



# Briefings of IMO Meeting

## MEPC 74 (13 – 17 May 2019)

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Ref.: IMO-0008-2019

### Subject: Newsflash of MEPC 74

The Marine Environment Protection Committee, its 74<sup>th</sup> session was held at IMO HQ from 13 to 17 May 2019. 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

- 1.1 2 Basic approvals were granted
  - CleanBallast<sup>®</sup> – Ocean Barrier System (Norway)
  - Flow Safe Ballast Water Management System (Cyprus)
  
- 1.2 3 Final approvals were granted
  - Envirocleanse in Tank<sup>™</sup> BWTS (Bulk Chemical Variation) (Norway)
  - MICROFADE II Ballast Water Management System (Netherlands)
  - Purima<sup>™</sup> Ballast Water Management System (Republic of Korea)
  
- 1.3 Type approved BWMSs reported to MEPC 74 (total 5 units)
  - ERMA FIRST BWTS (Greece), it was type approved in accordance with the Guidelines for Approval of BWMS (2008 G8) adopted by resolution MEPC.174(58)
  - Envirocleanse in Tank<sup>™</sup> Electrochlorination Ballast Water Management System (Norway), BalClor<sup>®</sup> Ballast Water Management System (Norway), HiBallast Ballast Water Management System (Norway), OceanGuard<sup>®</sup> Ballast Water Management System (Norway), CompactClean Ballast Water Management System (Denmark), they were type approved in accordance with the Guidelines for Approval of BWMS (2016 G8) Adopted by resolution MEPC.279(70)
  
- 1.4 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 74 considered the proposals for developing a mandatory requirement for commissioning testing of ballast water management system, including proposals for an amendment to regulation E-1.1.1 of the BWM Convention.
  - In relation to the indicative analysis to be carried out during commissioning test of



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BWMS installed onboard, an additional proposal that international standard methods for verification of ballast water compliance monitoring systems itself needs to be established was submitted.

- After consideration of above proposals, the Committee approved draft amendments to regulation E-1 of BWM Convention requiring survey and certification for ballast water management adding confirmation that a commissioning test has been conducted to validate the installation of any BWMS to demonstrate that its mechanical, physical, chemical and biological processes are working properly, with a view to the adoption at MEPC 75, and further agreed following principles:

.1 Commissioning testing should begin as soon as possible;

.2 It should not be applicable to ships that already installed a BWMS onboard and were certified for compliance with D-2 standard; and

.3 As a commissioning testing, indicative analysis should be carried out.

- Moreover, the Committee urged Administrations to provide the recognized organizations (RO) with written and clear instructions in relation to the conduct of indicative analysis testing of BWMSs, including in the event of this testing demonstrating non-compliance.

### 1.5 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 to MEPC 73 that the form of IBWM Certificate should be revised with a view to reflecting all other relevant ballast water management methods. But, while there was general support for the need to amend the form of the certificate, taking also into account 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.

- As a follow up action for the discussions above, MEPC 74 considered a refined proposed amendment to the form of the International Ballast Water Management Certificate, providing entries for the details on 3 methods (sequential, flow-through and



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dilution) of ballast water exchange, installed ballast water management system(s), prototype technology, discharge into port reception facility, other methods acceptable, exemptions and equivalents.

- After consideration, the Committee approved draft amendments to the form of the IBWM Certificate which add a selection of 'other approach in accordance with regulation' in addition to the current selections (in accordance with regulation D-1, D-2 and D-4) under 'The principal Ballast Water Management Method(s) employed on this ship is/are' with a view to the adoption at MEPC 75.

### 1.6 Application of regulation A-3.4 and A-3.5 of the BWM Convention

- A proposal seeking clarification on the application of regulation A-3.4 and A-3.5 of the BWM Convention was submitted with the following possible modifications of the BWM Convention:

.1 Regulation A-3.4 and A-3.5 could be considered as a routine means of exemptions from ballast water management for ships instead of exceptional discharge;

.2 Exceptions of ballast water management described in regulation A-3.1 to A-3.3 of the BWM Convention is an involuntary action from the ships' part, while regulation A-3.4 and A-3.5 could be initiated by the ship; and

.3 Regulations A-3.4 and A-3.5 could be incorporated into regulation A-4 of the BWM Convention as options for exemption of ballast water management, rather than cases of exceptional discharges by ships.

- After discussion, the Committee agreed that regulations A-3 to A-5 of the BWM Convention should not be amended, taking into account following views:

.1 There are differences in nature and scope between regulation A-3 and A-4 or A-5;

.2 Risk assessment inherent to exemptions under regulation A-4, which do not exist in regulations A-3.4 and A-3.5;

.3 The scenario covered by regulations A-3.4 and A-3.5 may be exceptional rather than exclusively implemented by ships; and

.4 A transfer of the two paragraph under regulation B-3 might be considered, but any such consideration would be more appropriate at the end of the EBP as it was urgent.

