



Briefings of IMO Meeting

MEPC 73 (22 – 26 October 2018)

BRIEFING STATUS

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Ref.: IMO-0013-2018

Subject: Newsflash of MEPC 73

The Marine Environment Protection Committee, its 73rd session was held at IMO HQ from 22 to 26 October 2018. Herewith, we would like to inform key results on its Committee, please make use of reference data for relevant subject.

1. Ballast Water Management Convention

- The entry into force conditions of the Ballast Water Management Convention had been met on 8 September 2016, and this Convention was therefore entered into force on 8 September 2017. The ships to which this Convention applies constructed on or after the date of entry into force of the Convention shall be required to install a BWMS with a view to complying D-2 performance standard, and the ships constructed before the date shall be required to comply with D-2 performance standard by the first or second IOPP renewal survey according to the completion date of each ship's previous IOPP renewal survey.

- 1.1 1 Basic approval was granted
 - BIOBALLST 1000 (Germany)

- 1.2 1 Final approval were granted
 - Envirocleanse in Tank™ BWTS (Norway)

- 1.3 Type approved BWMSs reported to MEPC 73
 - New type approval(1) : BIO-SEA® B BWMS(France), it was type approved in accordance with the Guidelines for Approval of BWMS (G8) adopted by resolution MEPC.174(58).

- 1.4 Permanent Ballast Water in sealed tanks
 - A proposal seeking clarification on the application of permanent ballast water under Article 3.2(f) of the Convention was submitted with the following 3 possible application and interpretation:
 - .1 Ballast water discharge overboard points are sealed with blank flanges or removable spool piece. They are not subject to survey and certification and neither BWMP nor BWRB are needed;
 - .2 With the basic application above paragraph .1, the ships needs to be surveyed but not



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to be issued with an IBWM Certificate, instead it should hold a 'Statement of Compliance' detailing exemption conditions issued by the Administration; and

.3 Above 2 options are not regarded as within the scope of Article 3.2(f) of the Convention. The sealed tanks referred to in article 3.2(f) must be ballast tanks without any overboard ballast water discharge point, so that it is impossible to discharge ballast water from those tanks into the sea or to the reception facility.

- After discussion, taking into account that there was general support for the need to develop a unified interpretation of article 3.2(f) of the BWM Convention and there would also be a need for a definition of what could be considered a sealed tank, MEPC 73 decided to task future session of PPR Sub-Committee to develop a unified interpretation on this issue.

1.5 Validation of the compliance of individual BWMS with regulation D-2 of the BWM Convention in conjunction with their commissioning during the initial survey

- MEPC 70 agreed that compliance with regulation D-2 of the BWM Convention should be validated in conjunction with commissioning of individual ballast water management system, and MEPC 72 invited interested member Governments to submit the comments on that validation method with a view to finalization at MEPC 73.

- In this regard, a proposal, taking into account that there are no unified and certified methodologies to analyze ballast water treated by the BWMS in terms of indicative and detailed analysis, was submitted that mandatory verification of BWMS should be kept in abeyance until data and experience have been gained and reliable sampling methods and procedures have been established through the 'Experience Building Phase'.

- After discussion, taking into account the views that this validation was essential to ensure the effective operation of BWMS installed onboard ships and should not be kept in abeyance, MEPC 73 did not agree with above proposal to consider the validation as a part of the Experience Building Phase (EBP) but approve the circular that prescribes as follows:

.1 Sample ballast water should be collected during BW uptake and corresponding ballast water discharge after the full treatment has been applied. Samples should be taken in accordance with the Guidelines on ballast water sampling (G2).

.2 The representative samples should be analyzed for all size classes included in the D-2 standards using **indicative analysis** methods listed in table 3 of BWM.2/Circ.42/Rev.1.

.3 Applicable self-monitoring parameters (e.g. flow rate, pressure, TRO, UV intensity, etc)



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of the BWMS should also be assessed, taking into account the System Design Limitations of the BWMS, and the correct operation of all sensors and related equipment should be confirmed.

