

Technical Notice

TD 9547/2018

Dated: 18.01.2018

SUBJECT:

MEPC 71

insight of the major outcomes of the 71th session of the IMO Marine Environment Protection Committee (MEPC)

SUMMARY

The seventy-first session of the Marine Environment Protection Committee was held at IMO Headquarters from 3 to 7 July 2017.

Concerning the very sensitive issue of Ballast Water Management, it has approved draft amendments to regulation B-3 of the BWM Convention which set up an appropriate timeline for implementation of D-2 standard upon entry into force of the Convention. In conjunction it has adopted a resolution with a view to facilitating the smooth and uniform implementation of the approved amendments.

MEPC 71 has adopted:

- **amendments to regulation 13** of MARPOL Annex VI concerning the designation of the **Baltic Sea and the North Sea Emission Control Areas for NOX Tier III** control;
- 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.

MEPC 71 has noted the draft outline for the structure of the initial IMO strategy provided for by Roadmap for developing a comprehensive IMO Strategy on the **reduction of GHG emissions from ships** which entails the adoption of an initial Strategy at MEPC 72 (April 2018).

Consideration and adoption of amendments to mandatory instruments

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)

MEPC 71 adopted amendments to regulation 13 of MARPOL Annex VI concerning the designation of the Baltic Sea and the North Sea Emission Control Areas for NOX Tier III control and to Appendix V of MARPOL Annex VI concerning the information to be included in the bunker delivery note, at this session.

Marine diesel engines shall meet Tier III NOX emission levels when installed on ships constructed on or after 1 January 2021 and operating in the North Sea and the Baltic Sea. Ships fitted with Tier II compliant marine diesel engines can be built, converted, repaired and/or maintained at shipyards located in the NOX Tier III ECAs.

Amendments to the information to be included in the BDN is aimed at addressing situations where the fuel oil supplied does not meet low sulphur requirements, but has been supplied to a ship which is using “equivalent means” (such as scrubbers) to reduce the SOx emissions of the ship in order to comply with MARPOL requirements.

These amendments should be deemed to have been accepted on 1 July 2018 and enter into force on **1 January 2019**.

Harmful aquatic organism in ballast water

1. Proposed amendments to regulation B-3 of the BWM Convention

MEPC 71 has reached a compromise on the implementation dates for Ballast water treatment systems according to discharge standard in regulation D-2 of the Ballast Water Management Convention (BWM Convention). It has approved **draft amendments to regulation B-3 of the BWM Convention** which put an end to uncertainty for existing ships regarding the respective application of regulations D-1 (Ballast Water Exchange Standard) and D-2 (Ballast Water Treatment System), and set

up an appropriate timeline for implementation of D-2 standard upon entry into force of the Convention.

These amendments clarify the implementation of D-2 standard in particular:

- **Date of compliance with the standard described in regulation D-2 (BWMS) for New ships (Regulation B-3.5)**

for "new ships" (ships constructed on or after 8 September 2017) : it is agreed to apply the entry-into-force date of the BWM Convention as the date to conduct Ballast Water Management that at least meet the standard described in regulation D-2

- **Phase in of compliance with the standard described in regulation D-2 (BWMS) for Existing ships (Regulations B-3.1, 2 ,3, 4 and 10)**

for "existing ships" (ships constructed prior to 8 September 2017), the IOPP renewal survey to be taken into account on or after 8 September 2017 as the start of the phase-in of conducting Ballast Water Management is :

- Existing ships shall install BWMS **at the first IOPP renewal surveys after 8 September 2017**; in case have completed IOPP renewal survey between 8 September 2014 an 7 September 2017.
 - Existing ships that have not completed renewal survey between 8 September 2014 and 7 September 2017, shall install the BWMS **at the second IOPP renewal survey after 8 September 2017, or at the first IOPP renewal survey on or after 8 September 2019; whichever occurs first.**
- **Compliance with the standard described in regulation D-2 (BWMS) for non-IOPP ships (Regulation B-3.8)**

Existing Ships which are not subject to hold an IOPP certificate shall comply with the standard described in regulation D-2 from the date decided by the Administration, but not later than 8 September 2024. They will be required to comply with regulation D-1 until such time.

