



# Briefings of IMO Meeting

## MEPC 75 (16 - 20 November 2020)

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Ref.: IMO-0006-2020

### Subject: News Flash of MEPC 75

The Marine Environment Protection Committee, its 75<sup>th</sup> session was held from 16 to 20 November 2020 via remote session due to the COVID-19. 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 Final approvals were granted
  - CleanBallast® - Ocean Barrier System (Norway)
  - SeaCURE® BWMS (Liberia)
  
- 1.2 5 Final approvals were granted an extension for use in fresh water (in accordance with New G8 or BWMS Code)
  - EcoGuardian™ (Republic of Korea)
  - HiBallast™ (Republic of Korea)
  - Electro-Cleen™ (Republic of Korea)
  - BALPURE® (United Kingdom)
  - NK-O3 BlueBallast II (Liberia)
  
- 1.3 1 Final approval was not granted (Refer to paragraph 1.5)
  - FlowSafe BWMS (Cyprus)
  
- 1.4 Type approved BWMSs reported to MEPC 75 (total 10 units)
  - Ecochlor® BWMS (Norway), TLC-BWM (Vietnam), they were type approved in accordance with the Guidelines for Approval of BWMS (2008 G8) adopted by resolution MEPC.174(58).
  - BLUE OCEAN SHIELD BWMS (Norway), GloEn-Patrol 2.0 BWMS (Norway), Envirocleanse inTank™ BWTS (Norway), Cathelco Ltd Evolution BWMS (United Kingdom), EMSA First BWTS (Greece), they were type approved in accordance with the Guidelines for Approval of BWMS (2016 G8) adopted by resolution MEPC.279(70).
  - Bawat BWMS Mk2 (Denmark), Oceansaver BWTS MKIIB (Norway), Hyde GUARDIAN-US BWTS (Norway), they were type approved in accordance with BWMS Code adopted by



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resolution MEPC.300(72).

- 1.5 Outcome of the fortieth meeting of the GESAMP-Ballast Water Working Group
- With respect to the report of 40<sup>th</sup> GESAMP-BWWG, recommending that final approval of FlowSafe BWMS should not be granted, MEPC 75 considered the views expressed that the lack of necessary information provided in its application to perform the evaluation on how the system would guarantee the maximum allowable discharge concentration of TRO (total residual oxidant) at all times was identified at the meeting, while there was a view that it might provide sufficient justification for reconsideration of the Group's conclusion and requesting the Committee to agree that final approval be granted to the system.
  - After consideration, MEPC 75 decided to revisit the proposals submitted by a member State, with a view to presenting any new findings to MEPC 76.

## 2. Air Pollution and Energy Efficiency Regulation

- 2.1 MEPC 75 agreed to establish a Correspondence Group on air pollution and energy efficiency for considering and discussing following Terms of References:
- .1 Review the indicative example of a license for fuel oil supply with a view to annexing it to the Guidance for best practice for Member State/Coastal State (MEPC.1/Circ.884) for encouraging member States to implement bunker licensing schemes within their jurisdiction, taking into account the need for introducing such schemes for bunker suppliers as an important step to ensure quality and compliance of fuel oil);
  - .2 Revision to MEPC.1/Circ.883 (Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the EGCS fails to meet the provisions of the 2015 EGCS Guidelines), taking into account a particular proposal to allow the tentative use of non-compliant fuel oil when the EGCS fails to meet the provisions of the 2015 EGCS Guidelines until the consultation between ship operators and the relevant Administration is completed;
  - MEPC 75 agreed to defer its discussion as well as the proposal to MEPC 76 and consequently removed from the TOR for the intersessional CG on Air Pollution and Energy Efficiency.



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.3 Draft amendments to Appendix IX of MARPOL Annex VI on Information to be submitted to the IMO Ship Fuel Oil Consumption Database, taking into account the proposed transport work proxies for cruise passenger ships (the Ship's Available Lower Berth (ALB) passenger capacity) and offshore vessels (yearly energy consumption and operational time of the vessel);

- MEPC 75 noted the views that those proposals would be better to discuss through a correspondence group on the development of Technical Guidelines on Carbon Intensity Reduction.

