



Technical Information

No. : 055 - 2016

25 April 2016

To : All BKI Customers

Subject : Summary Report on IMO Meeting of Marine Environment Protection Committee 69th Session (MEPC 69)

Summary

This Technical Information summarizes the result of 69th Session of the IMO Marine Environment Protection Committee (MEPC 69) that was held from the 18 to 22 April 2016, at the IMO headquarters in London.

Information

The information provided in this Technical Information is the ones which have high 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.

The following agenda are among those discussed during the meeting :

Agenda Number	Topic
3	Consideration and adoption of amendments to mandatory instruments
4	Harmful aquatic organisms in ballast water
5	Air pollution and energy efficiency
6	Further technical and operational measures for enhancing the energy efficiency of international shipping
7	Reduction of GHG emissions from ships
8	Amendments to MARPOL Annex V, Form of Garbage Record Book
9	Use of electronic record books
11	Inadequacy of reception facilities
13	Reports of other sub-committees
14	Promotion of implementation and enforcement of MARPOL and related instruments

The Agenda above are several technical issues discussed during the meeting. A brief coverage among the issues are expressed in the attached document.

More info

Inquiries concerning the subject of this Technical Information should be directed to:

BKI Statutory Division

Yos Sudarso 38-40

Jakarta, 14320

Indonesia

Phone : +62 21 436 1899, 436 1901, 436 1903, 436 1904

Fax : +62 21 4390 1974

Email : sta@bki.co.id

Classification Director

- SIGNED -

Capt. Iman Satria Utama

Disclaimer

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.

BRIEF INFORMATION ON IMO MEETING OF MARINE ENVIRONMENT PROTECTION COMMITTEE 69TH SESSION (MEPC 69)

A. CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS (AGENDA ITEM 3)

The amendments in this agenda are describes as these following sub chapter and shall be deemed to have been accepted on 1 March 2017 and shall enter into force on 1 September 2017 upon their acceptance.

MARPOL Annex II, appendix I

The Committee adopts the draft amendments to MARPOL Annex II, appendix I, Guidelines for the categorization of noxious liquid substances. The draft amendments related to the revised GESAMP hazard evaluation procedure, together with the associated MEPC resolution (paragraphs 4 and 5 and annex 1).

The amendment described as follows:

- Columns A & B Aquatic environment
The category of Aquatic Toxicity for B2 ≤ 0.001 mg/l is added on the rating 4th and the Biodegradation classification is named with A2.
- Columns C & D Human Health (Toxic Effects to Mammals)
The additional criteria for Sensitising to skin (Ss) and Sensitising to respiratory system (Sr)

MARPOL Annex IV

These following existing 'Regulations for the Prevention of Pollution by Sewage from Ships' MARPOL Annex IV has been adopted and amended by the committee:

- The effective date for Baltic Sea Special Area has been adopted and described as follows:
 - on 1 June 2019 for new passenger ships
 - on 1 June 2021 for existing passenger ships as required on the regulation
 - on 1 June 2023 for existing ships en-route directly to or from a port located outside the special area and only to or from a port located east of longitude 28°10' E within the special area, without making any other port calls within the special area.
- The amendment for the definition of passenger ship which defined as a ship which carries more than twelve passenger
- The new passenger ship is defined as a ship which building contract is placed, or in absence of a building contract, the keel of which laid, or which is in similar stage of construction, on or after 1 June 2019; or the delivery date is on or after 1 June 2021.
- The discharge of sewage from passenger ships within special area shall be prohibited for new passenger ships on a date determined by the Organization pursuant to regulation of the Annex IV, but in no event prior to 1 June 2019. Furthermore, for the existing ships no event prior to 1 June 2021.

- The amendment on Appendix of the MARPOL Annex IV regarding the minor changes and editorial improvements to the Form of the International Sewage Pollution Prevention (ISPP) Certificate, and the development of a new form of certificate of type approval for sewage treatment plants, separately.

MARPOL Annex VI

The record requirements for operational compliance with NOX Tier III emission control areas has been amended by the Committee and amended into MARPOL Annex VI, together with the associated MEPC resolution (paragraphs 6 and 7 and annex 2). That record amendment requires the tier and on/off status for marine diesel engine installed on board ship. For the marine diesel engine certified to both Tier II and Tier III or only Tier II; shall be recorded in such logbook as prescribed by the Administration at entry into and exit from an ECA (Emission Control Area).