It is confirmed that ships constructed (keel-laid) on or after 8 September, 2017 have to comply with the D-2 standard upon delivery.

In relation to these amendments, IMO has approved an associated **Resolution MEPC.287(71) – determination of the date referred to in regulation B-3, as amended, of the BWM Convention** on determination of the date referred to in regulation B-3 for implementation of D-2 standard. This resolution confirms that the “renewal survey” is the renewal survey for the ship associated with the IOPP Certificate (as previously agreed by the Assembly in resolution A.1088(28)).

In addition, MEPC 71 has adopted a **Resolution MEPC.288(71) – implementation of the BWM Convention** with a view to facilitating the smooth and uniform implementation of the approved amendments to regulation B-3.

This resolution asks member States to implement the above new amendments to regulation B-3 of the Convention upon its entry into force, i.e. 8 September 2017.

This resolution supersedes resolution A.1088(28) on the Application of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004. MEPC 71 has invited IMO Assembly (A 30 in November-December 2017) to revoke the resolution A.1088(28).

2. Code for approval of ballast water management systems

MEPC 70 had adopted the 2016 *Guidelines for approval of ballast water management systems (G8)* (resolution MEPC.279(70)) and agreed that they should be made mandatory after the entry into force of the BWM Convention and renamed as “Code for approval of ballast water management systems”. MEPC 70 had requested the Secretariat to prepare, for consideration at this session, any consequential amendments to Guidelines (G8) and draft amendments to the BWM Convention to reflect the new mandatory status.

Consequently, MEPC 71 has approved :

- the **draft Code for approval of Ballast Water Management systems (BWMS Code)** and draft MEPC resolution, with a view to adoption at MEPC 72, in conjunction with the adoption of the associated amendments to the BWM Convention ;
- the **draft amendments to regulations A-1 and D-3 of the BWM Convention**, for circulation by the Secretary-General upon entry into force of the BWM Convention, with a view to adoption at MEPC 72.

3. Contingency measures

MEPC 71 has approved **BWM.2/Circ.61 Guidance on contingency measures under the BWM Convention.**

Noting that ships would not properly operate the ballast water management system (BWMS) in a sea area where environmental parameters, e.g. turbidity, total suspended solid (TSS) and/or salinity exceed the operating limitation of BWMS, MEPC 70 had invited submissions with draft text for guidance on contingency measures under the BWM Convention.

The purpose of this guidance is to provide advice to the industry stakeholders on contingency measures with reference to parameters such as:

- principles to be considered while implementing contingency measures;
- potential scenarios of contingency;
- use of contingency measure with regard to timing of problem identification;
- recommended arrangements on ship to use contingency measures;
- ballast water management plan and contingency measures.

4. Ballast water exchange

MEPC 71 has approved **BWM.2/Circ.62 - Application of the BWM Convention to ships operating in sea areas where ballast water exchange in accordance with regulation B-4.1 and D-1 is not possible.**

PPR 4 had considered a proposed unified interpretation for implementing regulation B-4 (Ballast water exchange) of the BWM Convention, having noted that unified interpretations to the BWM Convention can only be approved once the Convention has entered into force. But owing to the urgency of the matter, the development and approval of a BWM circular at MEPC 71 has been considered to be more appropriate than a unified interpretation.

A ship, until the date it is requested to meet D-2 standard, operating in a sea area where ballast water exchange in accordance with regulation B-4.1 and D-1 is not possible:

- should not be required to meet the D-2 standard;
- should not be required to meet the D-2 standard regardless if the ship does not comply with regulation B-3.6 (discharge to a ballast water reception facility), B-3.7 (Other methods) or A-4 (Exemptions) of the BWM Convention;
- should not be required to proceed under regulation B-3.6, B-3.7 or A-4 of the BWM Convention.

In cases where the port State has established designated areas for ballast water exchange in accordance with regulation B-4.2, the ship should comply with the terms of use for those areas provided by the port State. In case no terms of use are provided, the ship should not be required to deviate from its intended voyage, or delay the voyage in order to conduct ballast water exchange.

5. Survey and certification

5.1. As the BWM Convention will enter into force on 8 September 2017, the **Interim Survey Guidelines**, put in abeyance by FSI 14, should be incorporated in the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2015 (resolution A.1104(29)). MEPC 71 has instructed III 4 to incorporate the Interim Survey Guidelines set out in **BWM.2/Circ.7** in the draft amended 2015 HSSC Guidelines with a view to submission to A 30 for adoption.