- MEPC 73 also invited interested Parties to consider submitting proposals for an amendment to regulation E-1.1.1 of the BWM Convention to next session of the Committee taking into account that there was still no legal basis to carry out commissioning test for BWMS onboard ships in the BWM Convention.

- In this regard, MEPC 73 further endorsed that above validation procedure will apply not only to initial survey of the new ships but also upon installation and commissioning for existing ships in accordance with regulation B-3 of the Convention, and instructed the III Sub-Committee to update the HSSC Survey Guidelines to address commissioning of BWMS for existing ships as well.

1.6 Amendments to the form of International Ballast Water Management Certificate

- A proposal, taking into account that there are several ballast water management methods in accordance with the BWM Convention such as any exemption granted by the Administration in accordance with regulation A-4, equivalent compliance in accordance with regulation A-5, reception facility in accordance with regulation B-3.6 and other accepted methods in accordance with regulation B-3.7, but current IBWM Certificate does not provide relevant entry for those methods, was submitted that the form of IBWM Certificate should be revised with a view to reflecting all other relevant ballast water management methods.

- After discussion, taking into account that there was general support for the need to amend the form of the certificate, while recognizing that further review was required in order to finalize the details of the amendment, MEPC 73 invited Member Governments and international organization to submit further comments to MEPC 74 for further consideration.

1.7 Ballast Water Management Plan updates in accordance with Contingency Measures

- MEPC 71 approved BWM.2/Circ.62 which is practically allowing for the discharge of non-compliant ballast water under the consultation with the port Authorities. At that time, the question was raised as to when the BWMP should be revised and approved to address the contingency measure.

- MEPC 72 considered whether contingency measures should be deemed as mandatory and



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what elements are and are not relevant to include on onboard BWMP, and the Committee invited further proposals to clarify when elements introduced by the Guidance on contingency measures under the BWM Convention should be included in the BWMP.

- MEPC 73 considered following proposals on management of BWMP in relation to contingency measures:

.1 Analysis of elements of contingency measures such as the elements referred to in BWM.2/Circ.62, corrective action when BWMS failures, ballast water exchange through the BWMS, port-based and/or shore-based contingency measures and any guidance or instruction given by the Administration or port Authorities, etc that might be included in the BWMP; and

.2 Other information on the contingency measures for tankers presented from an industry member.

- After discussion, with respect to the timing of BWMP updates, taking into account the views that this should be done when a BWMP is revised due to a ship's compliance with regulation D-2, while this should be done as soon as possible, MEPC 73 agreed that each Member State may determine the timing for the incorporation of information on contingency measures in the BWMPs of ships flying its flag.

- Furthermore, MEPC 73 adopted amendments to the G4 guidelines (the guidelines for ballast water management and development of ballast water management plan) to include a reference to the MEPC.2/Circ.62 on the guidance on Contingency Measures under the BWM Convention. In this regard, it should be noted that update of BWMP with contingency measures is not mandatory, thus not required for approval. But, timing for updates may be determined by the Administration.

1.8 Further proposal on recording of the operation of ballast water pump

- MEPC 72 considered a proposal to monitor ballast water exchange or treatment operations onboard ships through recording the operation of ballast water pumps and the position using the Global Positioning System (GPS), but, given the concerns on the need for such a measure and potentially fitting more equipment, the Committee invited to submit a proposal for a new output to develop guidance on recording the operation of ballast water pump at MEPC 73.

- In this regard, a further proposal with more information on a study conducted over cases of non-compliant observed in ballast water reporting forms in regard to controlling



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ballast water exchange or treatment operations in ships was submitted to further propose that the time, date and geographical position of the ballast water pump operation be recorded using an electronic ballast water data registration system.