### 1.7 Unified Interpretation of ballast water capacity in the International Ballast Water Management Certificate

- A proposal seeking clarification on the application of ballast water capacity to be



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recorded in both BWMP and IBWMC was submitted with the following discussions:

.1 For some oil tankers in heavy ballast conditions, ballast water shall be loaded to their cargo oil tanks (i.e. on those rare voyages when weather conditions are so severe that it is necessary to carry additional ballast water in cargo tanks for the safety of the ship); and

.2 Fishing vessels generally carry no ballast water in their refrigerated compartments when they are loaded with fish. But, some fishing vessels have to load ballast water in their refrigerated compartments under certain operating regimes;

- Given above situations, it was proposed that ballast water taken under normal operating regimes to meet requirements for stability, draught and propeller immersion should be included in ballast water capacity in the IBWMC, while ballast water taken temporarily to protect the ship and personnel safety under special operating regimes should not be included in ballast water capacity.

- After consideration, the Committee invited interested member Governments and international organizations to submit proposals for a unified interpretation of ballast water capacity in the IBWM Certificate at a future session of the PPR Sub-Committee.

### 1.8 Application of the BWM Convention to specific ship type issues

- A proposal seeking possible amendments to the BWM Convention extending regulation A-5 (equivalent compliance) to salvage ships was submitted with the following discussions:

.1 Even though regulation A-3 of the BWM Convention provides the exceptions, it is not clear enough to provide an unambiguous understanding whether salvage ships fall under this regulation;

.2 Even though some Administrations consider to apply regulation A-5 for salvage ships, it is not applicable under the currently legal framework as overall length of multipurpose salvage ships exceeds 50m; and

.3 Extending regulation A-5 of the BWM Convention to salvage ships does not appear to exclude some specific ship types from the application of the relevant parts of the BWM Convention, and it would be up to Administrations to define and achieve equivalent compliance to ensure the same level of the Convention.

- Another proposal seeking possible exemptions of the BWM Convention to rescue tug boats was submitted with the following discussions and technical challenges for retrofitting BWMS:



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.1 There is a technical drawback to implementing the Convention for existing specialized ships including rescue tug boats because of the lack of space for retrofitting the BWMS on board;

.2 Trimming is sometimes needed for tugs in order to meet operational requirements, but rescue tug boats do not conduct conventional ballast water intake and discharge operations as there is no cargo handling operation; and

.3 Installation of BWMS is not feasible as the frequency of trimming operations is rare in nature.

- After extensive consideration, it was decided that existing guidance such as BWM.2/Circ.44 (options for ballast water management for Offshore Support Vessels in accordance with the BWM Convention) could be amended, rather than introduction of new exemption requirements to address this matter, and proposals to this effect were invited to PPR 7 for further consideration.

- In this particular respect, a delegation suggested that a new guideline be developed covering technical difficulties for retrofitting BWMSs faced by all ship types, however other majority delegations did not agree this opinion providing the views that BWM convention does provide for alternative options such as port-based solutions such as shore- or barge-based treatment; port reception facility; the use of cargo to control the ship's trim; the use of potable or fresh water, etc, particularly under regulation B-3.7.

1.9 Proposal for improving application of the same risk area approach for exemptions from ballast water management

- A proposal for improving application of the SRA approach was submitted with following discussions and considerations, including further proposal to establish a correspondence group for setting up a unified assessment system and analysis method for assessment conclusions:

.1 There is no unified assessment guidance in the current SRA approach. In particular, there is a lack of methodological guidance on risk assessment employing the SRA approach;

.2 The criteria for selection of species and quantity assessment remain unclear;

.3 Assessment time frame is unclear. The assessment period is preferably set not too short or too long, since it will leave a major impact on the assessment results; and

.4 Lack of criteria for introduction, population establishment and dispersal of target species.



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- After consideration, the Committee, taking into account that while some delegations supported the further consideration of this proposal, other delegation did not support expressing the view that G7 Guidelines were recently updated and, if further improvements were needed, they could be done at the conclusion of the EBP, invited interested member Governments and international organizations to submit concrete proposals for amendments to the 2017 Guidelines for risk assessment under regulation A-4 of the BWM Convention at a future session of the Committee.

## 2. Air Pollution and Energy Efficiency Regulation

2.1 2019 Guidelines on consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI

- 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 then MEPC 71 approved the new output on "Consistent implementation of regulation 14.1.3 of MARPOL Annex VI" in the PPR Sub-Committee's biennial agenda for 2018-2019 with a target completion year of 2019.

- Key items of above draft Guidelines are as follows:

- .1 Impact on fuel and machinery system;
- .2 Verification issues and control mechanism and actions;
- .3 Fuel oil non-availability with Form of its report (FONAR, Fuel Oil Non-Availability Report); and
- .4 Possible safety implications relating to fuel oils meeting the 0.50% sulphur limit.

