



# Technical Information

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No. : 076 - 2016

28 October 2016

To : Whom It May Concern

Subject : Summary Report on IMO Meeting of Marine Environment Protection Committee 70th Session (MEPC 70)

## Summary

This Technical Information summarizes the result of 70th Session of the IMO Marine Environment Protection Committee (MEPC 70) that was held from the 22 to 28 October 2016, at the IMO headquarters in London.

## Information

1. The information provided in this Technical Information are the ones which have high relevance with the work of BKI or considered as an essential information for interested parties.
2. 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	Identification and protection of Special Areas and PSSAs
9	Pollution prevention and response (report of the third session of the Sub-Committee)
10	Reports of other sub-committees
11	Technical cooperation activities for the protection of the marine environment
12	Capacity building for the implementation of new measures
13	Analysis and consideration of recommendations to reduce administrative burdens in IMO instruments as identified by the SG-RAR
14	Application of the Committees' Guidelines

3. 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

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**BRIEF INFORMATION ON IMO MEETING OF MARINE ENVIRONMENT PROTECTION COMMITTEE**  
**70<sup>TH</sup> SESSION (MEPC 70)**

**A. DECISIONS OF OTHER BODIES INSTRUMENTS (AGENDA ITEM 2)**

MEPC 70 approved the following

- MSC-MEPC.5/Circ.11 on Unified interpretation relating to the IBC Code.
- MSC-MEPC.2/Circ.16 on Example of a Certificate of Protection for products requiring oxygen-dependent inhibitors.

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

Following the approval of the Marine Environment Protection Committee 69th session (MEPC 69) to the draft amendments to IMO mandatory instruments, MEPC 70 adopted the amendment to mandatory instruments, inter alia:

**1. MARPOL Annex I**

Appendix II (Form B of the Supplement to the International Oil Pollution Prevention Certificate) of this chapter amended to clarify issues concerning the entries on section 5.1 and 5.2 of the IOPP Certificate Form B taking into account the phase out of the single hull oil tankers under regulation 18 of this Annex.

**2. MARPOL Annex V**

The amendments to this Annex include:

- a. the addition of definition of "E-waste"
- b. the criteria for the classification of solid bulk cargoes as harmful to the marine environment (HME)
- c. the requirement for the shipper to declare whether their cargoes are harmful to the marine environment or not
- d. the clarification related to how to record "Estimated amount of Discharged or Incinerated" in the Garbage Record Book
- e. the amendments to form of Garbage Record Book

**3. MARPOL Annex VI**

The purpose of amendments to MARPOL Annex VI is to make data collection system for fuel oil consumption mandatory under this annex. Upon the adoption of this amendments, each ship of 5,000 GT shall record and report their fuel consumption.

The above amendments shall be deemed to have been accepted on 1 September 2017 thus shall enter into force on 1 March 2018 upon their acceptance.

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

Ballast water Convention will Enter into Force on 08 September 2017. As that it the case, discussion with regards to the Implementation of the convention are becoming a very important issues, especially in the issue of Installation dates for BWMTS and the issue of approving a Ballast Water Treatment System with the G8 revision. A review group is established under this agenda and the discussion on it are set out bellows.

### **Ballast Water Management Systems (BWMS) Approvals**

In total, currently there are 69 BWM type approved BWMS. Furthermore, the Committee noted the report of GESAMP-BWWG 33 (MEPC 70/4/6) and take action on it.

System which has required approval and consideration on this Session are:

- *Final Approval of the ECS-HYCHEMTM System proposed by the Republic of Korea*
- *Basic Approval of the University of Strathclyde ballast water management system - the ClearBal BWMS proposed by Denmark*

### **Intersessional Working Group (IWG) Report on the Review of Guidelines (G8)**

The Intersessional Working Group (IWG) on the Review of Guidelines (G8) met from 17 to 21 October 2016. The Working Group were tasked to continue review of the Guidelines for approval of ballast water management systems (G8) and also consider the application Schedule of the revised Guidelines (G8).

During plenary session there were a huge debate on the application schedule of the revised Guidelines (G8) inter alia the Regulation B-3 of BWM Convention. Acknowledging that there was a close call on the majority of the votes expressed which was requesting that the application needs more consideration, a draft alternative text of the application schedule has been provided and are to be discussed further at MEPC 71.

Although there were discussion on testing at different temperature, the IWG agreed that no alteration to be needed since the differential were not significant to what have been already agreed by the correspondence group.

Issues on the Guidance on Scaling of ballast water management systems, matrix on System Design Limitations (SDL) are being forwarded respectively to MEPC 71 and PPR 4. With regards to self monitoring systems of BWMS, the IWG includes the text :

*"Administrations should ensure that type approved ballast water management systems have a suitable self-monitoring system that will monitor and record sufficient data to verify correct operation of the system"; and*

In addition, recalling that MEPC 68 has supported the idea that Guidelines (G8) should provide the mandatory guidance, the Committee agreed that the revised Guidelines (G8) should be made mandatory and renamed as "Code for approval of ballast water management systems", taking into account resolution A.911(22) on Uniform wording for referencing IMO instruments.

Finally, the committee have decided to adopt the revised Guidelines (G8) together with the associated draft MEPC resolution, and be circulated to the member states.