.4 Proposed performance indicators as 'other relevant information' for inclusion in the annual report to the Committee in terms of collection and reporting of Ship Fuel Oil Consumption Data. The proposal includes the use of 6 different indicators in the data analysis to be undertaken by the IMO;

.5 Development of the work plan to progress the work on the concept of Shaft Power Limitation, taking into account the updated proposals for the use of Shapoli in calculating the attained EEDI for new ships as well as the override mechanism when the ships are operating in adverse weather condition.

.6 Finalization of the revision of the interim minimum power guidelines (MEPC.1/Circ.850/Rev.2) for ensuring that ships are provided with sufficient power to operate safely in adverse weather, taking into account an agreement that Shapoli should not affect the minimum propulsion power and introduction of Shapoli need not depend on the finalization of the Interim minimum power guidelines.

.7 Finalization of the draft amendments to the 2018 Guidelines on the method of calculation of the attained EEDI for new ships, taking into account draft amendments to MARPOL Annex VI requiring mandatory reporting of the data on attained and required EEDI values as well as relevant information. The amendments also require the data reporting for the ships delivered prior to 1 April 2022;

.8 Finalization of draft amendments to MEPC.1/Circ.795/Rev.4 to clarify the dates related to EEDI phase 2 and 3 for 'new ships', taking into account draft amendments to MARPOL



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Annex VI in relation to the EEDI phase 3 requirements by applying reduction factors of the required EEDI to certain ships from 2022 and others from 2025.

.9 Clarification of the ship types that are subject to the provisions for 'Attained EEDI' and 'Required EEDI', taking into account a particular proposal that which ship types addressed in the table 1 and 2 in appendix of Res.MEPC.231(65) should be subject to the calculation of attained EEDI and/or required EEDI.

### 3. Adoption and Amendments to MARPOL Convention

3.1 MEPC 75 adopted following draft amendments to MARPOL Annex VI (Entry into force on 1 April 2022) and BWM Convention (Entry into force on 1 June 2022):

.1 MARPOL Annex VI (2020 0.5% Sulphur related and Energy Efficiency Requirements);  
- The Committee adopted Res.MEPC.324(75) providing draft amendments to MARPOL Annex VI for:

1.1 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, 'MARPOL delivered sample', 'in-use sample', and 'onboard sample'.

1.2 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/Rev.1) and onboard sampling procedures were introduced. 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.

1.3 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. The amendments include revised 'fuel verification procedure for MARPOL Annex VI fuel oil samples. The verification procedure part 1 is for MARPOL



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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%.

1.4 Supplement to IAPP Certificate: New entries for on the presence of fuel oil sampling points are added.

1.5 EEDI Phase 3 reduction dates: complete revision to the table on EEDI Phase 3 reduction rates were provided with following considerations:

1.5.1 For container ships, a revision of the phase 3 EEDI requirements using a graduated set of standards differentiated by size was introduced (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 container ships roughly constitutes 75%;

1.5.2 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 was introduced (see paragraph 1.5.6);

1.5.3 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 considered; and

1.5.4 For LNG Carriers and Cruise Passenger Ships, taking into account that the EEDI database will be 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 considered 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.

1.5.5 Having considered above, the Committee adopted draft amendments to MARPOL



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Annex VI as regards final starting year and reduction rates for EEDI phase 3 as follows:

Ship Type	Size	Phase 3 (1.4.2022)	Phase 3 (1.1.2025)
Bulk Carrier	20,000 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
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	

1.5.6 In addition to above amendments to table 1 of regulation 21 of MARPOL Annex VI,



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MEPC 75 further adopted draft amendments to table 2 of regulation 21 on reference line values for bulk carrier as follows (refer to paragraph 1.5.2):

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

.2 BWM Convention (Mandatory commissioning testing of individual BWMS and format of IBWM Certificate)

- The Committee adopted Res.MEPC.325(75) providing 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.