- PPR 6 finalized the draft Guidelines, with a view to further consideration and adoption at MEPC 74, with following outstanding issues:

- .1 PPR 6 agreed to insert that designated Authorities should take a sample and test fuels before they are delivered to ships;
- .2 PPR 6 noted in addition to the cases where non-compliant fuel oil is not all consumed before 1 Jan. 2020, there may be a case where a ship has accidentally taken non-compliant fuel, and PSC may still find the fuel is not in compliance. After intensive discussion, PPR could not reach a consensus but developed draft interim guidance for port State control on contingency measures for addressing non-compliant fuel oil, with a view to finalization at MEPC 74;



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.3 According to the instruction of MSC 100, a new section "Possible safety implication relating to fuel oil meeting the 0.50% m/m sulphur limit" was inserted;

.4 As regard FONAR (Fuel Oil Non-Availability Reporting) originated from regulations 18.2.1, 18.2.4 and 18.2.5 of MARPOL Annex VI, PPR 6 prepared a standard format of FONAR which was drafted to be appended to the draft 2019 Guidelines and also covered the 0.10% fuel oil non-availability. The form includes the record of attempts to purchase compliant fuel oil and also includes "operational constraints" which is aimed for recording the cases where non-complaint fuel oil has been bunkered as the quality of the compliant fuel available cause operational or safety problems on board the ships.

- As regards 2019 Guidelines on consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI, MEPC 74 considered several proposals to modify the Guidelines and adopted as follows:

.1 The Guidelines encourage development of a ship implementation plan for the ship, in order to prepare for the sulphur content requirement;

.2 Survey and certification by flag Administration and port States control actions are included;

.3 The non-compliance of ship or fuel oil supplier will reported and shared through IMO GISIS; and

.4 A fuel oil non-availability report (FONAR) is introduced, to be used to provide evidence if a ship is unable to obtain compliant fuel oil.

- As regards draft Guidance for port State control on contingency measure for addressing non-compliant fuel oil, this is to provide guidance to the port State, flag State, ship operators and other stakeholders concerned on how the ship should handle the remaining non-compliant fuel on board after a FONAR. MEPC 74 considered several proposals to modify the Guidance and approved as follows:

.1 In the case of non-compliant fuel oil, communication between the ship and the port State should occur;

.2 The ship and the port State should consider possible contingency measures like actions predetermined in the Ship Implementation Plan, discharging non-compliant fuel oil to another ship to be carried as cargo or to an appropriate shipboard or land-based facility, managing the non-compliant fuel oil, modifying sailing or bunkering schedules and/or retention of non-compliant fuel oil on board the ship; and



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.3 After the non-compliant fuel oil is completely used or discharged, further actions should include the possibility of cleaning and/or flushing through or dilution of remaining residues by using compliant fuel oil with the lowest sulphur content available.

- In this particular respect, while the options for using non-compliant fuel oil in the high sea agreeable to the port and flag States during the ship's voyage were also proposed, the Committee did not accept those options and approved above contingency measures to MEPC Circular.

- As regards enhancement of the implementation of regulation 18 of MARPOL Annex VI, in relation to the follow-up action for Experience Building Phase, recalling that MEPC 73 did not agree the introduction of EBP and requested to submit concrete proposal to MEPC 74 on fuel oil quality and reporting of non-availability of compliant fuel oils and the Committee urged Parties to MARPOL Annex VI to inform the Organization of the availability of compliant fuel oils in its ports and terminals via GISIS MARPOL Annex VI Module well in advance of 1 Jan. 2020, MEPC 74 considered several proposals on this matter and agreed as follows:

.1 The Committee agreed to issue a circular 'Reporting of data related to fuel oil availability and quality in GISIS to promote greater understanding of the consistent implementation of the 0.50% m/m sulphur limit under MARPOL Annex VI';

.2 It was agreed to establish a correspondence group for further working on identifying issues associated with the GISIS modules and possible improvements, and the activity report will be submitted to MEPC 75; and

.3 The Committee further agreed to make some improvements to the GISIS module in order to address some observations on its features and ease of use such as updating the types of fuels and sulphur contents that are listed, allowing for multiple ports to be entered in a single entry and alignment with the draft fuel oil non-availability report (FONAR).

- As regards draft 2019 Guidelines for port State control under MARPOL Annex VI, MEPC 74 considered several proposals to modify the Guidelines and adopted as follows:

.1 If an exhaust gas cleaning or a Tier III engine is installed on board, the relevant documents to be inspected;

.2 The PSC guidelines for the discrepancy between the bunker delivery notes and an independent test result for the ship fuel oil; and





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.3 A new appendix was included in the revised Guidelines, providing guidance to PSC in the case that non-availability of compliant fuel is claimed by a ship used the FONAR.

2.2 Guidance on failure of a single monitoring instruments for EGCS and analysis of untreated wash water from the open loop scrubber

- PPR 6 noted the outcome of the correspondence group, addressing the technical issues on EGCS such as the date of application of the new EGCS Guidelines, definition of PAH, recommended spare parts, the need to make measurements on the nitrate concentration of discharge water, discharge water monitoring data recording, wash water discharge, system malfunction, EGCS performance database records, environment testing, non-compliant report and wash water drain.