- After discussion, taking into account the views that present ballast water record book required by the BWM Convention provided all the necessary information required for port State control inspections, MEPC 73 invited interested Member States wishing to pursue this matter further to submit a proposal for a new output to future session of the Committee.

1.9 System Design Limitation in relation to the type approval of BWMS

- MEPC 73 approved a BWM circular on system design limitation of BWMS and their monitoring which provides information required by the BWMS Code on the System Design Limitation (SDL) as regard various technologies and potential SDLs associated with that technology.

1.10 New work programmes in relation to the management of ballast water (Agenda 15)

- MEPC 73 considered the following new work programme proposals:

.1 Efficient identification and enhancement of safety, technical, operational and documentation review and amendment for improvement and consistent implementation of the BWM Convention, and Development of necessary amendments to the BWM Convention so as to overcome technical and operational challenges in complying with the BWM Convention;

- Taking into account the views that there were general support of this proposal, while amending article 9 of the BWM Convention should be done only at the conclusion of the experience building phase given the data submitted under the data gathering and analysis plan, MEPC 73 approved a new output outlining 'Review of the BWM Convention based on data gathered in the experience building phase'.

- Furthermore, MEPC 73 approved a new output outlining 'Urgent measures emanating from issues identified during the experience building phase of the BWM Convention'.

.2 Development of the seafarers Model Course under the BWM Convention;

- Taking into account the views that there were general support on this proposal, while it could enable a comprehensive review of seafarer training related to ballast water management, and at the same time did not preclude a model course, the Committee approved a new output outlining 'Development of training provisions for seafarers



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related to the BWM Convention’.

.3 Development of unified interpretation or guidance on the application of the BWM Convention to seagoing fishing vessel using brine as a refrigerant

- Taking into account the views that brine used as a refrigerant is not considered ballast water under the definition of the BWM Convention, the Committee agreed that there was no need for a new output for this matter.

2. Air Pollution and Energy Efficiency Regulation

2.1 Outcome of the Intersessional Meeting on Consistent implementation of regulation 14.1.3 of MARPOL Annex VI concerning the development of guidance on ship implementation planning for 2020

- 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 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 Sub-Committee to develop a smooth implementation plan for use of 0.5% sulphur limit.

- As the follow up actions on this matter, the Intersessional Meeting on Consistent implementation of regulation 14.1.3 of MARPOL Annex VI was held in July this year with several outstanding matters to be approved and further considered by MEPC 73 as follows:

.1 Guidance on the development of a ship implementation plan: the Intersessional Working Group have prepared draft MEPC Circular on Guidance on the development of a ship implementation plan for the consistent implementation of the 0.5% sulphur limit under MARPOL Annex VI. In this regard, MEPC 73 was invited to consider as to whether reference to ‘practical and pragmatic approach by port State control authorities’ should be included in the draft MEPC Circular on that Guidance and the text stating ‘This Guidance expires on 1 January 2020’ in the square brackets should be retained or not.

.2 Safety issues in relation to the low sulphur fuel oil onboard ships: MSC 100 was invited to consider the outcome of the Intersessional Meeting concerning the safety implications associated with the use of low sulphur fuel oil.

- **With respect to the ship implementation plan**, MEPC 73 approved the guidance after consideration of the matters as follows:

.1 the Committee agreed not to insert the statement ‘practical and pragmatic approach



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by port State control authorities' in the guidance;

.2 the Committee agreed not to include the reference ('This Guidance expires on 1 January 2020') relating to expiry date of the guidance.