- This amendment entails a biological test (indicative analysis) for ballast water treated by BWMS type approved by the Administration, and that analysis should be conducted in accordance with the *Guidance for the commissioning testing of ballast water management systems* (BWM.2/Circ.70/Rev.1).

- The amendments also include 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'. This was developed 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.

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

4.1 Outcome of 7<sup>th</sup> meeting of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 7)

- ISWG-GHG 7 was held via a virtual meeting due to COVID-19 from 19 – 23 October 2020 so as to continue the discussions for developing draft amendments to MARPOL



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Annex VI and associated Guidelines on short term measures of reducing GHG from international shipping, in particular for existing ships.

- Scope of the application of operational carbon intensity

1.1 The working group considered the scope of application of the proposed provisions on operational carbon intensity, i.e. to vessels above 400 GT or to vessels of 5,000 GT and above.

1.2 While some delegations supported that the amendments apply to ships of 400 GT and above to ensure that their emissions would also be covered by the measure in view of achieving the 2030 level of ambition set out in the Initial IMO GHG Strategy in accordance with Res.MEPC.304(72), the group agreed that those should apply to ships of 5,000 GT and above, notably to ensure alignment with the existing requirements on fuel consumption data collection as provided in regulation 22A of MARPOL Annex VI and noting that those ships are responsible for the majority of GHG emissions from international shipping.

- Proposed enforcement (withdrawal of IEE Certificate) and corrective actions for ships failing to meet operational carbon intensity requirements

1.3 Several delegations preferred the introduction of mandatory withdrawal of IEE Certificate for ships with inferior rating (D or E) in order to incentivize poorly rated ships to improve their energy efficiency and to reward more efficient ships, highlighting the enhanced enforcement by linking the implementation of the corrective action plans to the possibility of reinforcing EEXI values in case the ship would not make sufficient progress in improving its performance.

1.4 But, taking into account that the other delegations expressed their views that there are current uncertainty around a future revision of the EEXI, possible legal implications of the enforcement measures applied to ship with poor ratings owing to the reasons outside of the ship owner and current incompleteness of the proposed Guidelines associated to the draft amendments, in particular the calculation of the carbon intensity indicator and the annual reduction factor, the Group agreed that for the ships with poor rating such as D or E, the SEEMP shall be reviewed to include a plan of corrective actions to achieve the required annual operational CII, without any enhanced enforcement measures.

- Proposed options for EEXI reduction rates





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1.5 With respect to the setting out the EEXI reduction values per ship type, some delegations expressed their concerns on the technical difficulties to comply with proposed EEXI reduction rates for some ship types, in particular, Ro-Ro vessels and smaller container ships.

1.6 After the discussion, the Group agreed to introduce large size segment (more than 200,000 DWT) for Bulk Carrier and Tanker into the table of EEXI reduction rates with 5% lower value than the original proposal, and downward adjustment of EEXI reduction rates for smaller container ships and Ro-Ro vessels.

- Timing of initial verification of EEXI

1.7 There were concerns expressed with regard to requiring EEXI certification at the first annual survey on or after the date of entry into force of the amendments to MARPOL Annex VI taking into account the considerable number of ships that would have to be certified and possible lack of required time periods for the preparation and compliance with the EEXI requirements for pre-EEDI ships.

1.8 But, the Group agreed that initial EEXI verification shall be conducted at the first periodical survey including annual survey, whichever comes first, on or after the date of entry into force of the amendments to MARPOL Annex VI, taking into account that there would be sufficient time to prepare for EEXI certification between adoption of the measure and the first annual survey, along with the importance of early certification in order to ensure achieving the 2030 level of ambition as well as to review the effectiveness of the EEXI by 2026.

- Reference to ISM Code and development of mandatory CII Code

1.9 While some delegations expressed their preference to make a reference of ISM Code into the draft amendments for introducing audit scheme in order to achieve overall enforceability of the SEEMP as well as the corrective action plans, the Group agreed that it would be better to develop specific guidelines for the verification of the SEEMP taking into account the application gap (ISM Code for the ships of 500 GT, but CII requirements for 5,000 GT), etc.