NO_x Technical Code 2008

The Committee adopts the draft amendments to the NOX Technical Code 2008 related to the testing of gas-fueled and dual fuel engines, together with the associated MEPC resolution (paragraphs 8 to 10 and annex 3). The amendment covers the uniform definition of the marine diesel engine and further requirements for the gas engine characteristic as well as the testing procedures. In this regard, the marine diesel engine on the ships that constructed after 1 March 2016 is defined as engine fueled with gas or dual fuel.

B. HARMFUL AQUATIC ORGANISMS IN BALLAST WATER (AGENDA ITEM 4)

BWM status of ratification and convention implementation

The International BWM convention requires minimum 30 members 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 49 states with having in total 34.79 % GT of the world fleet. Therefore, condition for entry into force needs an additional 0.21 % to meet the requirement of 35% of the world's gross tonnage.

Ballast Water Management Systems (BWMS) Approvals

In total, there are 65 BWM type approved BWMS. Furthermore, the Committee noted the report of GESAMP-BWWG 32 (MEPC 68/2/10) and agreed to grant Basic Approval to:

- *AHEAD®-BWMS ballast water management system*, proposed by the China in document MEPC 69/INF.2
- *NiBallast™ Ballast Water Management System*, proposed by the China in document MEPC 69/INF.3
- *Seascope® Ballast Water Management System*, proposed by the China in document MEPC 69/INF.4
- *YP-BWMS ballast water management system*, proposed by the China in document MEPC 69/INF.5 MEPC 69/INF.5
- *SeaCURE BWMS SC-1500/1* (formerly named SiCURE™ Ballast Water Management System) proposed by Germany in document MEPC 69/INF.13

- *Van Oord Ballast Water Management System*, proposed by Netherland in document MEPC 69/INF.15
- *EcoGuardian™ Ballast Water Management System*, proposed by Republic of Korea in document MEPC 69/INF.31
- *BlueZone™ Ballast Water Management System*, proposed by Republic of Korea in document MEPC 69/INF.32

BWM Convention

These following draft amendments of BWM Convention have been approved by the Committee:

- Draft amendments to regulation B-3 of the international convention for the control and management of ships' ballast water and sediments, 2004. The amendment is required until the renewal survey instead of the year as stated before.
- Draft MEPC resolution on Determination of the date referred to in regulation B-3, as amended, of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004. This draft amendment explains that the date in paragraph 9 of regulation B-3 of the BWM Convention is the date of the first renewal survey for the ship associated with the International Oil Pollution Prevention Certificate pursuant to the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 (MARPOL), Annex I, after the date of entry into force of the BWM Convention.

These following issues regarding the review of Guidelines for approval of BWMS (G8) are agreed by the Committee:

- a. If the effective operation of a BWMS is restricted in terms of the inlet criteria, therefore it should be clearly stated on the Type Approval Certificate. The Type Approval Certificate should be annotated on the front page with the description "Limiting Operational Conditions" and each restricted parameter stated together with the actual effective operational value range and other limiting conditions or circumstances as appropriate."
- b. The effect of temperature on testing. The amendment of the Guidelines covers the specific range of temperatures that a ship is expected to operate in: 0°C to 40°C. If a BWMS to have a Type Approval Certificate without reference to temperature as a Limiting Operational Condition, the BWMS should be proven to work within this entire range of temperatures. In addition, a BWMS can be proven to work within a range of temperatures may employ, among others, land-based, shipboard or bench-scale testing.
- c. The applicants for approval of BWMS making use of Active Substances may propose two worst-case concentrations of Relevant Chemicals, one for human health assessment, taken from the ballast water tank, and the other for environmental risk assessment, taken from the discharged ballast water
- d. If BWMS using drinking water should seek approval in accordance with Procedure (G9).

C. AIR POLLUTION AND ENERGY EFFICIENCY (agenda item 5)

Amendments to The 2010 Guidelines for Monitoring the Worldwide Average Sulphur Content of Fuel Oils Supplied for Use On Board Ships (Resolution MEPC.192(61))

The draft MEPC resolution on the amendments to the 2010 Guidelines for monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships (resolution MEPC.192(61)) has been adopted by the Committee. The amendments clarify that currently there are 4 (four) providers of sampling and testing services under these Guidelines. In addition, the amendment requires that for the calculation of yearly average, any fuel oils less than 0.05% of sulphur should be calculated as 0.03%.