- Owing to time constraints, PPR 6 could not reach finalization of the Guidelines, and deferred the further discussion at PPR 7. But, it was agreed that new Guidelines will apply to new installation after the adoption of the Guidelines and lead-in time issue (a case where a contract for EGCS takes place before the adoption of the new Guidelines) will be further discussed in future session.

- Notwithstanding above, as a urgent matter, PPR 6 instructed the Secretariat to extract the relevant appendix (interim Guidance on failure of a single monitoring instrument and on recommended actions to take if the exhaust gas cleaning system fails to meet the provisions of the EGCS Guidelines) from the EGCS Guidelines, and submit it as a draft MEPC circular with a view to the further discussion and approval of MEPC 74.

- As regards analysis of untreated wash water from the open loop scrubber, recalling that PPR 6 agreed that further research is needed and invite submissions on the matter taking into account preliminary research work and the concerns on the uncertainty in using open loop scrubber from shipping industries, MEPC 74 considered some information on impact assessment of untreated wash water from the open loop scrubber, and in particular, proposed New Output to evaluate and harmonize the development of rules and guidance on the discharge of liquid effluents from EGCS including conditions and areas under which liquid effluents from EGCS can be discharged, and to regulate as appropriate access for ships equipped with such system on that basis.

- After extensive debates, MEPC 74 agreed following outstanding issues on EGCS:

.1 The Committee approved the subject Guidance as MEPC Circular, applicable for the ships fitted with EGCS on how unexpected issues during the operation of an EGCS should be handled such as:



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- System malfunction that lead to emission exceedance;
- Short-terms exceedances of the applicable emission ratio;
- Interim indication of on-going compliance in the case of sensor failure; and
- System malfunction that cannot be rectified is regarded as an accidental breakdown and the ship should changeover to compliant fuel oil if the EGCS cannot be put back into a compliant conditions within one hour. EGCS malfunction that lasts more than one hour or repetitive malfunctions should be reported to the flag and port State, and then they could take such information into account to determine the appropriate action.

.2 The proposed new output was discussed in light of different national or local requirements for EGCS wash water, and differing views on the environmental impact of the wash water and the evidence available on its impact. The Committee approved this new output for PPR Sub-Committee with a target completion year of 2021, reporting back to MEPC at a subsequent session.

- To support this work, upon request of the Committee, GESAMP was asked to establish a task team to assess the available evidence on the environmental impact of EGCS wash water, including studies, analyses and research projects, and the results of available simulations for predicting the environmental concentrations of target substances, and to report this to PPR 7.

2.3 Draft amendments to MARPOL Annex VI in relation to the onboard fuel oil sampling and analysis of sulphur content

- PPR 6 prepared the following set of the amendments to MARPOL Annex VI, with a view to the approval at MEPC 74 and subsequent adoption at MEPC 75:

.1 Regulation 2: A new definition on sulphur content with a footnote for ISO standard (ISO 8754:2003) was introduced as well as a new definition on low-flashpoint fuel for which sampling points will be exempted.

.2 Regulation 14: Requirements on sampling points which will apply to new and existing ships as well as reference made to the Guidelines for onboard sampling for verification of the sulphur content of the fuel oil used onboard ships (MEPC.1/Circ.864) and onboard sampling procedures were introduced.

.3 Appendix VI: Verification procedures for a MARPOL Annex VI fuel oil sample revised analysis approach for both the MARPOL delivered sample and the onboard and in-use samples were introduced. With respect to the "onboard" fuel oil sampling, it is to ensure enforcement of the carriage ban entering into force on 1 March 2020 (Res.MEPC.305(73))



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.4 IAPP Certificate Supplement: New entries for on the presence of sampling points are added.

- As regard the draft amendments to MARPOL Annex VI and associated Guidelines on fuel oil analysis for the MARPOL delivered sample, the onboard sample and in-use sample, MEPC 74 considered several proposals the matter and agreed as follows:

.1 Draft amendments to MARPOL Annex VI including the new definitions on 'sulphur content of fuel oil', 'low-flashpoint fuel', 'MARPOL delivered sample', 'in-use sample', and 'onboard sample' were approved with a view to adoption at MEPC 75;

.2 The amendments include revised 'fuel verification procedure for MARPOL Annex VI fuel oil samples. The verification procedure part 1 is for MARPOL delivered sample, and 100% confidence for the test result will be allowed. Part 2 is for in-use and onboard sample, and 95% confidence for the test result will be allowed (limit  $X + 0.59R$ ). In the latter case, the acceptable sulphur limits are extended to 0.11% for 0.10% and 0.53% for 0.50%; and

.3 The amendments include the application of fuel sampling points for new and existing ships. The sampling point shall be fitted or designated no later than the first IAPP renewal survey that occurs 12 months or more after entry into force of this regulation and it does not apply to the ships using low flashpoint fuel.

