phase 2 to further consider following matter:

- The correction factor for power (fj) for these ship types;
- Minimum propulsion power requirements for ships of low and medium ice classes;
- Definition of 'ice class higher than IA Super'

.3 A correspondence group to consider the possible early implementation of phase 3 and possible introduction of phase 4 was established. An interim report will be submitted to MEPC 73 and a final report will be submitted to MEPC 74.

## 2.2 Amendments to the 2013 minimum propulsion power guidelines (Res.MEPC.232(65))

- While MEPC 70 reviewed interim reports on SHOPERA and JASNAOE project in relation to the minimum propulsion power to maintain manoeuvrability of ships in adverse conditions, MEPC 70 agreed to defer the final decision on this subject until the final report of the projects and amendments set of 2013 guidelines for minimum propulsion power are submitted to MEPC 71 taking also into account the following opinions:

.1 ships regularly encounter environmental conditions more adverse than those which are set out in the 2013 interim guidelines for minimum propulsion power;

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

.3 IACS Recommendation 34 identifies designs for wind forces greater than Beaufort scale



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8 and exceedance of force scale 8 has a very low probability.

- In this regard, amendments to these guidelines were submitted as follows:

.1 more severe adverse weather conditions than 2013 guidelines were proposed

	Existing Guidelines	Draft revised Guidelines
Beaufort number	BF7 for $L_{pp} < 200$ m BF8 for $L_{pp} > 250$ m	[BF8 for $L_{pp} < 200$ m BF9 for $L_{pp} > 250$ m]
Wind speed	15.7 m/s for $L_{pp} < 200$ m 19.0 m/s for $L_{pp} > 250$ m	[19.0 m/s for $L_{pp} < 200$ m 22.6 m/s for $L_{pp} > 250$ m]
Significant wave height $h_s$	4.0 m for $L_{pp} < 200$ m 5.5 m for $L_{pp} > 250$ m	[4.5 m for $L_{pp} < 200$ m 6.0 m for $L_{pp} > 250$ m]

.2 relaxed ships propulsion ability from previous 4 knots to 2 knots was proposed

**Scenario "Weathervaning in coastal areas under strong gale condition"**

Area	Coastal areas
Weather conditions	[BF8 (gale) for $L_{pp} < 200$ m to BF9 (strong gale) for $L_{pp} > 250$ m, linear over $L_{pp}$ between 200 m and 250 m]
Encountered wave and wind angle	Head seas to 30 degrees off-bow for a situation of weathervaning
Propulsion ability	Speed through water at least [2 knots]
Steering ability	Ability to keep heading into head seas to 30 degrees off-bow

.3 But, considering that there are still different views on the adverse environmental conditions, it was further proposed that finalizing the draft revised guidelines at MEPC 71 would be premature and the Committee should continue the discussion in parallel with the discussion of the EEDI review for phase 3 EEDI requirements. Moreover, the extension of the 2013 interim guidelines for phase 2 was proposed.

- After consideration, the Committee, taking into account that the proposed revised guidelines were still not at a stage to be finalized at this session, agreed the extension of the 2013 interim guidelines for phase 2

2.3 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 requirements with the reduction factor applicable 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, but the Committee agreed to keep this proposal in abeyance until MEPC 71 and to request interested delegations to submit the further proposal on this issue.



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- MEPC 71 further considered a proposed case study which shows that it is unable to meet the required EEDI even when two combined energy saving technologies (bulbous bow conversion and engine tuning for optimizing fuel consumption) are applied to model ships, the range of CO<sub>2</sub> reduction rate is between 1.8% to 8.9%, and decided as follows:

.1 The Committee noted that current regulation 21.1.3 of MARPOL Annex VI clearly stipulates the application of the required EEDI for existing ships which have undergone a major conversion, i.e. in case the Administration considers the major conversion is so extensive that the ship is regarded as a newly constructed ship, the EEDI requirements at the phase when conversion is initiated shall apply to the ship