Recommendation on the exemption from Regulations in Chapter 4 of MARPOL Annex VI

It is realized that there is the need of uniform application for the exemption from requirements in Chapter 4 MARPOL Annex VI including the requirement of the Ship Energy Efficiency Management Plan (SEEMP) on board ship in the case of ship which is not engaged in international voyages. Therefore, the Committee approved the *Recommendation on the exemption from requirements in chapter 4 of MARPOL Annex VI* for ships which are not normally engaged on international voyages that in exceptional circumstances required to undertake a single international voyage (such as sale or repair) may be exempted by the Administration from any of the requirements. Those recommendations are described in the MEPC.1/Circ.863.

Review of the status of the technological developments for improvement of energy efficiency on the EEDI Regulation

The Committee noted the issues regarding the correction factors in EEDI calculation guidelines. The correction factors in EEDI calculation guidelines would closely related to the reduction factor of EEDI in regulation 21 of MARPOL Annex VI. Therefore, the Committee agreed to review of the correction factors for ice class ships, ro-ro cargo ships and ro-ro passenger ships. However, the EEDI data are very few for ro-ro cargo ships and ro-ro passenger ships. Therefore, it need a further review to consider the status of technological development for these ship types and invite for case studies of the reduction rate for EEDI for phase 2 period for these ship types.

Development of Calculation method for the EEDI for ships with dual fuel engines in 2014 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships

The calculation for determining the EEDI value for dual fuel engine in the 2014 guidelines was discussed and developed. Several considerations are reviewed and planned to be amended into the further Guidelines. The main consideration was: If the ship is equipped with dual fuel main engines, what should be determined at first is whether or not gas fuel is used as the "primary fuel". The criteria of primary fuel define if $f_{DF_{gas}}$ is equal to or larger than 50%, gas fuel is regarded as "primary fuel", or otherwise. This consideration will be further discussed and assessed by the IMO.

Global 0.50% sulphur cap date of implementation

The date of implementation for the limitation of global 0.50% Sulphur on 1 January 2020 or will be postponed, will be decided at MEPC 70 (24 to 28 October 2016). This early decision

will help the ship operators and oil refiners to require as much time as possible to prepare for implementation. The oil refining industry will need to take important decisions to ensure that sufficient quantities of compliant fuel will be available. Ship-owners will need to take important decisions about whether to invest in alternative compliance mechanisms such as exhaust gas cleaning systems (scrubbers) or the use of low sulphur fuels such as LNG.

D. FURTHER TECHNICAL AND OPERATIONAL MEASURES FOR ENHANCING THE ENERGY EFFICIENCY OF INTERNATIONAL SHIPPING (AGENDA ITEM 6)

Amendments to MARPOL Annex VI Chapter 4 concerning fuel consumption data collection and reporting

Since previous sessions of MEPC, the Committee realized the importance of data collection system to analyze energy efficiency, while for this analysis to be effective, fuel consumption and some transport work data needs to be gathered.

During MEPC 68, the Committee agreed on the development of a data collection system for ships that follow a three-step approach: data collection, data analysis, followed by decision-making on what further measures, if any, are required.

Therefore, during this 69th session, MEPC approved the draft amendments to MARPOL Annex VI Chapter 4, with a view to adopt these amendments at MEPC 70.

Several highlights to amendments to MARPOL Annex VI Chapter 4 are as follow:

- Application of mandatory data collection is for all ships of 5.000 gross tonnage and above
- The fuel consumption reporting period is for a calendar year, means the period from 1 January to 31 December
- Ship's SEEMP is to be revised to include the methodology to collect the data and process that will be used to report the data with reference to upcoming amendments to Resolution MEPC.213(63), the 2012 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP). Such revision had to be in place prior to collecting data under regulation 22A of MARPOL Annex VI is enforced. On the compliance of the SEEMP revision, the ship will be given a document 'confirmation of compliance'
- The set of data to be collected are: IMO number, ship type, gross and net tonnage, deadweight, power output (rated power) of main and auxiliary engines [Kw], EEDI and ice class¹, total annual fuel consumption by fuel type [mT], methods used for collecting fuel consumption data, distance travelled from berth to berth, and hours not at berth
- Parameter 'distance travelled' should be regarded as distance travelled from berth to berth, while parameter "service hours" should be defined as 'hours not at berth'
- The data shall be reported from ships and to be further be verified by the relevant Administration or Organization duly authorized by it
- As a proof that a ship had been collecting and reporting its fuel consumption data, a Statement of Compliance will be issued by the Administration or Organization duly authorized by it