5.2. MEPC 71 has approved the **draft amendments to regulations E-1.1.5, E-5.8 and E 5.9.1** of the BWM Convention and instruct the Secretariat to keep the amendments in abeyance for circulation immediately upon entry into force of the BWM Convention.

All ships of 400 gross tonnage and above to which the BWM Convention applies shall be subject to surveys and issued and/or endorsed on an International Ballast Water Management Certificate according to regulations E-1 and E-2 of the BWM Convention. Considering that the BWM Convention allows no phase-in period for ships constructed prior to the entry into force of the BWM Convention to comply with its provisions, IMO issued circular BWM.2/Circ.40 that allows Contracting Governments to the BWM Convention to issue International Ballast Water Management Certificates prior to entry into force of the BWM Convention.

A number of Administrations of flag States have started to carry out surveys and issue certifications to ships in advance based on the consideration that the date of entry into force of the BWM Convention is drawing near. However, inconsistencies are found between the requirements of survey and certification in section E and the form of the

International Ballast Water Management Certificate (IBWMC) in Appendix I of the BWM Convention. According to regulations E-1.1.5 and E-5.9.1 of the BWM Convention, an additional survey shall be endorsed on the Certificate, otherwise the certificate shall cease to be valid. However, the form of the International Ballast Water Management Certificate in Appendix I of the BWM Convention has no endorsement entries for additional survey in addition to endorsement entries for annual/intermediate survey and certificate extension cases.

5.1. MEPC 71 has also approved **draft unified interpretation of the "date installed" in relation to "method of ballast water management used" in the appendix to the IBWMC** in the appendix to the International Ballast Water Management Certificate in principle, to be kept in abeyance for approval at MEPC 72 when the BWM Convention has entered into force.

For the purpose of completing the International Ballast Water Management Certificate, the date when commissioning in accordance with section 8 of the *Guidelines (G8)* (MEPC.174(58) or MEPC.279(70), as applicable) has been completed should be used.

Concerning the deadline for installing a Ballast Water Management System as per resolution MEPC.279(70) on the 2016 Guidelines for approval of ballast water management systems (G8), for the purpose of paragraphs 4 and 5 of this resolution, "installed" means the contractual date of delivery of the BWM system to the ship or, in the absence of such a date, the actual date of delivery.

Thus, two dates, i.e. the contractual date of delivery and the date following commissioning and operation in relation to installing a Ballast Water Management system may exist.

6. Proposed amendments to guidelines and circulars

6.1. MEPC 71 has adopted the **Resolution MEPC.289(71) – 2017 guidelines for ballast water exchange (G6)**.

MEPC 70 had agreed to revise the Guidelines for ballast water exchange (G6) (resolution MEPC.124(53)) by incorporating, as an annex, the ballast water reporting form set out in appendix 1 of the Guidelines for the control and management of ships' ballast water to minimize the transfer of harmful aquatic organisms and pathogens (resolution A.868(20)).

6.2. It had also approved the revised **BWM.2/Circ.52/Rev.1 - Guidance on entry or re-entry of ships into exclusive operation within waters under the jurisdiction of a single Party.**

The BWM Convention provides for exemptions of requirements to apply regulation B-3 or C-1 to ships operating exclusively in a specified area, according to regulation A-4. However, the BWM Convention does not address the situation of ships which have been granted exemptions, in the case of special voyages for periodic dry-docking repair or maintenance abroad outside of a specified area. BWM.2/Circ.52/Rev.1 gives a satisfactory solution to this issue.

6.3. MEPC 71 has adopted Resolution **MEPC.290(71) – 2017 guidelines for risk assessment under regulation A-4 of the BWM Convention (G7)** which supersede the Guidelines for risk assessment under regulation A-4 of the BWM Convention (G7) adopted by resolution MEPC.162(56). Definitions and risk assessment methods are provided in the new version of Guidelines.

MEPC 70 had endorsed the view that the same risk area (SRA) concept was in line with the *Guidelines for risk assessment under regulation A-4 of the BWM Convention (G7)*. However it had invited proposals for minor amendments to Guidelines (G7), in order to better clarify the relationship between them and the SRA concept.

