



Technical Information

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To : Whom It May Concern

Subject : Summary Report on IMO Meeting of Marine Environment Protection Committee 71st Session (MEPC 71)

Summary

This Technical Information summarizes the result of 71st Session of the IMO Marine Environment Protection Committee (MEPC 71) that was held from the 3 to 7 July 2017, 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
9	Pollution prevention and response (report of the fourth session of the Sub-Committee)
10	Reports of other sub-committees
14	Work programme of the Committee and subsidiary bodies
16	Any Other Business

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

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

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BRIEF INFORMATION OF IMO MEETING ON MARINE ENVIRONMENT PROTECTION COMMITTEE 71ST SESSION (MEPC 71)

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

Following the approval of the Marine Environment Protection Committee 70th session (MEPC 70) to the draft amendments to MARPOL Annex VI, MEPC 71 adopted resolution MEPC.286(71), which to cover the following amendments:

Amendments to Regulation 13 (Nitrogen Oxides (NO_x))

These amendments are related to the designation of the Baltic Sea and the North Sea Emission Control Areas for NO_x Tier III control. These amendments require new ships, which is constructed on or after 1 January 2021 and is operating in the Baltic Sea Emission Control Area or the North Sea Emission Control Area, to install Tier III engine on board ship.

The exemption may be granted for ships having Tier II engine to navigate to ECA areas, provided that the ship sails directly to or from the shipyard or other repair facility, does not load or unload cargo during the duration of the exemption, and follows any additional specific routing requirements indicated by the port State in which the shipyard or other repair facility is located, if applicable.

Amendments to Appendix V (the information to be included in the bunker delivery note)

These amendments are to include the new declaration format (checkboxes) requiring the fuel oil supplier's representative to tick the relevant box to declare that the sulphur content of the fuel oil supplied.

These amendments of MARPOL Annex VI are expected to enter into force on 1 January 2019.

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

BWM Convention will enter into Force on 08 September 2017. Currently there are 60 Contracting governments representing 68,45% of the world merchant fleet tonnage.

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 34 (MEPC 71/4/3) and take action on it.

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

- *Final Approval of the ECS-HYBRIDTM System proposed by the Republic of Korea*
- *Basic Approval of the MICROFADE II Ballast Water Management system, proposed by the Netherlands and the Envirocleanse inTankTM BWTS, proposed by Norway.*

The committee also agreed that in the future, applicants should specify in which Guidelines they follow in approval of BWMS systems (G8), whether it is MEPC 174 (58), MEPC 279 (70), or the Code for approval of BWMS that has been submitted for approval of the committee.

Dates of implementation of regulations D-1 and D-2 of the BWM Convention

The Implementation Schedule of Regulation B-3 in accordance with the D-1 and D-2 Standards are discussed and finalized during this session right before the Convention becomes entry into force. For new building which are keel laid on or after 08 September 2017, shall install BWMS upon delivery of the ship. The dates of which existing ships are required to have installed BWMS are as below:

1. *the first renewal survey (IOPP) as determined by the Committee following the date of entry into force of the Convention if:
.1 this survey is completed on or after 8 September 2019; or
.2 this survey is completed on or after 8 September 2014 but prior to 8 September 2017;*
2. *the second renewal survey (IOPP) as determined by the Committee following the date of entry into force of the Convention if the first renewal survey following the date of entry into force of the Convention is completed prior to 8 September 2019, provided that the conditions point 1) above are not met."*

The Committee, has agreed that ships to which IOPP renewal survey does not apply shall conduct Ballast Water Management that at least meet the standard regulation D-2 from the date decided by the Administration, but not later than 08 September 2024.

In this session also, the Committee approved the draft amendments to regulation B-3 of the BWM Convention and the draft MEPC resolution on Determination of the date referred to in regulation B-3, as amended, of the BWM Convention as set out Resolution MEPC 287 (71), with a view to adoption at MEPC 72.

The amendment to regulation B-3, might therefore revoke resolution A.1088 (28) on the Application of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, and Invited A 30 to note on it.