1.10 The Group further agreed, taking into account the urgency of finalizing the associated Guidelines for supporting the implementation of CII requirements, to develop a mandatory Carbon Intensity Code in order to provide legal clarity on mandatory requirements and the recommendatory nature of the associated Guidelines.



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- Assessment of Impact on States

1.11 Given no specific impact assessment accompanying the combined short term measures (hybrid application of EEXI and CII to the ships), the Group agreed that a comprehensive assessment of the impacts on States of the draft amendments to MARPOL Annex VI for EEXI and CII related will be undertaken prior to adoption of short-term measures by MEPC 76 with the updated Terms of References along with the disproportionate impact on States in the context of the COVID-19 pandemic.

1.12 The group further agreed to establish a Steering Committee for supporting the impact assessment and its outcome to be reported to MEPC 76 before the adoption of short term measures.

- Development of draft associated Guidelines

1.13 MEPC 75 approved to establish a Correspondence Group and hold 8<sup>th</sup> meeting of the ISWG-GHG for developing the associated Guidelines for supporting the implementation of the draft amendments to MARPOL Annex VI in relation to the EEXI and CII as follows:

- Technical Guidelines supporting the EEXI framework in terms of the calculation and certification of EEXI as well as Shaft/Engine Power Limitation System;
- Technical Guidelines supporting the CII framework in terms of calculation, reference lines, reduction factors and CII rating;
- Update of 2016 Guidelines for the development of SEEMP, including to incorporate the development of a plan of corrective actions for the ships with inferior rating; and
- Update of 2017 Guidelines for verification of DCS, management of IMO DCS Database, 2013 Guidelines for Energy Saving Devices, submission of DCS data from a state not a party to MAPROL Annex VI, 2019 Guidelines for PSC and development of a Carbon Intensity Code.

- Approval of draft amendments to MARPOL Annex VI in relation to short term measures of IMO GHG Reduction Strategy

1.14 MEPC 75 noted above the outcomes from ISWG-GHG 7 and approved this amendments set, with a view to adoption at MEPC 76, taking into account various views expressed as follows:

- Short term measures in the draft amendments to MAPROL Annex VI combining EEXI, SEEMP and CII rating would enable international shipping to achieve at least 40% carbon



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intensity reduction by 2030 compared to 2008 in line with the Initial IMO GHG Strategy;

- There were views expressed that the approved measures lacked level of ambition, strong enforcement and sanctions, and would not sufficiently penalize poor rated ships nor incentivize fast-movers or a rapid uptake of energy efficient ships and technologies, would could have a negative impact on the global level playing field and could lead to national or regional GHG emission reduction measures;

- The need to work as soon as possible on the development of technical guidelines to support the implementation of the short term measures by 2030 was also addressed;

- There were also views expressed that, with a view to adoption of the short term measures, it would be essential to undertake comprehensive impact assessment on States, in particular to developing countries, notably SIDC(Small Island Developing Country) and LDC(Least Developing Country) in accordance with the Initial IMO GHG Strategy; and

- Some delegations expressed their disappointment with regard to the draft amendments would fail to peak GHG emissions from international shipping as soon as possible and not achieve GHG emissions reduction before 2023 and not put international shipping on a CO<sub>2</sub> emissions reduction pathway consistent with the Paris Agreement temperature goals.

