



Technical Information

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To : All BKI Customers

Subject : Summary Report of IMO Meeting of Marine Environment Protection Committee (MEPC) 68th session

Summary

This Technical Information summarizes the 68th Session of the IMO Marine Environment Protection Committee (MEPC) ke-68 held from 11 to 15 May 2015, at the IMO headquarters in London.

Information

1. MEPC 68 has several agenda that are discussed among others:

Agenda Number	Topic
2	Harmful aquatic organisms in ballast water
3	Air pollution and energy efficiency
4	Further technical and operational measures for enhancing energy efficiency of international shipping
5	Reduction of GHG emissions from ships
6	Consideration and adoption of amendments to mandatory instruments
10	Identification and protection of Special Areas and PSSAs
11	Inadequacy of reception facilities

2. The Agenda above are several technical issues discussed during the meeting. A brief coverage among the issues are expressed in the attached document.
3. The information provided in this technical Information is the ones which have relevance with the work of BKI. Any information or advice provided in this document shall be no responsibility of BKI and BKI shall not be liable to any person for any loss, damage or expense cause by its reliance.

More info

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BRIEF INFORMATION OF IMO MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC) 68th SESSION

HARMFUL AQUATIC ORGANISMS IN BALLAST WATER (agenda item 2)

BWM status of ratification and convention implementation

The International BWM convention requires minimum 30 member of states to ratify the convention as well as to meet the 35%GT of world fleet threshold. The current status, the convention has been ratified by 44 states with having in total 32.86 % GT of the world fleet. Therefore, condition for entry into force needs an additional 2.14 % to meet the requirement of 35% of the world's gross tonnage.

In line with those ratification status, the committee agreed to develop measures to facilitate the implementation of the convention using an agreed 'roadmap' includes these following matter:

- Non penalization for the 'early movers'; on ships having a BWM treatment system type approved under the current G8 Guidelines (MEPC.174 (58)). For instance, a BWM system which complies to the current G8 Guidelines should not be required to be replaced when the revision of the G8 Guidelines occurs or due to occasional lack of effectiveness for reason beyond the control of the ship-owner until the end of ship's lifetime.
- Extension of the trial period for ballast water sampling and analysis, associated with the Guidance on ballast water sampling and analysis (BWM.2/Circ.42) into an experience-building phase. In addition, the amendment of BWM.2/Circ.42 also include a new method for indicative analysis, for instance the using of the pulse counting fluorescein diacetate (FDA).

Draft Amendments of BWM Convention

The implementation scheme of resolution A.1088 (28) was depicted in the draft amendment of the BWM Convention, regulation B-3. This draft amendment would be considered and further discussed at MEPC 69. The draft amendments will provide a convenient timeline for ships to comply with the ballast water performance standard prescribed in regulation D-2 of the Convention.

Ballast Water Management Systems (BWMS) Approvals

In total, there are 57 BWM systems have been reported complied and approved with the Convention's D-2 biological standard. Furthermore, the Committee considered the report of GESAMP-BWWG 30 (MEPC 68/2/10) and GESAMP-BWWG 31 (MEPC 68/2/21) and agreed to grant Basic Approval to:

- *NK-CI BlueBallast System*, proposed by the Republic of Korea in document MEPC 68/2
- *ECS-HYCHLOR™ System*, proposed by the Republic of Korea in document MEPC 68/2/1
- *ECS-HYCHEM™ System*, proposed by the Republic of Korea in document MEPC 68/2/2
- *ECS-HYBRID™ System*, proposed by the Republic of Korea in document MEPC 68/2/3
- *VARUNA Ballast Water Treatment System*, proposed by Singapore in document MEPC 68/2/6

In addition, the Committee agreed to grant Final Approval to the *Ecomarine-EC Ballast Water Management System*, proposed by Japan in document MEPC 68/2/5.

AIR POLLUTION AND ENERGY EFFICIENCY (agenda item 3)

Revised of Air pollution guidance and requirements

These following existing guidances and requirements have been amended and revised by the committee:

- Revision for the Guidelines for exhaust gas cleaning systems (resolution MEPC.184 (59) edition 2009 has been adopted. The amendments relate to the testing of emission, CO₂ and SO₂ measurement, testing criteria of the pH limit for washwater discharge, calculation-based methodology for verification as an alternative to the use of actual measurement.
- The draft amendments to the NO_x Technical Code 2008 to facilitate the testing of gas-fuelled engines and dual fuel engines for NO_x Tier III strategy has been approved to be adopted into MEPC 69th.
- The draft amendments to MARPOL Annex VI regarding record requirements for operational compliance with NO_x Tier III emission control areas has been approved to be adopted into MEPC 69th.
- Guidance on the application of regulation 13 of MARPOL Annex VI Tier III requirements to dual fuel and gas-fuelled engines has been approved
- The additional feature for particular requirements related to marine diesel engines fitted with Selective Catalytic Reduction (SCR) Systems (resolution MEPC.198(62)), has been adopted into 2011 Guidelines addressing additional aspects to the NO_x Technical Code 2008.

In addition, the Committee agreed to proceed with the development of guidelines for the sampling and verification of fuel oil used on board ships. In regard with maintain the consistency and safety reasons of fuel oil sampling.