Code for approval of Ballast Water Management systems

2016 Guidelines for approval of Ballast Water Management Systems (G8), Resolution MEPC. 279 (70) had been adopted by MEPC 70, and was agreed that it should be made mandatory and becomes "Code for approval of ballast water management systems". During this session, the Guidance on scaling of BWMS is also being considered and approved by the Committee to be incorporated in the BWMS Code.

MEPC 71 has approved the draft BWMS Code, However, those sequential amendments will have its final approval at MEPC 72 with the adoption of the Code.

Ballast Water Management manual

The BW Review Group have finalized and agreed chapter on Experience-building phase and trial period for sampling and analysis, and also chapter on Response – contingency measures of the manual Ballast Water Management – How to do it. The Committee then has approved the finalized manual Ballast Water Management – How to do it for publication.

Guidance on contingency measures and application

Some member states submission on contingency measures are discussed during this session by the Review Group. The group agreed that contingency measures should provide advice of general nature, not into some specific scenarios. The experience building phase should always be linked with the draft approach on contingency measures, along with Guidelines for Ballast Water Management and development of Ballast Water Management plans (G4).

Revised guidelines for implementation of the BWM Convention

- **Guidelines for ballast water exchange (G6)**

The Review Group finalized the revised Guidelines for ballast water exchange (G6). The Review Group has then updated the ballast water reporting form - resolution A.866(20) which is outdated.

- **Ballast water management for ships operating exclusively in a specified area**

The Review Group has finalized the revisions to the Guidance on entry or re-entry of ships into exclusive operation within the waters under the jurisdiction of a single party, and has approved the revised version of the guidance as BWM.2/Circ.52/Rev 1, as it can have exemptions for single voyage of dry-dock or maintenance.

Guidance on determining viability of organisms

PPR 4 had agreed to a draft BWM circular on Guidance on methodologies that may be used for enumerating viable organisms for type approval of Ballast Water Management systems, for approval at this session.

The Committee approved the draft Guidance on methodologies that may be used for enumerating viable organisms for type approval of Ballast Water Management systems, and will be circulated as BWM.2/Circ63. The Committee further agreed to refer the proposal of two new additional methods of enumerating viable organism to PPR 5 for further consideration.

C. AIR POLLUTION AND ENERGY EFFICIENCY (AGENDA ITEM 5)

Several items discussed under this agenda addressed matters on NOx control, SOx control, fuel oil quality, and energy efficiency.

NOx control

A Unified Interpretation (UI) on Engine test cycle is proposed regarding how the test cycle to be applied for verification of compliance with the applicable NOx emission limits. When an engine used simultaneously or separately for auxiliary and main propulsion purposes, is to be certified based on test cycle which represent the main purpose of the engine application. In this case of diesel-electric propulsion system, the engine only requires E2 test cycle as the main purposes is for main propulsion.

After discussion in plenary, committee agree to forward this UI to PPR 5 for consideration.

SOx control and fuel oil quality

The report of sulphur content of fuel oil supplied onboard ship presented in this agenda, which is in 2016, the average sulphur content is 2.58%. Taking into account this condition, a work is proposed on exploring what actions may be taken to ensure consistent implementation of 0.50% sulphur content from 1 January 2020.

Another amendments proposed is regarding unified fuel verification procedure for different kinds of fuel oil sample. The amendment proposed addition of procedure for in-use fuel oil verification in case of competent authority of a Party requires the in-use fuel oil sample to be analyzed. Committee decided to forward this document to PPR 5 for consideration.

Energy efficiency

Amendment are proposed to the interim guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions. This guideline adopted to give a minimum limit for the propulsion power for a ship which EEDI applies. The amendment proposed different background for determination of thrust deduction factor and wake fraction. After discussion, committee agree to continue discussion in MEPC 72, and inviting interesting parties to make submission on this matters.

Another issue raised in this meeting is the review of status of technological development on the EEDI regulation. In this regard, the Committee agreed to established correspondence group on EEDI review beyond phase 2.