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

- MEPC 74, recalling that taking into account that it was premature to finalize the draft best practice for Member State/coastal States at MEPC 73 since the draft text of the best practice included many issued to be further considered, that Committee decided to re-establish correspondence group with a view to finalization at MEPC 74, approved a MEPC Circular with following outstanding matter:

.1 On how to promote availability of compliant fuel oil;

.2 Handling of notifications of the non-availability of compliance fuel oil;

.3 Fuel oil quality;

.4 Inspection of bunker delivery notes by competent Authorities; and

.5 The maintaining of a register of local suppliers of fuel oil.

- In this particular respect, recognizing the need of a voluntary licensing scheme for bunker suppliers to help ensure the quality and compliance of fuel oil, the Committee agreed to add a new paragraph recommending member Governments to establish a licensing scheme for bunker suppliers at the end of the Guidance.



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### 2.5 Final report of the Correspondence Group on EEDI review beyond phase 2

- In order to conduct the review of the status of technological developments for the EEDI phase 3 requirements, MEPC 71 established the Correspondence Group on EEDI Review Beyond Phase 2 and instructed it to submit a progress report to MEPC 72, an interim report to MEPC 73 and a final report to MEPC 74.

- At MEPC 73, the Committee agreed starting year and reduction rates for EEDI phase 3 requirements for some ship types such as bulk carriers, tankers, containers, etc. However, taking into account that there is a lack of sufficient data in the EEDI database for some ship types and further technical review for large bulk carriers, tankers and small size segment container ships was required, MEPC 73 agreed that starting year and reduction rates for EEDI phase 3 be decided at MEPC 74 with a view to the approval and subsequent adoption at MEPC 75.

- The correspondence Group established at MEPC 73 further considered and agreed with starting year and reduction rates for EEDI phase 3 of following ship types:

- .1 For gas carriers, the starting year of 2022 for gas carriers of 15,000 DWT and above, the starting year of 2025 for gas carriers below 15,000 DWT;
- .2 For container ships, the starting year of 2022 for all sizes of containerships;
- .3 For general cargo ships, the starting year of 2022 for all sizes of general cargo ships;
- .4 For refrigerated cargo ships, the starting year of 2025 for refrigerated cargo ships;
- .5 For combination carriers, the starting year of 2025 for combination carriers;
- .6 For LNG carriers, the starting year of 2025 for LNG carriers; and
- .7 For cruise passenger ships having non-conventional propulsion, the starting year of 2025 for cruise passenger ships.

- The correspondence group further considered as regard possible introduction of EEDI phase 4 requirements with associated time periods and reduction rates as follows:

- .1 While there were divided views on whether early implementation of phase 3 and possible introduction of phase 4 should be considered separately or in combination, a lot of participants supported that ambitious phase 4 requirements should be introduced, taking into account the Initial IMO Strategy on reduction of GHG emissions from ships and/or the Fourth IMO GHG Study;



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.2 In order to accelerate the consideration of the introduction of EEDI phase 4, a decision on early implementation of EEDI phase 3 should be made at MEPC 74 and the minimum propulsion power/shaft power limitation issues should be completed as soon as possible; and

.3 The group agreed to request the Committee to re-establish the correspondence group to continue its work on possible introduction of EEDI phase 4 requirements.

- The correspondence group further considered as regard EEDI regulations for ice-class ships, recalling that MEPC 73 agreed to set a 5% margin from the reference one for ice class ships of IA Super and IA, and instructed the correspondence group to further consider how to define the margin, as follows:

.1 The following two options were identified: introduction of a 5% margin to reference lines; or introduction of a new correction factor in the EEDI formula. But, all members supported the introduction of a new correction factor in the EEDI formula; and

.2 The group prepared draft amendments to the 2018 Guidelines on the method of calculation of the attained EEDI for new ships (Res.MEPC.308(73)) for finalization at MEPC 74, with a view to adoption.

- In addition to the above Correspondence Group activities, several proposals on the starting year and reduction rates for EEDI phase 3 for some ship types were submitted as follows:

.1 For containers ships, a revision of the phase 3 EEDI requirements using a graduated set of standards differentiated by size was proposed (i.e. while maintaining the starting year of phase 3 requirements as of 2022, up to 50% reduction rates for the ships of 200,000 DWT and above), taking into account that the emission from large containerships roughly constitutes 75%;

.2 For large bulk carriers, an end to the reference line by introducing a constant to substitute DWT for correction of the EEDI reference line, due to the data issue or technical matter not accounted for at the time of constructing the reference line of this ship type;

.3 For large tankers, some information that based on the feasible and practical uptake of technologies it may not be reasonable to expect VLCC to achieve phase 3 with a safe level of minimum power, prior to the switch to alternative fuels was provided and relevant industries will submit the results of ongoing study for large tankers and any proposed amendments to the reduction rates and starting year for tankers to MEPC 75; and



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.4 For LNG carriers and cruise passenger ships, taking into account that the EEDI database will by early 2020 contain at least the verified attained EEDI for the ships with a contract date from 1 September 2015 as well as additional information on ships delivered in late 2018, a proposal was submitted that advancing starting year of these ship types to 2022, and then if MEPC 75 decides that phase 3 requirements are not achievable by 2022, the Committee can adjust the starting year for phase 3 to 2025.