7. Ballast Water Management – How to do it

MEPC 71 has approved the finalized manual ***Ballast Water Management – How to do it.***

8. Experience-building phase

MEPC 71 has adopted the ***Resolution MEPC.291(71) - The experience-building phase associated with the BWM Convention.***

MEPC 70 supported the proposal for structuring the experience-building phase (EBP) into three stages (data gathering, data analysis and Convention review) during which specific non-penalization arrangements would be extended to all ships. The EBP, which will be broader than the trial period, will permit the Committee to generally assess the effectiveness of the Convention, identify any emerging problems, and provide data towards the subsequent review of the Convention. The EBP is complementary to the Roadmap for the implementation of the BWM Convention (as developed by MEPC 68) and the non-penalization of early movers.

MEPC 71 has also encouraged Member States and interested parties to commence the data gathering associated with the experience-building phase at their earliest convenience, in anticipation of the future approval of the data gathering and analysis plan.

9. Consideration and approval of BWM systems

MEPC 71 has granted Basic Approval to the MICROFADE II Ballast Water Management system and the Envirocleanse inTank™ BWTS, and Final Approval to the ECS-HYBRID™ System.

10. Matters related to issuance of certificates

MEPC 71 has reaffirmed the provisions of ***BWM.2/Circ.40 on Issuance of Ballast Water Management Certificates prior to entry into force of the BWM Convention and Ballast Water Management Plans*** approved according to resolution A.868(20), and invited Members Governments, in their capacities both as flag and port States, to

apply it so as to facilitate the fair and consistent implementation of the BWM Convention upon its entry into force.

paragraph 2 of the annex : "it would be impracticable, for those responsible, to prepare, review and approve BWM Plans and survey and certify all ships of 400 gross tonnage and above within the 12-month period between the date when the conditions for entry into force have been satisfied and the actual entry-into-force date of the Convention"; and

paragraph 3 of the annex : "Contracting Governments to the BWM Convention issuing International Ballast Water Management Certificates prior to entry into force of the Convention, provided it is annotated to state that validity begins from the entry-into-force date, combined with a statement issued to the Company when the BWM Plan was received, thereby allowing the vessel to trade for three months with an unapproved BWM Plan on board."

Pollution prevention and response

MEPC 71 has instructed PPR 5 to re-consider the draft MEPC resolution on the *2017 Guidelines for the discharge of exhaust gas recirculation (EGR) bleed-off water*, developed by PPR 4, and to review *2015 Guidelines for Exhaust Gas Cleaning Systems*.

1. Revision of the 2011 SCR Guidelines

MEPC 71 has adopted the **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**.

Various clarifications are made to the respective application of Scheme A and Scheme B, to the content of the NOx technical file, selection of parent engines, onboard confirmation testing.

2. Air pollution from ships

2.1. Fuel oil quality

MEPC 71 had for its consideration the report of the Correspondence Group on Fuel oil quality, which was re-established by MEPC 69 to further develop draft guidance on best practice for fuel oil purchasers/users and Member States/coastal States

There was general agreement that the best practice for fuel oil purchasers/users should cover only those aspects of a fuel oil purchase through delivery on board, and should not address best practices for on board fuel oil handling and storage. Best practices for Member State/coastal State are organized consistently with the provisions of regulation 18 of MARPOL Annex VI.

MEPC 71 invited interested Member Governments and international organizations to further consider the draft best practice for fuel oil purchasers/users and submit comments and proposals to MEPC 72, with a view to finalization at that session.

Noting that the work on the development of draft best practice for Member States/coastal States should be fully coordinated with the further work on the new

output "Consistent implementation of regulation 14.1.3 of MARPOL Annex VI", MEPC 71 has decided to re-establish the Correspondence Group and instructed it to finalize the draft guidance on best practice for Member States/coastal States, and submit a report to MEPC 73.

2.2. Unified Interpretation on engine test cycles required by the NOX Technical Code 2008

The requirements for test cycles and weighting factors in the NOX Technical Code 2008 were finalized in resolution MEPC.177(58). In applying the NOX Technical Code 2008, IACS has recognized a need to further clarify the certification of engines that are intended to operate as part of an Integrated Electric Propulsion (IEP) system i.e. engines driving an alternator supplying electrical power for both propulsion and auxiliary power.