- **With respect to the introduction of 'Experience Building Phase' in relation to the implementation of 0.5% sulphur requirement**, there was a lengthy debate that has split as follows:

.1 the proposers had clarified that it was not an attempt to amend 0.5% sulphur limit nor delay the effective date, with the focus being on the provisions set out in regulation 18.2.1 to 18.2.5 of MARPOL Annex VI; the proposers were not seeking a relaxation of the provisions but were seeking greater transparency to ensure consistent enforcement action;

.2 there are concerns on safety issues and fuel oil quality as well as how to deal with the situation of non-availability of compliant fuel oil;

.3 there are concerns with the proposed EBP which appears to want to make formal a review of the provisions as with the BWM Convention; this could send out the wrong signal that there could be a delay; and

.4 the term 'experience building phase' is confusing and precise purpose of the EBP needs to be defined; the focus is on data collection and analysis to gain global experience using the data gathered; the structure of the proposal needs refining and limiting of the scope to regulation 18 of MAPROL Annex VI should be considered, etc.

- After serious debate, MEPC 73 did not agree the introduction of EBP and requested the co-sponsors and others to submit concrete proposals to MEPC 74 on how to enhance the implementation of regulation 18 of MARPOL Annex VI, in particular on fuel oil quality and reporting of non-availability of compliant fuel oils.

- **With respect to the early reporting of availability of 2020 compliant fuel oils to enable ship owners and operators to gain experience on the carriage and use of the new fuel oils**, the Committee noted the following views:

.1 the proposal is supported as it is essential to make the information available to make the transition a success and the information should be reported for all compliant fuel oils, not just 0.5% compliant fuel oil;

.2 reporting compliant fuel oil will help with smooth implementation and all stakeholders should be encouraged to do so; and

.3 the question is not whether compliant fuel oil will be made available in the future but rather how much compliant fuel oil is available today, etc.

- Following discussion, MEPC 73 urged Parties to MARPOL Annex VI to inform the



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Organization of the availability of compliant fuel oils in its ports and terminals via GISIS MARPOL Annex VI module well in advance of 1 January 2020. Furthermore, the Committee agreed to issue circular MEPC.1/Circ.810 on 'Reporting of availability of compliant fuel oils in accordance with regulation 18.1 of MARPOL Annex VI'.

2.2 Fuel oil quality (Best practice for Member States/Coastal States)

- MEPC 71 agreed to re-establish the Correspondence Group on Fuel oil quality originally established at MEPC 67 to develop draft guidance for assuring the quality of fuel oil delivered for use on board ships. MEPC 71 further agreed to re-establish Correspondence Group and instructed the Group to finalize the draft guidance on best practice for Member States/coastal States taking into account the comments made at MEPC 71 and the discussion at PPR 5 on the new output on 'Consistent implementation of regulation 14.1.3 of MARPOL Annex VI'.

- Taking into account that it was premature to finalize the draft best practice for Member States/coastal States at this session, as the draft text of the best practice included many issues to be further considered, MEPC 73 decided to re-establish correspondence group with a view to finalization at MEPC 74.

2.3 Fuel oil quality (Best practice for fuel oil supplier for assuring the quality of fuel oil delivered to ships)

- Noting the reference to the 95% confidence level identified in paragraph 13.2 of the draft best practice was intended to be used for a dispute resolution between a supplier and purchaser and was not intended to be used for the MARPOL sample verification, MEPC 73 approved the Guidance on best practice for fuel oil suppliers, deleting the 95% confidence level from paragraph 13.2 and minor editorial correction.

2.4 2018 Guidelines for the discharge of exhaust gas recirculation (EGR) bleed-off water

- MEPC 71 had instructed the PPR Sub-Committee to finalize the draft Guidelines with a view to adoption at MEPC 73.

- MEPC 73 adopted the Guidelines, having clarified that the draft Guidelines should apply to a marine diesel engine fitted with an EGR device having a bleed-off water discharge arrangement, for which the EIAPP Certificate is first issued on or after 1 June 2019.

2.5 Revision of certification requirements for SCR systems under the NOx Technical Code



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- MEPC 71 had instructed the PPR Sub-Committee to develop revised certification requirements for SCR systems under the NOx Technical Code 2008, in order to allow Scheme A and Scheme B to be made equally applicable.