- After consideration, MEPC 74 approved draft amendments to MARPOL Annex VI as regards final starting year and reduction rates for EEDI phase 3 as follows:

Ship Type	Size	Phase 3 as of 2022	Phase 3 as of 2025
Bulk Carrier	200,000 DWT and above		30
	10,000 - 20,000 DWT		0 - 30
Gas Carrier	15,000 DWT and above	30	
	10,000 – 15,000 DWT		30
	2,000 – 10,000 DWT		0-30
Tanker	20,000 DWT and above		30
	4,000 – 20,000 DWT		0 - 30
Container Ship	200,000 DWT and above	50	
	120,000 – 200,000 DWT	45	
	80,000 – 120,000 DWT	40	
	40,000 – 80,000 DWT	35	
	15,000 – 40,000 DWT	30	
	10,000 – 15,000 DWT	15 - 30	
General Cargo Ship	15,000 DWT and above	30	
	3,000 – 15,000 DWT	0 - 30	
Refrigerated Cargo Carrier	5,000 DWT above		30
	3,000 – 5,000 DWT		0 - 30
Combination Carrier	20,000 DWT and above		30
	4,000 – 20,000 DWT		0 – 30
LNG Carrier	10,000 DWT and above	30	
Ro-Ro Cargo Ship (vehicle)	10,000 DWT and above		30



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BRIEFING STATUS

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Ro-Ro Cargo Ship	2,000 DWT and above		30
	1,000 – 2,000 DWT		0 - 30
Ro-Ro Passenger	1,000 DWT and above		30
	250 – 1,000 DWT		0 – 30
Cruise Passenger ship having non-conventional propulsion	85,000 GT and above	30	
	25,000 – 85,000 DWT	0 - 30	

- In addition to above amendments to table 1 of regulation 21 of MARPOL Annex VI, MEPC 74 further approved draft amendments to table 2 of regulation 21 on reference line values for bulk carrier as follows:

Ship Type	a	b	c
Bulk Carrier	961.79	DWT of the ship where $\leq 279,000$ 279,000 where DWT $> 279,000$	0.477

- MEPC 74 adopted draft amendments to the 2018 Guidelines on the method of calculation of the attained EEDI for new ships. Through amendments, a new correction factor (fm) to set a 5% margin from the reference line for ice-classed ships of IA Super and IA and a new appendix 5 (standard format to submit EEDI information) were introduced. A new section 3 for mandatory reporting of attained EEDI values and related information was proposed, but the Committee deferred adoption of proposed section 3 at MEPC 75 taking into account that a legal basis on the mandatory reporting requirements (draft amendments to regulation 20 on mandatory reporting) will be adopted at MEPC 75.

### 2.6 Minimum propulsion power and shaft power limitation (Shapoli)

- MEPC 73 further considered following proposals so as to continue the discussion on the minimum propulsion power under the adverse weather conditions:

.1 allowing for a shaft power limitation in order to resolve potential technical 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



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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, and agreed to continue its discussion with a more concrete proposal at MEPC 74.

- MEPC 74 considered a refined proposal for shaft power limitation related with the minimum propulsion power as follows:

.1 In case of emergency (e.g. manoeuvrability in adverse conditions) the master can press an 'emergency button' to use the power reserve (full installed engine power or torque reserve or whatever the technical details of the power reserve provide);

.2 In case of pressing the 'emergency button', some defined conditions of the ship and of the engine will be automatically recorded in a tamper proof system which is part of the Shaft / Engine Power Limitation – device. Afterward, the conditions can be checked by the Administration or by a port State inspector;

.3 Thereby, the installed engine power will remain as high as needed to maintain a ship's manoeuvrability in adverse conditions, but for normal operation the power will be limited to the level set by the EEDI requirements; and

.4 For calculation of attained EEDI for new ships,  $P_{ME}$  with the concept of shaft power limitation would be based on 75% of  $MCR_{limited}$ , and minimum propulsion power would be provided with some margins for reserved power.

- Meanwhile, some objections and comments against above proposal were presented as follows:

.1 The proposal on Shapoli should not be agreed until the draft minimum propulsion power guidelines have been finalized and agreed by the Committee;

.2 The proposal on Shapoli should not be accepted as such a change to the power definition would undermine the intended goals of EEDI and would not result in improved energy efficiency for ships; and

.3 The shaft power limitation should be set with 15% sea margin (i.e.  $P_{ME} = 0.75 \times 0.85MCR = 0.6MCR$ ), so as to be in line with the recent shipbuilding practice.