### **Roadmap for the implementation of the BWM Convention**

- **Experience building phase**

As the review group discusses the structured plan for data gathering and analysis stages of the experience building phase of BWM Convention, the group then realized that the time limit in discussing this matter is limited. Then the group decided to establish a correspondence group to develop a plan for gathering and analyzing data during the experience building phase, propose timeline for the data gathering, analysis and review stages; and draft a document that sets out the structure of the experience building phase. The result should be reported to MEPC 71.

Having reviewed the issues of extension of non-penalization to all ship, the group decided that the issue should be forwarded to the correspondence group.

- **Contingency measures**

The review group, discusses various scenarios that may merit contingency measures, including various measures in addressing them. The group then develop outline for guidance on contingency measures. Echoing the need to urgently finalize guidance on contingency measure, the group requested the Committee to invite submissions to MEPC 71 for finalization during that session.

### **Exceptions and exemptions under the BWM Convention**

- **Regulation A-4 (Exemptions)**

The review group identify that minor amendments to Guidelines (G7) to better clarify the relationship between Guidelines (G7) and the SRA concept may be necessary. Therefore it is hoped that submission on this matter would be introduced at MEPC 71 and be adopted during that session.

- **Regulation A-3 (Exceptions)**

There were issues in relation to the ballast water carried in cargo tanks of oil tankers. However, the group agreed that this issues shall be dealt under MARPOL Annex I instead of BWM Convention. However, if such cases of discharges occurs due to exceptional circumstances, the activity may also be recorded in the ballast water record book as an exceptional discharge.

### **Other methods of ballast water management**

The issue of BWTBoat concept were discussed amongst the review group found that it was innovative and received acceptance amongst the group and need not to be approved as other method since it was in line with the Convention.

### **Future work**

The review group is to be established again at MEPC 71.

## **D. AIR POLLUTION AND ENERGY EFFICIENCY (AGENDA ITEM 5)**

### **Consideration of EEDI reduction rates and dates beyond phase 2**

The Working group established under this agenda finds that it would be necessary to start a thorough review on EEDI phase 3 requirements and their early implementation, as well as possibility of establishing phase 4, soon after MEPC 71. That review should be finalized in time for adoption of the necessary amendments to MARPOL Annex VI for early implementation of phase 3, with a view to 2022, as well as early implementation of phase 4.

### **Additional information to be included in the EEDI database for the review at the midpoint of phase 2**

MEPC 69 had considered the proposals for additional information for inclusion in the EEDI database. Following the consideration among the group, it is agreed to add the following items to be included in the EEDI database:

1. name, outline and means/ways of performance of technologies on innovative energy efficiency technologies;
2. dimensional parameters (Length between perpendiculars (Lpp), breadth (Bs) and draught or depth); and
3. ship speed (Vref) and power of main engine(s) (PME).

In order to develop a clear appreciation of the efficacy of energy efficiency technology, the group agreed that the next review will also need to compare EEDI data for the ships used to develop the EEDI reference lines to compare with the data of phase 0, 1 and 2 ships. The group also agreed that data already submitted for inclusion in the EEDI database do not need to be updated when additional data and information are added to the database.

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

### **Draft revision of the 2012 Guidelines for the development of a SEEMP**

The working group established under this agenda has agreed of the followings :

- The group agreed to describe the "distance travelled from berth to berth" as "distance travelled." In this connection, the group noted that "distance travelled from berth to berth" does not physically correspond to "berth" any more, and agreed to suggest to the Committee that the term "from berth to berth" should be deleted from the terms and to use "distance travelled."
- The group agreed that "hours not at berth" should be related to the distance travelled, and then, agreed to describe the "hours not at berth" as "hours not at berth should be an aggregated duration while the ship is underway under its own propulsion." In this connection, the group noted that "hours not at berth" does not physically correspond to "berth" any more and therefore, agreed to suggest to the Committee that the term "hours not at berth" should be substituted with "service hours."
- The group also agreed to include only the data items required by appendix IX of MARPOL Annex VI

in the standardized data reporting format for the data collection system (appendix 3 of the draft guidelines) and eliminate any voluntary entry including "CO2 emissions" and "construction year" from the format. The group further agreed to include a column for other fuel oil.

- The group finalized the draft 2016 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP), together with associated draft resolution.

#### **Draft Guidelines for Administration data verification procedures**

The Correspondence group is being re-established in order to further develop, toward finalization, the guidelines.

#### **Draft Guidelines for the development and management of the IMO Ship Fuel Consumption Database**

The group agreed to suggest to the Committee that the correspondence group should be instructed to further develop the preliminary draft Guidelines for the development and management of the IMO Ship Fuel Oil Consumption database.

#### **New adoption**

The committee has agreed to adopt :

- the amendments to the 2014 Guidelines on the method of calculation of the attained EEDI for new ships (resolution MEPC.245(66), as amended by resolution MEPC.263(68)) and the associated draft MEPC resolution;
- the 2016 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) and the associated draft MEPC resolution

### **F. REDUCTION OF GHG EMISSIONS FROM SHIPS (AGENDA ITEM 7)**

The working group established under this agenda considered the way forward for the Organization to address GHG emissions from ships, with the aim to develop a draft work plan or roadmap including defined tasks and timelines. A three step approach was introduced for the establishment of a draft roadmap, including data collection system, development of strategy and work by the Secretariat (including further IMO GHG studies).

The group then agree not to recommend the committee the establishment of a fixed-term stand-alone subsidiary body at this stage, but perhaps later for mid – and long term. The committee then decided to approved the roadmap provided.