2.3. Unified fuel oil verification procedure for different kinds of fuel oil samples

Regulation 18.8.1 of MARPOL Annex VI stipulates that the bunker delivery note shall be accompanied by a representative sample of the fuel oil delivered. Regulation 18.8.2 of MARPOL Annex VI stipulates that if an Administration requires the representative sample to be analysed, it shall be done in accordance with the verification procedure set forth in appendix VI to MARPOL Annex VI. The sulphur content of MARPOL sample shall be tested in accordance with the test method specified in appendix V of MARPOL Annex VI, that is, ISO 8754:2003.

Some port States, such as the European Union (EU) States, the United States and China, have already started to sample fuel oil being used on board ships. No harmonized verification method and procedure has been developed.

Actually it would be hard to determine what reason lead to the differences as it may be related to contamination of fuel oil, using non-compliant fuel oil or the uncertainties from different verification methods. Consequently, ships often claimed that violations of regulation 14 of MARPOL Annex VI are caused by using different verification methods. Therefore, the in-use fuel oil samples should be analyzed in the same way as the MARPOL samples.

MEPC 71 has forwarded this issue to PPR 5 for further consideration.

3. Energy efficiency of ships

3.1. EEDI reviews required under regulation 21.6 of MARPOL Annex VI - Ro-ro cargo ships and ro-ro passenger ships

In accordance with regulation 21.6 of MARPOL Annex VI, at the beginning of phase 1 and at the midpoint of phase 2, MEPC reviews the status of technological developments and, if proven necessary, amend the time periods, the EEDI reference line parameters for relevant ship types and the reduction rate

MEPC 71 has approved the **draft amendments to regulation 21 of MARPOL Annex VI regarding EEDI requirements for ro-ro cargo and ro-ro passenger ships**, with a view to adoption at MEPC 72.

3.2. Review of the EEDI reduction rates and dates beyond phase 2

MEPC 71 has decided to establish a correspondence group on EEDI review beyond phase 2 which is instructed to:

- consider, collate and analyze information and data pertinent to the review;
- using the above data and information, consider the status of technological developments for improvement of energy efficiency of the EEDI regulations in chapter 4 of MARPOL Annex VI and the possible future EEDI reduction rate;
- recommend to MEPC 73 the time period and the reduction rates for EEDI phase 3 requirements;
- consider possible introduction of EEDI phase 4 requirements with associated time period and reduction rates;
- submit a final report to MEPC 74 in 2019.

3.3. Correction factors for ice class ships

The purpose of the capacity correction factor is to take into account the decrease of the deadweight (DWT) of an ice-strengthened ship due to additional steel weight for ice strengthening compared to a ship without an ice class and because the hull shape

may be designed for improved ice-going capability; therefore, the block coefficient (C_b) of the ship may be smaller than in a ship designed for sailing only in open water.

The provisions of paragraphs 2.8 (in respect of correction factor for power "fj" for ice class ships) and 2.11 (in respect of capacity correction factor "fi" for ice class ships) of the *2014 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (Resolution MEPC.245(66), as amended) actually restrict the application of regulation 19.3 of MARPOL Annex VI for the ice class ships not in respect of "ice-breaking capability", but in accordance with "the ice class IA Super". In other words, for ships having an ice class higher than "IA Super" the requirements of regulations 20 and 21 of MARPOL Annex VI cannot be applied due to the fact that for these ships the above correction factors are not provided.

The Correspondence Group on EEDI review beyond phase 2 which is, inter alia, tasked to consider if the current correction factors for ice-classed ships should be amended, and if proven necessary, develop the draft amendments to the *2014 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships*, to consider the proposal that a margin should be given to the reference line of ships having an ice class and how ships ice-strengthened in accordance with ice classes higher than IA Super should be defined and excluded from the EEDI regulations.

3.4. Minimum propulsion power to maintain the maneuverability of ships in adverse conditions

Regulation 21.5 of MARPOL Annex VI stipulates that the installed propulsion power of ships to which the required EEDI applies shall not be less than "the propulsion power needed to maintain the maneuverability under adverse conditions".