- In approving draft amendments, MEPC 73 agreed to use terminology 'the procedure not involving the testing for the combined engine/NOx-reducing device on a test bed' instead of 'Scheme B', taking into account the opinion that 'scheme B' was not defined in the NOx Technical Code 2008 as well as the Guidelines.

2.6 Interim report of the Correspondence Group on EEDI review beyond phase 2

- MEPC 71 agreed to establish a Correspondence Group on EEDI review beyond phase 2 in order to review the status of technological developments relevant to implementing the EEDI regulation beyond phase 2. The Committee instructed the Correspondence Group to consider following outstanding issues and submit an interim report to MEPC 73:

.1 consider the status of technological development for improvement of energy efficiency of the EEDI regulations and possible future EEDI reduction rate;

.2 consider if the current correction factors for ice classed ships should be amended, and if proven necessary, develop draft amendments to the 2014 Guidelines on the EEDI calculation;

.3 consider the proposal that a margin should be given to the reference lines of ships having an ice class;

.4 consider how ships ice-strengthened in accordance with ice classes higher than IA Super should be defined and excluded from the EEDI regulations;

.5 recommend to MEPC 73 the time period and the reduction rates for EEDI phase 3 requirements; and

.6 consider possible introduction of EEDI phase 4 requirements with associated time period and reduction rates.

- Correspondence Group recommended on starting year of the phase 3 and level (reduction rate) of phase 3 requirements as follows:

.1 retain 2025 for ro-ro cargo ships, ro-ro passenger ships;

.2 change to 2022 for container ships;

.3 retain 2025 for bulk carriers and tankers;

.4 no clear recommendation for other ships regarding the starting dates for phase 3; and

.5 retain 30% reduction rate for all ship types.



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- Correspondence Group further recommended the following matters:

- .1 margins from the reference line for ice class ships;
- .2 correction factors for ice class ships; and
- .3 definition of ice class ships higher than IA Super.

- **After consideration, MEPC 73 agreed, in principle, following starting year and reduction rates for EEDI phase 3 requirements:**

Ship Type	Current phase 3 requirements	Proposed phase 3 requirements
Bulk Carrier	Starting of 2025 with 30% or 0-30% (10,000 – 20,000 DWT)	Starting of 2025 with 30% or 0-30% (10,000 – 20,000 DWT)
Gas Carrier	Starting of 2025 with 30% or 0-30% (2,000 – 10,000 DWT)	Starting of [2022] with 30% or 0-30% (2,000 – 10,000 DWT)
Tanker	Starting of 2025 with 30% or 0-30% (4,000 – 20,000 DWT)	Starting of 2025 with 30% or 0-30% (4,000 – 20,000 DWT)
Container Ship	Starting of 2025 with 30% or 0-30% (10,000 – 15,000 DWT)	Starting of 2022 with 40% or 0-40% (10,000 – 15,000 DWT)
General Cargo Ship	Starting of 2025 with 30% or 0-30% (3,000 – 15,000 DWT)	Starting of 2022 with 30% or 0-30% (3,000 – 15,000 DWT)
Refrigerated Cargo Carrier	Starting of 2025 with 30% or 0-30% (3,000 – 5,000 DWT)	Starting of [2022] with 30% or 0-30% (3,000 – 5,000 DWT)
Combination Carrier	Starting of 2025 with 30% or 0-30% (4,000 – 20,000 DWT)	Starting of [2022] with 30% or 0-30% (4,000 – 20,000 DWT)
LNG Carrier	Starting of 2025 with 30% (10,000 DWT and above)	Starting of [2022] with 30% (10,000 DWT and above)
Ro-Ro Cargo Ship (vehicle)	Starting of 2025 with 30% (10,000 DWT and above)	Starting of 2025 with 30% (10,000 DWT and above)
Ro-Ro Cargo Ship	Starting of 2025 with 30% or 0-30% (1,000 – 2,000 DWT)	Starting of 2025 with 30% or 0-30% (1,000 – 2,000 DWT)
Ro-Ro Passenger	Starting of 2025 with 30% or 0-30% (250 – 1,000 DWT)	Starting of 2025 with 30% or 0-30% (250 – 1,000 DWT)
Cruise Passenger ship having non-conventional propulsion	Starting of 2025 with 30% or 0-30% (25,000 – 85,000 GT)	Starting of [2022] with 30% or 0-30% (25,000 – 85,000 GT)

- For Tankers, Containers and other ship types not decided yet, further discussion is



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expected at MEPC 74, and then subsequently be approved with a view to the adoption at MEPC 75.