1.15 Approved short term measures and its supporting technical Guidelines will proceed as follows:

Activity	2020	2021	2022	2023	2024	2025	2026
Amendments to MARPOL Annex VI	Approval and adoption	Acceptance and entry into force				Review of Reg. 21A and 22B	
Guidelines on the method of calculation of the attained EEXI	Finalization and approval				Application		Consolidated into a Carbon Intensity Code, as appropriate
Guidelines on survey and certification of the attained EEXI	Finalization and approval				Application		
Guidelines on the Shaft/Engine Power Limitation System to comply with the EEXI requirements and use of a power reserve	Finalization and approval				Application		
Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines)	Development, finalization and approval				Application		
Guidelines on the reference lines for use with operational carbon intensity indicators (CII Reference line guidelines)	Development, finalization and approval				Application		
Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII Reduction factor guidelines)	Development, finalization and approval				Application		
Guidelines on the operational carbon intensity rating of ships (CII Rating Guidelines)	Development, finalization and approval				Application		
Update of 2016 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP), including to incorporate the development of a plan of corrective actions			Development, finalization and approval		Application		
Update of 2017 Guidelines for administration verification of ship fuel oil consumption data, as appropriate			Development, finalization and approval		Application		
Update of 2017 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database, as appropriate			Development, finalization and approval		Application		
Update of 2013 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI, as appropriate			Development, finalization and approval		Application		
Update of Procedure on submission of data to the IMO data collection system of fuel oil consumption of ships from a state not party to MARPOL Annex VI, as appropriate			Development, finalization and approval		Application		
Update of Procedures for port State control, 2019, as appropriate			Development, finalization and approval		Application		
Development of a Carbon Intensity Code			Development, finalization and adoption	Acceptance and entry into force			Mandatory application



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#### 4.2 Fourth IMO GHG Study

2.1 MEPC 75 approved the report of 4<sup>th</sup> IMO GHG Study providing following key issues:

- GHG emissions including CO<sub>2</sub>, methane(CH<sub>4</sub>) and nitro oxide(N<sub>2</sub>O), expressed in CO<sub>2</sub>e of total shipping (international, domestic and fishing) have increased from 977 million tonnes in 2012 to 1,076 million tonnes in 2018 (9.6% increase). In 2012, 962 million tonnes were CO<sub>2</sub> emissions while in 2018 this amount grew 9.3% to 1,056 million tonnes of CO<sub>2</sub> emission;
- The share of shipping emissions in global anthropogenic emission has increased from 2.76% in 2012 to 2.89% in 2018;
- Under a new voyage-based allocation of international shipping, CO<sub>2</sub> emissions have also increased over this same period from 701 million tonnes in 2012 to 740 million tonnes in 2018 (5.6% increase), but to a lower growth rate than total shipping emission, and represent an approximately constant share of global CO<sub>2</sub> emission over this period (app. 2%). Using the vessel-based allocation of international shipping taken from the 3<sup>rd</sup> IMO GHG Study, CO<sub>2</sub> emissions have increased over the period from 848 million tonnes in 2012 to 919 million tonnes in 2018 (8.4% increase);
- Carbon Intensity has improved between 2012 and 2018 for international shipping. The overall carbon intensity, as an average across international shipping, was 21 and 29% better than in 2008, measured in AER and EEOI, respectively, in the voyage-based allocation; while it was 22 and 32% better, respectively, in the vessel-based allocation;
- Emissions are projected to increase from about 90% of 2008 emissions in 2018 to 90-130% of 2008 emissions by 2050 for a range of plausible long-term economic and energy scenario;
- Heavy Fuel Oil (HFO) remains the dominant fuel in international shipping (79% of total fuel consumption by energy content in 2018, by voyage-based allocation). However, during the period of the study, a significant change in the fuel mix has occurred. The proportion of HFO consumption has reduced by about 7% (an absolute reduction of 3%), while the share of marine diesel oil (MDO) and LNG consumption grew by 6 and 0.9% (absolute increases of 51 and 26%, respectively). Methanol's use as a fuel developed during this period and is estimated as the fourth most significant fuel used growing to app. 130,000 tonnes of consumption in 2018 on voyage-based international routes.
- Methane(CH<sub>4</sub>) emissions trend saw an 87% increase over the period, which was driven by both an increase in consumption of LNG but the absolute increase is dominated by a



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change in the machinery mix associated with the use of LNG as a fuel, with a significant increase in the use of dual-fuel machinery that has higher specific exhaust emission of CH<sub>4</sub>;

- SO<sub>x</sub> and PM emissions increased over the period in spite of an overall reduction in HFO use and increase in MDO and LNG use (partially driven by the entry into force 2015 of a number of Emission Control Areas associated with limits on Sulphur content of fuels);
- NO<sub>x</sub> emissions saw low rates of increase over the period than the trend in fuel consumption. This is consistent with the increased number of ships fitted with, and where appropriate operating with, NO<sub>x</sub> Tier II and Tier III compliant machinery. In spite of these regulations, the overall trend in NO<sub>x</sub> emissions was an increase over the period; and
- This study deploys a new method to produce GHG Inventories that distinguish domestic shipping from international emissions on a voyage basis. The method is enabled by advanced in the use of AIS data to identify port calls which allows allocation of discrete voyages to a definition of either international or domestic shipping.