Studies by IACS served as a basis for the *Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions* (MSC-MEPC.2/Circ.11), which was adopted as the *2013 Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions* (2013 Interim Guidelines) by resolution MEPC.232(65).

Concerns had been expressed regarding sufficiency of propulsion and steering abilities of ships to maintain their manoeuvrability in adverse conditions if the EEDI requirements are achieved by simple reduction of the installed engine power.

MEPC 68 had agreed to await the final outcome of the research projects and that the full text of the draft revised 2013 Interim Guidelines would be submitted to MEPC 71. An insight of the outcome of the research project Energy Efficient Safe Ship Operation (SHOPERA) and Japan's research project, and a draft revised 2013 Interim Guidelines was submitted to MEPC 70.

Following consideration, MEPC 71 has agreed to extend the 2013 Interim Guidelines to EEDI phase 2, and invited interested Member Governments and international organizations to make every effort to further develop the draft revised 2013 Interim Guidelines and submit proposals to MEPC 72.

Further technical and operational measures for enhancing the energy efficiency of international shipping

1. Guidelines for Administration data verification procedures

MEPC 70 had adopted, by resolution MEPC.278(70), the amendments to MARPOL Annex VI related to the data collection system for fuel oil consumption of ships and determined, in accordance with article 16(2)(f)(iii) of MARPOL. The adopted amendments shall be deemed to have been accepted on 1 September 2017 and shall enter into force on 1 March 2018.

Regulation 22A of MARPOL Annex VI that "the data [which each Administration will submit for their registered ships of 5,000 gross tonnage (GT) and above] shall be verified according to procedures established by the Administration, taking into account guidelines to be developed by the Organization." To facilitate data verification, the Administration should indicate what additional documentation a ship should submit along with its annual data report.

MEPC 71 has adopted ***Resolution MEPC.293(71) - 2017 Guidelines for Administration verification of ship fuel oil consumption data.***

An Administration may authorize an organization (Refer to the Guidelines for the Authorization of organizations acting on behalf of the Administration, adopted by the Organization by resolution A.739(18), as amended by resolution MSC.208(81), and the Specifications on the Survey and Certification Functions of Recognized Organizations Acting on Behalf of the Administration, adopted by the Organization by resolution A.789(19)) to receive the data from a ship, verify the data for compliance with the requirements, issue the Statement of Compliance, and submit the data to the Organization, and perform such other actions authorized by the Administration with respect to the IMO Fuel Oil Consumption Database. In every case, the Administration assumes full responsibility for all tasks conducted by the Administration or any organization duly authorized by it.

2. Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database

MEPC 71 has adopted **Resolution MEPC.294(71) – 2017 guidelines for the development and management of the IMO ship fuel oil consumption database.**

These Guidelines provide guidance on the development and management of the IMO Ship Fuel Oil Consumption database. They describe methods that will be used to anonymize ship data for use by Parties, in accordance with regulation 22A of MARPOL Annex VI, and to ensure the completeness of the database.

The database will be developed as a module within the Global Integrated Shipping Information System (GISIS) platform, with the integrated IMO Web Accounts framework utilized to manage secure access to the module.

3. MEPC circular to address non-Party ships submitting data to the IMO Ship Fuel Oil Consumption Database

MEPC 71 has approved approve the **MEPC 1 /Circ. on Submission of data to IMO data collection system of fuel oil consumption data from a ship that not entitled to fly the flag of a Party to MARPOL Annex V.**

4. Proxy for transport work for ships that do not carry cargo

4.1. Proxy for transport work for offshore and marine contracting vessels

The majority of delegations who expressed their views shared the concerns identified in the document and that an appropriate transport proxy for offshore and marine contracting vessels should be developed.

Consequently, MEPC 71 has invited interested Members and international organizations, in cooperation with IMCA, to submit proposals for guidance on how to deal with offshore and marine contracting vessels under the IMO data collection system.

4.2. Proxy for transport work for cruise passenger ships

CLIA has proposed to collect "the number of passengers carried" to input for the calculation of an appropriate proxy for transport work for cruise passenger ships. As a consequence, the standardized data reporting format for the data collection system (appendix 3 to the 2016 SEEMP Guidelines) should be amended.