- 2.7 Proposed option to limit the shaft power in relation to the minimum propulsion power
- 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 decision on this subject until the final report of the projects and amendment set of 2013 guidelines for minimum propulsion power are submitted to MEPC 71 taking into account the following comments:
 - .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 8 and exceedance of force scale 8 has a very low probability;
 - In this regard, amendments to those guidelines were proposed for approval by MEPC 71, 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. After consideration, MEPC 71, taking into account that the proposed revised guidelines were still not at a stage to be finalized at that session, agreed the extension of the 2013 interim guideline for phase 2.
 - MEPC 73 further considered following proposals so as to continue the discussion on this:
 - .1 allowing for a shaft power limitation in order to resolve potential conflicts between EEDI requirements and minimum required propulsion power; and
 - .2 by allowing non-permanent shaft power limitation, the full installed propulsion shaft power shall only be enabled when the safety of the ship is in danger.
 - During discussion, MEPC 73 noted the concerns that were expressed on actual implementation mechanisms and, in particular when the use of reserve power is appropriate and allowed, and further consideration on how to certify NOx EIAPP scheme under the regulation 13 of MARPOL Annex VI if reserved power for an engine is allowed.
 - After discussion, MEPC 73 agreed to further consider the 2013 guidelines for minimum propulsion power in parallel to this discussion at next session.



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

3.1 General of the requirements

- The 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 were entered into force on 1 March 2018. The Administrations 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 IMO Ship Fuel Oil Consumption Database

- MEPC 73 noted following matters taken from the Secretariat:

.1 IMO Secretariat has updated the Database to incorporate new communication features by sending a list of ships falling under the scope of regulation 22A of MARPOL Annex VI to the Administration for reference, in order to receive feedback in case of any discrepancies;

.2 The information on flag Administration of ships, gross tonnage of the ship of 5,000 GT and above and current status of the ship in service/commission was used to produce above list; and

.3 Encouraged Administrations of Parties to MARPOL Annex VI to request recognized organization(s) which have been authorized to submit fuel oil consumption data on their behalf to contact the Secretariat for setting up their web accounts for the Database.

3.3 Proposed unified interpretation for implementing Data Collection System

- MEPC 73 approved unified interpretations on how to deal with 'new' ships delivered after 31 December 2018 and treatment of 'boil-off gas' (BOG) from LNG carriers and 'readily accessible' data as follows:

.1 ships that are delivered on or after 1 January 2019 should be provided both with a SEEMP and confirmation of compliance;



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.2 Data relating to Boil-Off Gas (BOG) consumed on board the ship for propulsion or operation is required to be collected and reported as fuel as part of the Data Collection System for fuel oil consumption of ships; and

.3 the disaggregated data is not required to be kept onboard the vessel provided that access to the disaggregated data can be provided by the Company.

3.4 MEPC 73 noted the information on the voluntary early implementation of Data Collection System and subsequently noted following recommendations:

.1 Clarification required on reporting 'other' ship type under the scope of regulation 22A of MARPOL Annex VI;

- the entry of 'other' and then a specific ship type are requested when reporting to the IMO Ship Fuel Oil Consumption Database.

.2 Challenges in ascertaining emission factors for 'other' fuels; and

- in case fuel oil supplier did not provide C_f to the ship, one of the C_f provided in the table in section 4 of appendix 2 of the 2016 Guidelines for the development of the ship energy efficiency management plan (Res.MEPC.282(70)) could be used.