¹ If applicable

- The Statement of Compliance will be valid for the calendar year of its issuance and for the first five months of the following calendar year
- At the end, data shall be submitted by Administration to IMO, by following the standardized data reporting format

Amendments to the 2012 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)

Considering the time constraint during this 69th session, MEPC concurs to establish intersessional correspondence group to further develop the draft amendments to Resolution MEPC.213(63), the 2012 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP). The amendments are intended to provide guidance on the methodologies and processes that will be used to report the data as required by regulations 22A.1 and 22A.3 of MARPOL Annex VI, with a view to finalization at MEPC 70.

Further works concerning the collection and reporting of ship fuel consumption data

The Committee decided to establish an intersessional correspondence group on a data collection system for fuel consumption. Apart from drafting amendments to SEEMP Guidelines, if time permits the group is requested to develop:

- draft guidelines for Administration data verification procedures, in accordance with regulation 22A.7
- electronic communication and standardized data reporting format, in accordance with regulation 22A.9
- draft guidelines for the development and management of the IMO Ship Fuel Consumption Database, including means to keep the ships anonymized and to ensure the completeness of the database, in accordance with regulations 22A.9, 22A.11 and 22A.12
- draft guidelines to address non-party ships submitting data to the IMO Ship Fuel Consumption Database

E. REDUCTION OF GHG EMISSIONS FROM SHIPS (AGENDA ITEM 7)

Paris Climate Agreement held on 12 December 2015; agreed to common objectives in order to adapt to climate change and mitigate its impact. State parties recognized the urgent need for measures to hold "the increase in the global average temperature to well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels". In addition, committed themselves to "aim to reach global peaking of greenhouse gas emissions as soon as possible" and "to undertake rapid reductions thereafter".

Regarding to this issue, the Committee recognized the role of IMO in mitigating the impact of GHG emissions from international shipping. The need for the common understanding that the approval and adoption of the data collection system was the priority as well as its endorsement of the three-step approach consisting of data collection, analysis and decision making.

Therefore, it is agreed to establish a working group under this item at the next session MEPC 70, with a view to a depth discussion on how to progress the matter.

F. AMENDMENTS TO MARPOL ANNEX V, FORM OF GARBAGE RECORD BOOK (AGENDA ITEM 8)

Additional columns in Garbage Record Book

Several delegations notified the Committee on the inconsistencies between the regulations of MARPOL Annex V and the form in garbage record book. MARPOL Annex V regulation 7 permits the discharge of garbage for the reason of safety of the ship and the discharge of food waste while the ship is en route. In addition, the requirement in MARPOL Annex V regulations 4, 5 and 6 and paragraph 2.12 of the 2012 Guidelines for the Implementation of MARPOL Annex V (Resolution MEPC.219(63)), requires food wastes and animal carcasses, to be comminuted/ground or split to appropriate sizes before discharging into the designated area. However, the current garbage record book format has no column to indicate the recording of above cases.

Another proposal is to expand the record by dividing it into Part 1 for all garbage except cargo residue and Part 2 for cargo residues. The Committee approved them in principle.

The Committee agreed to the draft amendments of MARPOL Annex V concerning classification and declaration of solid bulk cargoes as harmful to the marine environment (HME), and the draft amendments to Garbage Record Book, with a view to adoption at MEPC 70.

Handling of electronic waste (e-waste)

Resolution MEPC.219(63) on 2012 Guidelines for the Implementation of MARPOL Annex V does not provide any guidelines on special waste such as e-waste of electronic equipment, computers, printer cartridges, electronic cards, gadgets, monitors, except for batteries.

The Committee approved in principle the new classification of e-waste. However, the definition and limit quantity need to be decided. The Committee invited interested delegates to submit text proposal to the MEPC 70.

G. USE OF ELECTRONIC RECORD BOOKS (AGENDA ITEM 9)

MEPC 68, owing to the time limit, decided to discuss the issue of electronic record books in MEPC 69. In this session, the use of electronic record books, defined as device or system used to electronically record the entries for discharges, transfers and other operations as required under MARPOL Annexes, were discussed.