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

This agenda item discussed matters on the first step of three-step approach, data collection system. The committee consider the output of an inter-sessional Correspondence Group, such as draft guidelines for Administration verification procedures and draft guidelines for the development and management of the IMO ship fuel oil consumption database.

After further discussion in working group, Committee agreed to adopt the 2017 Guidelines for Administration verification of ship fuel oil consumption data and the associated draft MEPC resolution, and adopt the 2017 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database and the associated draft MEPC resolution.

The Committee also endorse the Group's agreements on development of the IMO Ship Fuel Oil Consumption Database, including data reporting format and submission, data validation and cross-referencing by the database, granularity and anonymity of data, database access and data available to users, data analysis and export, alerts and Administration contact person and designation of ice class.

E. POLLUTION PREVENTION AND RESPONSE (AGENDA ITEM 9)

Guidelines for exhaust gas recirculation bleed-off water

The draft Guidelines for the discharge of exhaust gas recirculation (EGR) bleed-off water were submitted to MEPC 71 with a view for adoption. While the Guidelines are recommendatory in nature, Administrations are invited to base their implementation on them.

Regulation 13.5.1 of MARPOL Annex VI requires marine diesel engines on certain ships operating in NOX ECAs to meet Tier III NOX emission levels. EGR is an internal engine process resulting in NOX reduction. Bleed-off water should be handled differently, depending on the fuel oil sulphur content. EGR may also be used as a Tier II compliance option

As the committee was unable to reach consensus, this guideline will be forwarded to PPR 5 for finalization, with a view of adoption in MEPC 73, taking into account several views express in plenary.

Revision of the 2011 SCR Guidelines

MEPC 71 agreed to adopt the draft 2017 Selective Catalytic Reduction (SCR) system Guidelines. Administrations will be invited to take these Guidelines into account when certifying engines fitted with SCR, a type of NOX-reducing device envisaged in the NOX Technical Code 2008 (NTC 2008).

EGCS Guidelines

Exhaust gas cleaning systems (EGCS) or scrubbers considered as an equivalent to using fuel oils of sulphur contents as specified in regulation 14 of MARPOL Annex VI. As industry has seen an increasing number installed onboard ships, the technical development of these EGCSs has also advanced rapidly during the past few years. However, in various sections of the Guidelines require further technical and editorial clarification in order to ensure their uniform application. After discussion in plenary, Committee agreed to forward this revision to PPR 5 for review.

F. REPORTS OF OTHER SUB-COMMITTEES (AGENDA ITEM 10)

Outcome of CCC 3

Maritime Safety Committee, on its 97th session (MSC 97), approved the draft amendments to IMSBC Code developed by CCC 3. Following the approval, the amendments were adopted by MSC 98 (resolution MSC.426(98)).

The amendments of IMSBC Code include the classification and declaration of harmful to the marine environment (HME) substances, which in line with the amendments to MARPOL Annex V (resolution MEPC.277(70)).

Taking into account of the said amendments to mandatory instruments, MEPC 71 to adopt resolution MEPC.296(71) on 2017 Guidelines for the Implementation of MARPOL Annex V, which revokes 2012 Guidelines for the implementation of MARPOL Annex V (resolution MEPC.219(63)).

These Guidelines contains, among others:

- New requirements for shipper to classify and declare solid bulk cargoes that are identified as HME
- Classification criteria of HME
- New garbage category, i.e. E-waste
- New updates on the relevant requirements under POLAR Code

Outcome of SDC 4

Having noted that MSC 98 had approved the corresponding MSC.1/Circ.1573 on Unified interpretation of SOLAS regulations II-1/2.20 and II-2/3.21, regarding the use of even-keel hydrostatics for determination of the regulatory deadweight to be entered on relevant statutory certificates, MEPC 71 agreed to approve a unified interpretation of regulation 1.23 of MARPOL Annex I and requested the Secretariat to prepare the MEPC Circular.