.3 Challenges in verifying a diversity of disaggregated data report templates and clerical errors in recording and reporting.

- the Committee agreed not to provide any guidance given that introduction of digitalization of data should be left to the company.

4. Adoption and Amendments to MARPOL Convention

4.1 Adoption of amendments to MARPOL Annex VI in relation to carriage ban of the non-compliant fuel for implementing 0.5% sulphur requirements as of 2020

- MEPC 72 approved draft amendments to regulation 14 of MARPOL Annex VI and the form of the supplement to the IAPP Certificate concerning prohibition on the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship, and it was subsequently submitted to MEPC 73 for adoption.

- These amendments include an exemption requirement for ships equipped with an equivalent arrangement (Exhaust Gas Cleaning System) approved in accordance with regulation 4.1 of MAPROL Annex VI.

- After discussion, MEPC 73 adopted draft amendments to MARPOL Annex VI which will be entered into force on or after 1 March 2020.



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5. Reduction of GHG emission from ships

5.1 MEPC 72 adopted a resolution on an Initial IMO Strategy on reduction of GHG emissions from ships after extensive debate and long negotiations with a view to reaching consensus. This strategy will be further adopted in 2023 as a revised IMO strategy with short, mid and long term further measures with implementation schedule.

5.2 The initial IMO strategy is provided as follows:

1. Introduction including context and objectives;
2. Vision;
3. Levels of ambition and guiding principles;
4. List of candidate short-, mid- and long term further measures with possible timelines and their impacts on states;
5. Barriers and supportive measures; capacity building and technical cooperation; R&D
6. Follow-up actions towards the development of the revised strategy.

5.3 MEPC 73 reviewed the proposal put forward by the Secretariat concerning preparation of the fourth IMO GHG Study with an indicative timeline as follows:

October 2018	MEPC 73 to review a draft outline of the Fourth IMO GHG Study, initiate the development of the Terms of reference and invited financial contributions to undertake study
May 2019	MEPC 74 to agree to the Terms of reference, establish a Steering Committee, and instruct the Secretariat to issue Invitation to Tender
June 2019	Deadline for tenders to submit bid
July 2019	Distribution of bid documents to the Steering Committee for evaluation
September 2019	Steering Committee members submit tender evaluation to the Secretariat
October 2019	Contract awarded by Secretariat on the basis of best 'Value For Money'
Spring 2020	MEPC 75 to consider a progress report
Autumn 2020	MEPC 76 to consider the Fourth IMO GHG Study with a view to approval

5.4 Follow-up actions to the Initial IMO Strategy

- MEPC 73 approved a program of follow-up actions with a timeline to 2023 to



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implement the Initial IMO Strategy on reduction of GHG emissions from ships (Res.MEPC.304(72)) and considered how to further progress reduction of GHG emission from ships taking into account the candidate short-, mid- and long-term further measures:

.1 candidate short-term measures (Group A) that can be considered and addressed under existing IMO instruments (further improvement of the existing energy efficiency framework with a focus on EEDI, SEEMP and ITCP, etc);

.2 candidate short-term measures (Group B) that are not work in progress and are subject to data analysis (data analysis from the IMO fuel oil consumption data collection system);

.3 candidate short-term measures (Group C) that are not work in progress and are not subject to data analysis (National Action Plans guidelines, lifecycle GHG/carbon intensity guidelines for fuels, research and development);

.4 candidate mid-/long-term measures and action to address the identified barriers;

- Concrete proposals on candidate short-term measures will be further discussed at MEPC 74, and on candidate mid-/long-term measures at MEPC 74 and MEPC 75.

.5 impact on States;

- MEPC 73 invited concrete proposals to MEPC 74 for finalization of the assessment procedure, and further requested the Secretariat to submit an information to MEPC 74 on existing IMO procedures relevant for impact assessments, e.g. procedure on submission of new output, proposals for new Particularly Sensitive Sea Area (PSSAs) and the designation of Emission Control Area (ECAs).