2.2 In considering above report, there were views expressed as follows:

- The study showed a clear decoupling of the GHG emissions from international shipping from the increased maritime trade volumes as well as a significant improvement of carbon intensity in the period under review and the short-term measures approved by the Organization would provide a solid basis for further emissions reduction;
- Pointing out the limited decrease of GHG emissions from international shipping since 2008, the slow-down in improving carbon intensity since 2012, and the projected further increase of GHG emissions from international shipping as demonstrated in the Study, the view was expressed that further work on mid- and long-term candidate measures as well as the revision of the Initial IMO GHG Strategy should be initiated rapidly; and
- With respect to the calculated rise in methane emissions, the view was expressed that the increase in methane emissions observed in the 2012-2018 period needed to be put in the context of an increasing number of dual-fuel engines installed onboard gas carriers, and the use of LNG as an alternative fuel would still have an overall positive effect on GHG reduction.

#### 4.3 International Maritime Research and Development Board (IMRB)

3.1 MEPC 75 considered a proposed development of a research and development (R&D) programme to accelerate the introduction of low-carbon and zero-carbon technologies and fuels. The proposed development also includes the establishment of a non-



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governmental International Maritime Research and Development Board (IMRB) in charge of funding, overseeing and coordinating specific R&D projects, and an International Maritime Research Fund (IMRF) expected to raise approximately 5 billion USD over the 10 to 15 years life of the programme via a mandatory R&D contribution of 2 USD per tonne of fuel oil purchased for consumption.

3.2 In considering the proposal, there were significant discussions on whether or not it should be considered as a Market Based Measures which would inevitably impact States. While there was broad support for establishment of an overseeing body, but also a general view that this is a complex discussion in need of further consideration to even out legal, economic and technical issues which could be seen to impact some stakeholders disproportionately.

3.2 After consideration, MEPC 75 invited member States and international organizations to further submit their concrete proposals with a view to considering them future session of MEPC 76.

### 5. Report of Sub-Committees

- 5.1 MEPC 75 approved draft amendments to IAFS Convention, with a view to adoption at MEPC 76, containing the control mechanisms for the ships bearing anti-fouling system containing Cybutryne in their external coating layer of the hull. These amendments are also requiring ships to stop using anti-fouling system containing Cybutryne as of 1 January 2023, and to remove or apply sealer coating such system for existing ships by the next renewal of the system after 1 January 2023, but no later than 60 months following the last application in accordance with current Article 4.2 of the Convention.
- 5.2 MEPC 75 approved draft amendments to MARPOL Annex I, with a view to adoption by MEPC 76, providing prohibition requirements on the use and carriage for use of heavy fuel oil for the ships operating in Arctic waters. This amendment also provides 5 years grace period on the prohibition of use and carriage of heavy fuel oil for the ships complying with regulation 12A(Fuel oil tanks protection) of MARPOL Annex I.
- 5.3 MEPC 75 approved draft amendments to MARPOL Annex I, IV and VI, and the associated Guidelines in principle, with a view to adoption by MEPC 76, concerning the exemption of unmanned and non-self-propelled (UNSP) barges from survey and certification



# Briefings of IMO Meeting

## MEPC 75 (16 - 20 November 2020)

BRIEFING STATUS

*Flash*

*Final*

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

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requirements under the MARPOL Convention. Model format of the exemption certificate which is to be issued by the Administration when the exemption is granted were also provided in the appendix of the Annexes of MARPOL Convention. - The end -

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