Considering the submissions made to MEPC 69, The Committee decided to forward them to PPR 4 to develop the amendments in whole package, which consists of:

- application of electronic record book under MARPOL
- consider relation to current format to comply with compulsory provisions under MARPOL
- consider how can the introduction and compliance of electronic record format can take place

H. INADEQUACY OF RECEPTION FACILITIES (AGENDA ITEM 11)

The Committee at this session approved the revision of Manual on "Port Reception Facilities – How to Do It" and request IMO to publish it. The highlights of the amendments are as follow:

- Mandatory language has been changed to non-mandatory, except the provision of regulations
- References to MARPOL Annex III had been deleted since no requirement of reception facilities in MARPOL Annex III
- Redactional amendments had been made to provide consistency with the language in the IMO conventions
- All waste as result of operational and cargo operations related to MARPOL, BWM, and AFS are defined as 'ship-generated wastes/residues'
- Additional text to section 7.2.1 to provide explanation on prewash and additional wash related to carriage of NLS under MARPOL Annex II
- Amendments to chapter 14 have been made to ensure consistency with the 2012 Guidelines for the development of a regional reception facilities plan (resolution MEPC.221(63))

I. REPORTS OF OTHER SUB-COMMITTEES (AGENDA ITEM 13)

Exemption of unmanned non-self-propelled (UNSP) barges from the MARPOL survey and certification requirements

The Committee discussed the draft amendments to MARPOL concerning the exemption of UNSP barges from survey and certification requirements and associated draft Guidelines for exemption of unmanned non-self-propelled (UNSP) barges from the survey and certification requirements under the MARPOL Convention.

The Committee decided that:

- any exemption should be limited to no more than five years
- exemption certificates should be provided under individual MARPOL annexes
- MARPOL Annex IV should be included in the exemption from survey and certification requirements
- the reference to regulation 17.1 of MARPOL Annex I regarding the Oil Record Book should be retained
- the draft guidelines, once approved by the Committee, should be issued as an MEPC circular

The Committee instructed III 3 to finalize the draft MARPOL amendments concerning exemption of UNSP barges from MARPOL (Annex I, IV, VI) survey and certification requirements and the associated draft guidelines, taking into account the decisions above, for submission to MEPC 70.

J. PROMOTION OF IMPLEMENTATION AND ENFORCEMENT OF MARPOL AND RELATED INSTRUMENTS (AGENDA ITEM 14)

Unified Interpretation to facilitate the uniform implementation of the 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants

IACS informed the revised version of IACS Unified Interpretation (UI) MPC 88 to facilitate the uniform implementation of the phrase "installed on or after 1 January 2016" in 2012 Guidelines on implementation of effluent standard and performance test for sewage treatment plants.

The Committee approved in principle that the provision for sewage treatment plant for special area will be applicable since the date of establishment of the special area under MARPOL Annex IV as contained in IACS UI MPC 88, and instructed IMO Secretariat to also develop relevant amendments to cover the clarification contained in IACS UI MPC 88 and submit them to MEPC 70 for consideration.

Unified Interpretation to facilitate the uniform implementation of the Revised Guidelines and Specifications for pollution prevention equipment for machinery space bilges of ships

IACS informed its Unified Interpretation (UI) MPC 127 to facilitate the uniform implementation of calibration of the 15 ppm bilge alarms, as required in paragraph 4.2.11 of Resolution MEPC.107(49), the Revised Guidelines and Specifications for pollution prevention equipment for machinery space bilges of ships.

The Committee approved in principle with interpretation in UI MPC 127 that the accuracy of 15 ppm bilge alarms be checked by calibration and testing of the equipment conducted by a manufacturer, or persons authorized by the manufacturer, at intervals not exceeding a maximum of five years. Consequently, the Committee instructed IMO Secretariat to develop draft amendments to cover the clarification contained in IACS UI MPC 127 and submit them to MEPC 70 for consideration.

Stability instrument as required by regulation 28.6 of MARPOL Annex I

The Committee considered IACS document that seeks clarification on the application of the stability instrument provisions in regulation 28.6 of MARPOL Annex I to FPSOs, FSUs and unmanned ships not propelled by mechanical means.

Due to mixed opinions expressed by delegates, formal decision had not been made and therefore, the Committee invited interested Member Governments and international organizations to submit a proposal for a new output to a future session of the Committee.