Having recalled that appendix 3 of the 2016 SEEMP Guideline included the reporting items set out in appendix IX of MARPOL Annex VI, MEPC 71 was of the view that adding "the number of passengers carried" to appendix 3 of the Guidelines could only follow amendments to MARPOL Annex VI.

MEPC will consider the proposed amendments to the 2016 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) at a relevant future session.

Reduction of GHG emissions from ships

MEPC 70 had approved the **Roadmap for developing a comprehensive IMO Strategy on the reduction of GHG emissions from ships** which provides the adoption of an initial Strategy at MEPC 72 (April 2018) and a revised Strategy at MEPC 80 (spring 2023).

The Roadmap identifies a list of elements to be detailed :

1. emissions scenarios and assessment of the projected future demand for shipping;
2. levels of ambition and guiding principles for the strategy;
3. parameters/indicators on energy efficiency of ships (current status and long-term potential), emission reduction opportunities (near-, mid- and long-term actions), including alternative fuels and impact of EEDI;
4. barriers to emissions reductions and how to overcome them;
5. priority areas for R&D, including in relation to technology;
6. costs and benefits;
7. impacts on States, taking into account the HLAP (resolution A.1098(29)).

MEPC 71 has noted the draft outline for the structure of the initial IMO strategy on reduction of GHG emissions from ships, as prepared by the relevant WG :

1. Preamble/introduction/context including emission scenarios
2. Vision
3. Levels of ambition Guiding principles
4. List of candidate short-, mid- and long-term further measures with possible timelines and their impacts on State
5. Barriers and supportive measures; capacity building and technical cooperation; R&D
6. Follow-up actions towards the development of the revised strategy
7. Periodic review of the Strategy

The first meeting of the Intersessional Working Group on Reduction of GHG emissions from ships (ISWG-GHG 1) had been held from 26 to 30 June 2017 and its report had been submitted to the Plenary. The second meeting (ISWG-GHG 2) would take place from 23 to 27 October 2017. ISWG-GHG 3 and MEPC 72 are scheduled to be held back-

to-back.

Pollution prevention and response

MEPC 71 has endorsed :

- the evaluation of products and their respective inclusion in lists 1 and 3 of MEPC.2/Circ.22, with validity for all countries and with no expiry date;
- the evaluation of cleaning additives and their inclusion in annex 10 of MEPC.2/Circ.22;
- the evaluation of cleaning additives and their inclusion in the next revision of the MEPC.2/Circular, i.e. MEPC.2/Circ.23 to be issued in December 2017;

MEPC 71 has approved :

- the **draft revised chapter 21 of the IBC Code**, pending finalization of the revision of chapters 17 and 18 of the Code, for subsequent circulation of all three revised chapters with a view to adoption (concurrently approved by MSC 98);
- the **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)**, for submission to A 30, with a view to adoption (concurrently approved by MSC 98);
- the **MEPC.1/Circ.xx Unified interpretation of regulation 36.2.10 of MARPOL Annex I.**

Reports of other sub-committees

1. Revised Guidelines for the implementation of MARPOL Annex V

MEPC 71 has adopted **Resolution MEPC.295 (71) on 2017 Guidelines for the implementation of MARPOL Annex V**, revoking the 2012 Guidelines.

MEPC 69 approved draft amendments to MARPOL Annex V related to HME substances prepared by CCC 2, and instructed CCC 3 to finalize draft amendments to the 2012 Guidelines for the implementation of MARPOL Annex V (2012 Guidelines) (resolution MEPC.219(63)).

The revised Guidelines incorporate amendments to the 2012 Guidelines concerning E-waste adopted by resolution MEPC.239(65); draft amendments developed by CCC 3 (CCC 3/15, annex 5) arising from amendments to MARPOL Annex V concerning cargo residues; as well as proposed new amendments to align the Guidelines with relevant requirements in the Polar Code. A draft definition of E-waste has also been proposed, taking into account the comments made in plenary at MEPC 70, with due reference to definitions developed by other Organizations, including the Basel Convention, the OECD and the European Commission.

2. Draft unified interpretation of regulation 1.23 of MARPOL Annex I

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 has approved a **MEPC.1/Circ xx-Unified interpretation of regulation 1.23 of MARPOL Annex I**.