- After lengthy discussion, the Committee decided to further consider at next session with concrete proposals on shaft power limitation and encouraged to expedite work to complete the revision of the Interim minimum power guidelines, taking into account follows views:

.1 There are many supports on the application of Shapoli, noting that it would be one possible solution in resolving the improvement in energy efficiency with concerns over





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minimum power especially for large bulk carriers and oil tankers;

.2 There were significant technical barriers still to be addressed including which engine power should be used for NOx certification of marine diesel engine, etc; and

.3 Shapoli concept could discourage technical innovation as the same engine would have a lower EEDI, also there would be challenges for port State control.

### 2.7 Mandatory reporting of attained EEDI values

- A proposal to make reporting of attained EEDI to the organization mandatory under MARPOL Annex VI for the purpose of expanding the data available to IMO member States, industry and other interested parties was submitted with following considerations:

.1 Following the submittal of a new tranche of data in October 2018 and February 2019, the number of ships with verified EEDI values in the IMO database has improved, but the number of ships included within the database remains low; and

.2 To ensure data anonymity consistent with that provided under the IMO Ship Fuel Oil Consumption database, data submitted would be subject to the same data anonymization conditions in the 2017 Guidelines for data collection system (Res.MEPC.293(71)).

- After consideration, MEPC 74 approved draft amendments to regulation 20 of MARPOL Annex VI requiring the Administrations or RO to report to the Organization the required and attained EEDI values and relevant information within 7 months of completing the survey for new ship or with 7 months following the date of entry into force of the amendments for a ship delivered prior to the date of entry into force of the amendments.

### 2.8 Developing an EEDI calculation method for ships with non-conventional propulsion

- A proposal to introduce an EEDI calculation method for ships with non-conventional propulsion was submitted with a summary of a study on EEDI for those ship types and following discussions:

.1 Assuming a moderate increase of the share of ships having non-conventional propulsion, to 3% per year (share of emission) and that very few existing ships have non-conventional propulsion, about 2% of emissions will come from ships with non-conventional propulsion in 2030, increasing to 3% in 2050;

.2 Taking into account some industrial ongoing study, an EEDI calculation for ships having non-conventional propulsion would be to develop a correction factor, or to allow for the calculation of a weighted EEDI for multiple load points (i.e. operational modes).

- Due to time constraints, the Committee deferred the consideration of this issue to MEPC



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75 and invited member States and international organizations to provide comments and concrete proposal to MEPC 75 as well.

### 2.9 Clarification of ship types for EEDI application

- A proposal seeking a clarification of ship types subject to the attained and required EEDI under the chapter 4 of MARPOL Annex VI was submitted with following considerations:

.1 For the appendix of the Guidelines for EEDI calculation (Res.MEPC.215(63)), while table 1 provides ship types from IHSF used for the calculation of reference lines and table 2 provides ship types not accounted for the calculation of reference lines, there is no legal basis to use the above both tables for EEDI calculation;

.2 There are some uncertainties as to whether or not a ship classified in table 1 could be exempted from the EEDI requirements as it does not correspond to the conventional ship type in regulation 2 of MARPOL Annex VI, such as cement carriers;

.3 It is also ambiguous that ship types classified in table 2 do not need to meet the EEDI requirements as they are not used in calculation of reference lines; and

.4 Given the considerations, it was proposed that ship types in table 1 need to calculate attained EEDI and apply required EEDI, ship types in table 2 (other than other dry cargo) need to calculate attained EEDI and not apply required EEDI and ship types in table 2 (other dry cargo) need not to apply attained EEDI and required EEDI.

- Due to time constraints, the Committee deferred the consideration of this issue to MEPC 75.

## 3. Adoption and Amendments to MARPOL Convention

### 3.1 MEPC 74 adopted following draft amendments to MARPOL Annexes, NOx Technical Code 2008, IBC and BCH Code:

.1 MARPOL Annex I, II, V, VI and NOx Technical Code (Electronic Record Book);

- The Committee adopted Res.MEPC.312(74), 314(74) and 315(74) providing amendments regarding the use of electronic record book in lieu of hard copy record books which will be entered into force on 1 October 2020.

.2 MARPOL Annex II (Cargo Residues and tank washings of persistent floating products);

- The Committee adopted Res.MEPC.313(74) providing amendments to MARPOL Annex II



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requiring pre-wash for cargoes of persistent floating substances with a high viscosity, such as vegetable oils and paraffins in the designated special areas (the North West European, the Baltic Sea, the Western European, the Norwegian Sea), and these amendments will be entered into force on 1 January 2021 along with amendments to IBC Code.

- An approved MEPC.2/Circular provides a list of specific vegetable oils and waxes which are controlled by these amendments, and residues generated during pre-wash shall be discharged to port reception facilities. Any water subsequently introduced into the tank shall be discharged in accordance with the current discharge requirements in accordance with regulation 13.2 of MARPOL Annex II.

.3 MARPOL Annex VI (EEDI Regulations for ice-strengthened ships);

- The Committee, having considered the technical limitations of energy saving devices available to ice-class ships, adopted Res.MEPC.314(74) providing amendments to regulation 19 of MARPOL Annex VI concerning the exemption from the application of EEDI requirements for ice-strengthened ships. These amendments will enter into force on 1 October 2020.