Black carbon definition

The Committee approved the following definition of Black Carbon as stated:

"Black Carbon is a distinct type of carbonaceous material, formed only in flames during combustion of carbon-based fuels. It is distinguishable from other forms of carbon and carbon compounds contained in atmospheric aerosol because it has a unique combination of the following physical properties:

- *it strongly absorbs visible light with a mass absorption cross section of at least 5 m²g⁻¹ at a wavelength of 550 nm;*
- *it is refractory; that is, it retains its basic form at very high temperatures, with vaporization temperature near 4000 K;*
- *it is insoluble in water, in organic solvents including methanol and acetone, and in other components of atmospheric aerosol; and*
- *it exists as an aggregate of small carbon spherules."*

(Bond et al.)"

FURTHER TECHNICAL AND OPERATIONAL MEASURES FOR ENHANCING ENERGY EFFICIENCY OF INTERNATIONAL SHIPPING (agenda item 4)

Data collection system

The Committee agreed that development of a data collection system should follow these three steps namely; data collection, data analysis, followed by decision-making on what further measures, if any, are required.

Furthermore, the IMO data collection system for fuel consumption still on discussion in Committee whether would be mandatory or voluntary. In addition, the committee agreed that the following information should be reported to the Administration by the registered ships of 5000GT and above of international voyages:

- IMO number (as the unique identifier / identity of the ship)
- Ship type
- Gross and net tonnage
- Deadweight
- Total annual fuel consumption for each fuel type [mT]
- Total installed power for main and auxiliary engine [Kw]
- EEDI (if applicable)
- Ice class (if applicable)

However, if the data collection system becomes mandatory, only the relevant SEEMP will be reviewed to ensure that it incorporates a methodology for the collection and reporting of the fuel consumption data.

In addition, there were considered to include the transport work and or proxies of transport work into the data collection system. Moreover, it is discussed to deliberate the distance travelled and service hours as potential proxies that may accommodate a reasonable calculation of vessel's efficiency. The discussion was also expanded to address the cargo weight or volume that would afford more precise efficiency calculation. Since these data has a commercially sensitive issue, therefore it was agreed to make a further consideration and discussion due to the confidentiality. These issue will be discussed in MEPC 69.

Development of energy-efficiency guidelines for ships

The following adoption have been made in regard to assist the implementation of the mandatory energy-efficiency regulations for international shipping:

- The amendment of the 2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI). The amendment mainly to include the revised ISO 15016:2015 standard for sea trial into the guidelines; and it was approved that the standard will be applied for sea trials conducted from 1 September 2015.
- The amendments of the 2013 Interim Guidelines for determining minimum propulsion power to maintain the maneuverability of ships in adverse conditions, for the level-1 minimum power lines assessment for bulk carriers and tankers, and endorsed the a phase-in period of six months for the application of the amendments. The revised level 1 criteria are described at table as follows.

Ship type	Minimum power [kW]
Bulk carrier with DWT less than 145,000	$0.0763 \cdot \text{DWT}[\text{t}] + 3374.3$
Bulk carrier with DWT greater 145,000	$0.0490 \cdot \text{DWT}[\text{t}] + 7329.0$
Tanker	$0.0652 \cdot \text{DWT}[\text{t}] + 5960.2$

- The amendments to update the 2014 Guidelines on the method of calculation of the attained EEDI for new ships.

REDUCTION OF GHG EMISSIONS FROM SHIPS (agenda item 5)

The Committee considered the document MEPC 68/5/1 submitted by Marshall Island requesting to quantify reduction target for greenhouse gas emissions from international shipping and to carry out as well as agree the necessary work or measures of GHG reduction to keep the global warming below 1.5°C. However, the Committee suggests addressing the proposal at the future session and suggests focusing on further reduction measures by developing and finalizing the data collection system, as well as looks forward to a successful meeting of UNFCCC COP 21 in Paris later this year.

CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS (agenda item 6)

Polar Code

The Committee adopted the Polar Code related to the environmental requirements for ships operating in polar waters, and its mandatory instrument will be amended into MARPOL Annexes I, II, IV, and V. This Code is scheduled to enter into force on 1st January 2017.

MARPOL Annex I amendments

The MEPC adopted amendments to MARPOL Annex I, Regulation 12 which relate to the tanks for oil residues (sludge) arrangement. These amendments update and revise basically broaden the requirements for discharge connections and piping to ensure oil residues are properly disposed of.

IDENTIFICATION AND PROTECTION OF SPECIAL AREAS AND PSSAS (agenda item 10)

The Committee adopted a resolution to expand the current Great Barrier Reef and Torres Strait Particularly Sensitive Sea Area (PSSA) on the its eastern limit. This expansion cover the south-west part of the Coral Sea, part of Australia's Coral Sea Commonwealth Marine Reserve (CMR), placed in a remote ocean ecosystem which provides refuge for a wide range of threatened, migratory and commercially valuable species. The expansion was proposed to protect approximately 12% of the entire Coral Sea and is situated within Australia's Exclusive Economic Zone and the Coral Sea Commonwealth Marine Reserve, from any potential damage due to shipping activity. Furthermore, the protection is also addressed to reduce risk of ship collisions and groundings by separating opposing traffic streams.

INADEQUACY OF RECEPTION FACILITIES (agenda item 11)

The Committee considered a draft Regional Reception Facilities Plan (RRFP) for the Small Island Developing States (SIDS) in the Pacific Region, which was submitted by Secretariat of the Pacific Regional Environment Programme (SPREP) and co-sponsored by Australia, New Zealand and a number of Pacific island countries contained in MEPC 68/11/1. This draft was addressed in accordance with the 2012 Guidelines for the development of a regional reception facilities plan (resolution MEPC.221 (63)). The RRFP will be finalized and is scheduled to take effect from May 2016.