.2 Accordingly, as the existing ship need not comply with the EEDI requirements in the case the Administration considers that the conversion is not extensive, the Committee agreed not to amend the regulation

#### 2.4 Discussions on the NO<sub>x</sub> (Nitrogen Oxides)

- draft guidelines for discharge of Bleed-Off water from EGR system: the EGR technology used on engine is to reduce NO<sub>x</sub> emission, and it was proposed that oil content and turbidity contained in the Bleed-Off water generated from the use of EGR should be regulated according to the use of different sulphur content fuel oil referred in reg.14 of MARPOL Annex VI. In this regard, MEPC 71 decided following matter:

.1 The Committee, taking into account that there are remaining issues to solve with regard to the turbidity measurements and others, instructed PPR 5 to further review the draft guidelines

- Guidelines for use of more than one Engine Operational Profile (Map): while the engine operational profile would be considered as engine tuning for optimizing fuel consumption, it could also increase nitrogen oxides emission from diesel engines. The particular matters on whether relevant guidelines on the use of Map should be developed or not were discussed at last MEPC 70, PPR 4 as well as MEPC 71. In this regard, MEPC 71 decided following matters:

.1 After consideration, the Committee could not reach a consensus on this issue and instructed PPR 5 to further review this matter

#### 2.5 Discussions on the SO<sub>x</sub> (Sulphur Oxides)

- Proposed draft amendments to MARPOL Annex VI to develop a unified verification



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procedure for different kinds of fuel oil samples: given that the related procedures on fuel oil samples referred in appendix 6 of MARPOL Annex VI are only applicable to 'MARPOL Samples' which are being taken from bunkering operation, an additional unified procedure in order to verify that in-use fuel oil is compliant with sulphur requirements referred in reg.14 of MARPOL Annex VI was proposed. In this regard, MEPC 71 decided following matter:

.1 After consideration, the Committee forwarded this matter to PPR 5 for further consideration under its agenda item on "Amendment to regulation 14 of MARPOL Annex VI to require a dedicated sampling point for fuel oil"

- Report of the correspondence group on fuel oil quality: the draft best practice for fuel oil purchaser/user for assuring the quality of fuel oil used onboard ships and best practice for member State/coastal State to oversight quality of fuel oil were presented. In this regard, MEPC 71 decided following matters:

.1 The Committee agreed that the draft best practice for fuel oil purchaser/user for assuring the quality of fuel oil used onboard ships was not mature enough for approval and should be kept in abeyance for discussion and finalization at MEPC 72

.2 The Committee agreed that the draft best practice for member State/coastal State to oversight quality of fuel oil will be further considered through a correspondence group activity, and final report will be submitted to MEPC 73

.3 In this connection, the Committee, having recalled that MEPC 69 encouraged the fuel oil supply industry to develop draft best practice for fuel oil suppliers, requested to the fuel oil supply industry to submit pertinent proposals to MEPC 72

- 2020 Global Low Sulphur fuel oil implementation plan: MEPC 70 decided to '1 January 2020' as the effective date of implementation for ships to comply with 0.5% sulphur content of fuel oil requirement, and 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. In this regard, MEPC 71 decided following matters:

.1 There was an intensive discussion on whether fuel oil availability to consider the implementation plan for the use of 0.5% fuel oil is still needed or not, and the decisions on 2020 low Sulphur limit taken from the MEPC 70 is reopened or not. But, the Committee approved the work program, as agreed by PPR 4 without modification and



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instructed PPR to report to MSC any safety issues that may be identified with regard to low Sulphur fuel oil

.2 Subject to the approval by the Council, an inter-sessional meeting in the second half of 2018 was proposed

- Proposals for amendments to the 2015 guidelines for exhaust gas cleaning system: it was noted that the languages used in various sections of the guidelines is not sufficiently clear, which has resulted in non-uniform application the existing guidelines. In this regard, the following amendments to these guidelines were proposed:

.1 clarification of following terms 'EGC system', EGC unit, PAH monitoring, emission testing and approval of scrubbers in accordance with Scheme A and B;

.2 development of specific guidance on accidental breakdown, instrument malfunction and perceived temporary non-compliance and transient performance of EGCS;

.3 development of consequential amendments to the 2009 guidelines for port State control under the revised MARPOL Annex VI (Res.MEPC.181(59)).