G. WORK PROGRAMME (AGENDA ITEM 14)

MEPC 71 put consideration on several the proposed new outputs and approved the following proposal:

1. Proposal for amendment to Annex 1 to the International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001.
2. Revision of resolution MEPC.227(64) - 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants.
3. Development of measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters
4. Proposed amendments to chapter 4 of MARPOL Annex VI to exempt ships not normally engaged on international voyages, which, however, are required to undertake a single international voyage in exceptional circumstances and development of an Exemption Certificate.
5. New output on "Consistent implementation of regulation 14.1.3 of MARPOL Annex VI"

H. ANY OTHER BUSINESS (AGENDA ITEM 22)

There were several issues discussed and considered under this agenda item. The following issues are considered related to work of BKI:

Certificates of Fitness under the IBC, BCH, IGC, GC and EGC Codes

MEPC 71 recalled that MEPC 70 requested the Secretariat to prepare a draft joint MSC-MEPC circular, addressing how Certificates of Fitness are to be completed for ships that do not yet have to comply with the amendment requiring the provision of an approved stability instrument, along with recommendations on how the relevant resolutions can be comprehensively referenced in the Certificate of Fitness.

Following the decision take by MSC 98, MEPC 71 consequently concurrently approved MSC-MEPC.5/Circ.14 on *Guidance on completing the Certificate of Fitness under the IBC, BCH, IGC, GC and EGC Codes*.

In conjunction with the above approval, MEPC 71 agreed to minor modification on IBC and BCH Code, with the view of adoption at MEPC 72.

I. LIST OF MSC RESOLUTIONS ADOPTED BY MEPC 71

1. Resolution MEPC.286(71) – Amendments to MARPOL Annex VI (Designation Of The Baltic Sea and the North Sea Emission Control Areas for NOx Tier III Control And Information to be Included in the Bunker Delivery Note)
2. Resolution MEPC.287(71) – Determination of the Date Referred to in Regulation B-3, as amended, of the BWM Convention
3. Resolution MEPC.288(71) – Implementation of the BWM Convention
4. Resolution MEPC.289(71) – 2017 Guidelines for Ballast Water Exchange (G6)
5. Resolution MEPC.290(71) – 2017 Guidelines for Risk Assessment under Regulation A-4 of the BWM Convention (G7)
6. Resolution MEPC.291(71) – the Experience-Building Phase associated with the BWM Convention
7. Resolution Mepc.292(71) – 2017 Guidelines Addressing Additional Aspects to the NOx Technical Code 2008 With regard to Particular Requirements related to Marine Diesel Engines Fitted with Selective Catalytic Reduction (SCR) Systems
8. Resolution MEPC.293(71) – 2017 Guidelines for Administration Verification of Ship Fuel Oil Consumption Data
9. Resolution MEPC.294(71) – 2017 Guidelines For The Development and Management of the IMO Ship Fuel Oil Consumption Database
10. Resolution MEPC.295(71) – Designation of Tubbataha Reefs Natural Park as a Particularly Sensitive Sea Area
11. Resolution MEPC.296(71) – 2017 Guidelines for the Implementation of MARPOL Annex V

J. LIST OF OTHER INSTRUMENTS APPROVED BY MEPC 71

1. Manual On Ballast Water Management – How To Do It
2. MSC.1/Circ.1582 on Unified interpretations of chapter 15 of the FSS Code
3. Standard Format for Voluntary Submission of EEDI Information to be Included in the EEDI Database
4. Unified Interpretations Of MARPOL Annex I

K. LIST OF DRAFT INSTRUMENTS IN MEPC 71

1. Draft Amendments to Regulation B-3 of the BWM Convention
2. Draft MEPC Resolution on Code for Approval of Ballast Water Management Systems
3. Draft Amendments to Regulations A-1, D-3, E-1 and E-5 of the BWM Convention
4. Draft Unified Interpretation of the "Date Installed" in relation to "Method Of Ballast Water Management Used" in the Appendix to the International Ballast Water Management Certificate
5. Draft Amendments to MARPOL Annex VI
6. Draft Assembly Resolution on the Code for the Transport and Handling of Hazardous and Noxious Liquid Substances in Bulk On Offshore Support Vessels (OSV Chemical Code)
7. Draft Amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code)
8. Draft Amendments to the Code For The Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code)