.6 Fourth IMO GHG Study;

- MEPC 73 initiated the development of the draft terms of reference for a fourth IMO GHG Study, which is included as a stream of activity in the program of follow-up actions, on the emissions of six specific GHG from ships of 100 GT and above engaged in international voyages. The Committee further agreed to hold an Expert Workshop in preparation for the Fourth IMO GHG Study, to establish a Steering Committee for the fourth GHG study and call for nominations which should be in line with the practice followed for the third IMO GHG Study.

.7 capacity building, technical cooperation, research and development; and

- A specific stream of activity has been included in the program of follow-up actions and it means development and implementation of actions including support for assessment of impacts and support for implementation of measures.

.8 follow-up actions towards the development of the revised Strategy.

- It means that after ship fuel oil consumption data collection pursuant to regulation 22A



Briefings of IMO Meeting

MEPC 73 (22 – 26 October 2018)

BRIEFING STATUS

Flash

Final

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

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of MARPOL Annex VI (DCS), initiation of revision of the Initial Strategy taking into account IMO DCS data and other relevant information, and then adoption of revised Strategy.

5.5 Follow-up actions to the Initial IMO Strategy are scheduled to be considered as follows:

Streams of activity	2018	2019	2020		2021	2022		2023
	MEPC 73	MEPC 74	MEPC 75	MEPC 76	MEPC 77	MEPC 78	MEPC 79	MEPC 80
Candidate short-term measures (Group A) that can be considered and addressed under existing IMO instruments²	Invite concrete proposals	Consideration of proposals	Consideration and decisions on candidate short-term measures that can be considered and addressed under existing IMO instruments e.g. further improvement of the existing energy efficiency framework with a focus on EEDI and SEEMP, ITC ³					
Candidate short-term measures (Group B) that are not work in progress and are subject to data analysis	Invite concrete proposals	Consideration of proposals	Consideration and decisions on candidate short-term measures that are not work in progress and are subject to data analysis, consistent with the Roadmap ³ Data analysis, in particular from IMO Fuel Oil Consumption DCS					
Candidate short-term measures (Group C) that are not work in progress and are not subject to data analysis	Invite concrete proposals	Consideration of proposals	Consideration and decisions on candidate short-term measures that are not work in progress and are not subject to data analysis e.g. National Action Plans guidelines, lifecycle GHG/carbon intensity guidelines for fuels, research and development ³					
Candidate mid-/long-term measures and action to address the identified barriers	Invite concrete proposals	Consideration of proposals including identification of barriers and action to address	Progress made and timelines agreed on the development of mid- and long-term measures					
Impacts on States⁴	Invite concrete proposals	Finalization of procedure	Measure-specific impact assessment, as appropriate, consistent with the Initial Strategy, in particular paragraphs 4.10 to 4.13					
Fourth IMO GHG Study	Scope	Initiation of the Study	Progress report	Final report				
Capacity-building, technical cooperation, research and development	Development and implementation of actions including support for assessment of impacts and support for implementation of measures							
Follow-up actions towards the development of the revised Strategy		Ship fuel oil consumption data collection pursuant to regulation 22A of MARPOL Annex VI (DCS)			Initiation of revision of the Initial Strategy taking into account IMO DCS data and other relevant information			Adoption of revised Strategy

² Includes ongoing work pursuant to regulation 21.6 of MARPOL Annex VI.
³ "In aiming for early action, the timeline for short-term measures should prioritize potential early measures that the Organization could develop, while recognizing those already adopted, including MARPOL Annex VI requirements relevant for climate change, with a view to achieve further reduction of GHG emissions from international shipping before 2023" (paragraph 4.2 of the Initial Strategy).
⁴ Assessment of impacts on States to be undertaken in accordance with the procedure to be developed by the Organization.

- The end -

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