- These amendments replace exemption for 'cargo ships having ice-breaking capability' with 'category A ships as defined in the Polar Code'. Category A ships are assigned to ships certified with the highest ice-strengthened structural capacity under the Polar Code and a new definition of 'Polar Code' was added in regulation 2 of MARPOL Annex VI for reference.

.4 The NOx Technical Code 2008 (Certification requirements for SCR system);

- The Committee adopted Res.MEPC.315(74) providing amendments to NOx Technical Code 2008 for allowing Scheme A and Scheme B to be made equally applicable.

- Taking into account the opinion that 'scheme B' was not defined in the NOx Technical Code 2008 as well as the Guidelines, it was 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'.

.5 The International Code for the construction and equipment of ships carrying dangerous chemicals in bulk (IBC Code); and

- The Committee adopted Res.MEPC.316(74) providing amendments to several chapters of the IBC Code, and these amendments will enter into force on 1 January 2021.



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- Amendments to chapter 15 requires that vessels carrying bulk liquids prone to H2S formation shall be provided with H2S detection system. In this regard, a clarification that toxic vapour testing instruments provided for complying with 13.2.1 of the Code may be used to satisfy this requirement.
- The amendments made to chapter 16 introduces prewash requirements which are referenced from new paragraph 13.7.1.4 of MARPOL Annex II, for substances which are designated as persistent floaters.
- Under the revision to chapter 17, 18, 19 and 21, carriage requirements for chemicals have also been updated and toxicity categorization of products has been revised.

.6 The Code for the construction and equipment of ships carrying dangerous chemicals in bulk (BCH Code).

- The Committee adopted Res.MEPC.317(74) providing amendments to several chapters of the BCH Code, and these amendments will enter into force on 1 Jan. 2021.

- Amendments to chapter 15 requires that vessels carrying bulk liquids prone to H2S formation shall be provided with H2S detection system. A clarification that toxic vapour testing instruments provided for complying with 13.2.1 of the Code may be used to satisfy this requirement.

- The amendments made to chapter 16 introduces prewash requirements which are referenced from new paragraph 13.7.1.4 of MARPOL Annex II, for substances which are designated as persistent floaters.

3.2 In addition to the above amendments to mandatory instrument, following draft Guidelines were also adopted:

.1 Res.MEPC.318(74) on Guidelines for the use of electronic record books under MARPOL; and

.2 Res.MEPC.319(74) on Amendments to the 2017 Guidelines addressing additional aspects of the NOx Technical Code 2008 with regard to particular requirements related to marine diesel engines fitted with selective catalytic reduction (SCR) systems (Res.MEPC.291(71)).

#### 4. Reduction of GHG emission from ships

4.1 The Committee continued to develop the method of work to implement the Initial IMO



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Strategy on reduction of GHG emissions from ships (Res.MEPC.304(72)) and considered how to progress on the development of candidate measures into actionable steps in the reduction of GHG emissions from ships

#### 4.2 Streamlining candidate short-term measures

- Proposals on candidate short-term measures were discussed in general, and proposals were grouped and streamlined into 3 categories for further development at next ISWG-GHG:

- .1 Consideration of proposals to improve the operational efficiency of existing ships, with a view to developing amendments to Chapter 4 of MARPOL Annex VI;
- .2 Consideration of proposals to reduce methane slip and emissions of VOC (Volatile Organic Compounds); and
- .3 Consideration of proposals to encourage uptake of alternative low-carbon and zero-carbon fuels, including the development of lifecycle GHG/carbon intensity guidelines for all relevant fuel types.

#### 4.3 Impact on States of candidate measures

- A procedure for assessing the impact of candidate measures on States was agreed and approved as an MEPC Circular. This procedure requires States to submit an initial impact assessment as part of their proposal to the Committee, and then if any clarifications are requested, the proposers may provide a response by following Committee. Taking into account detailed qualitative and/or quantitative assessment of specific negative impact, a comprehensive impact assessment would be initiated.

#### 4.4 Fourth IMO GHG Study

- Terms of Reference for the Fourth IMO GHG Study, taking into account the progress made at ISWG-GHG 5, were agreed. The study will require collection of data on global emissions of GHG emitted from ships of 100 GT and above engaged in international voyages. This inventory emissions will focus on the period from 2012 to 2018, and will investigate for different emissions from domestic voyages as compared to international voyages. Final report of the fourth IMO GHG Study will be submitted to MEPC 76 (autumn 2020).

#### 4.5 Cooperation between Ports and Shipping on GHG emissions



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- MEPC 74 adopted an MEPC resolution to encourage cooperation between ports and shipping, 'Invitation to member States to encourage voluntary cooperation between the port and shipping sectors to contribute to reducing GHG emissions from ships'. This resolution calls for member States to address this at ports within their jurisdiction through initiatives such as improving onshore power supply to ships at dock, increasing access to bunkering of alternative low-carbon fuels, and supporting the optimization of port calls, etc.

- The end -

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