- In this regard, MEPC 71 decided following matters:

.1 After consideration, the Committee forwarded these proposal to PPR 5 for further consideration

### **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 MEPC 68 had agreed a three-step approach to collect data, analyze the data and further



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measures are required to reduce GHG emissions from ships. The first step of the three-step approach is to collect the data from ships on fuel consumption. In this regard, consequential amendments to MARPOL Annex VI and revised guidelines on the development of the Ship Energy Efficiency Management Plan (SEEMP) were adopted by Res.MEPC.278(70) and Res.MEPC.282(70), respectively. Moreover, as the results from correspondence group activities established at MEPC 70, the Committee considered following draft guidelines:

- .1 draft guidelines for Administration data verification procedures;
- .2 draft guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database;
- .3 draft MEPC circular on submission to 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.

- In this regard, MEPC 71 decided following matters:

- .1 MEPC 71 adopted guidelines for Administration data verification procedures to Res.MEPC.293(71), and these guidelines contains the instruction on documentation that can be submitted as well as the annual data report and further documentation that may be requested for data completeness and reliability checking purposes
- .2 MEPC 71 adopted guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database, and in accordance with these guidelines, the verified data of ships will be recorded in a database developed and managed by the IMO Secretariat through GISIS module
- .3 MEPC 71 approved MEPC circular on submission to 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, through this circular, ships flying the flag of a State that is not a Party to MARPOL Annex VI are allowed to submit fuel consumption data to the IMO Ship Fuel Oil Consumption Database accordingly
- .4 There were discussions as regard the Proxy for transport work for ships that do not carry cargo, and offshore and marine contracting vessels, the Committee request interested member States of relevant stakeholders to submit further proposals to MEPC 72 for further consideration

#### 4. Adoption and Amendments to MARPOL Convention – effective as of 1 January 2019

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- 4.1 Adoption of amendments to MARPOL Annex VI for designating the Baltic Sea and the North Sea Emission Control Area
- These amendments refer the designation of the Baltic Sea and the North Sea as Emission Control Area for NOx Tier III control with an effective date of 1 January 2021. Further, the 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. These amendments will enter into force on 1 January 2019.
- 4.2 Adoption of amendments to Bunker Delivery Note
- 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 was adopted. These amendments will enter into force on 1 January 2019.

### 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 At MEPC 70, member States agreed on a Roadmap for developing a comprehensive IMO strategy on reduction of GHG emissions from ships, it integrates the data collection scheme with an initial strategy to be adopted in 2018. The Roadmap agreed at MEPC 70 specifies 12 elements including the level of ambition, and guiding principles was discussed for effective development of the reduction strategy at the inter-sessional working group held a week before MEPC 70.
- 5.3 After lengthy discussion of inter-sessional working group and MEPC 71, the Committee agreed to develop the draft outline for the structure with a view to facilitation of the effective future discussions on development of initial IMO strategy for reduction of GHG emission from ships as follows:



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Ref.: IMO-0008-2017

- Preamble / introduction / context including emission scenarios
- Vision
- Levels of ambition and guiding principles
- List of candidate short-, mid- and long term further measures with possible timelines and their impacts on States
- Barriers and supportive measures; capacity building and technical cooperation; R&D
- Periodic review of the strategy
- Follow-up actions towards the development of the revised strategy

5.4 In this regard, the Committee agreed that any initial IMO GHG reduction strategy may be revised on Phase 1, but should not prejudge any specific measures that may be implemented in Phase 3, as follows:

- Phase 1: collection of Fuel Oil consumption data (2019-2021)
- Phase 2: analysis of data reported in accordance date collection system
- Phase 3: decision on what further measure are needed

5.5 The Committee agreed the second (23~27 October 2017) and third (3~6 April 2018) inter-sessional working group to further the initial strategy – The end -

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