Technical Circular

No.: 09/2015 Date: 22nd May 2015

To Whomsoever it may concern

Subject: Brief Summary on Outcome of MEPC 68

IMO's Marine Environment Protection Committee (MEPC) met at the Organization's London headquarters for its 68th session, from 11 to 15th May 2015.

This brief provides an overview of the significant issues progressed at this session.

1. Ballast Water Management Convention

The Convention will enter into force 12 months after ratification by 30 states, representing 35% of the world merchant shipping tonnage.

1.1 Status of Ratification

Since the last session, Georgia ratified the Convention. The **Convention is ratified by 44 states, representing 32.86% GT, and it has not yet come into effect.**

1.2 Approval of Ballast Water Management Systems

Under the Convention, Ballast Water Management Systems should be type approved by the Administration based on the IMO guideline. In case where "active substances" are used to sterilize harmful aquatic organisms and pathogens, the basic approval and the final approval of the systems are needed by the IMO prior to the type approval by the Administration.

At this session, five (5) basic approvals and one (1) final approval were granted to Ballast Water Management Systems using active substances. Consequently, the number of systems granted final approval by the IMO has reached thirty seven (37) in total. At this moment, the number of systems which can be actually installed on board, i.e. which are type-approved by the Administration, including the systems not using active substances, has reached fifty seven (57) in total.

1.3 Amendments to Guidelines for approval of Ballast Water Management Systems (G8)

Since the last session, the amendments to the Guidelines for approval of Ballast Water Management Systems (G8) have been considered with a view to making them more robust due to a concern that Ballast Water Management Systems approved by IMO in line with G8 Guidelines cannot meet the standards depending on the environmental conditions. As a result of the discussion, it was agreed to re-establish a correspondence group to continue the review of G8 Guidelines.

1.4 Roadmap for the Implementation of the Ballast Water Management Convention

The roadmap for implementation of BWM convention was developed to resolve outstanding issues. It was agreed to invite submissions to MEPC 69 on any outstanding issues identified in the roadmap for further consideration by the Committee, with a view to finalizing any further guidance at MEPC 70.

Ship-owners can now have increased confidence that, when the Convention enters into force, **ships which have installed 'first generation' equipment in accordance with existing IMO approval Guidelines will not be unfairly penalized.** Future IMO type-approval process (revised G8 guidelines) will be more robust.

However, progress made by IMO was partially undermined by the United States placing a formal reservation on the outcome.

2. Energy Efficiency

The amendments to MARPOL Annex VI were adopted (at MEPC 62 held in July 2011) to make the Energy Efficiency Design Index (EEDI) and the Ship Energy Efficiency Management Plan (SEEMP) for ships mandatory, which came into effect on 1 January 2013.

Further amendments to MARPOL Annex VI were adopted (at MEPC 66 held in April 2014) to expand the scope of application of EEDI requirements to ro-ro ships, LNG carriers and cruise passenger ships, which will come into effect on 1 September 2015.

Progress of the work to reduce the CO2 emission from international shipping at this session is given under:

2.1 Amendments to guidelines on survey and certification of the EEDI

The Committee adopted the amendments to 2014 Guidelines on survey and certification of the EEDI, as a result of the review of the ISO 15016 which is quoted in the Guidelines.

Further, **it was agreed to implement ISO 15016:2015 for ships for which the sea trial is conducted on or after 1 September 2015**.

2.2 Amendments to guidelines for determining minimum propulsion power

At MEPC 67, it was agreed to extend the scope of the guidelines for determining minimum propulsion power to phase 1 without modifications for the scope of application and assessment method specified in level 1 and level 2 approach.
On the other hand, it was also agreed to continuously consider the proposal from Greece which strengthen the requirements of the guidelines at forthcoming MEPC.

As a result of the consideration, Committee agreed to revise the level 1 assessment criteria for bulk carriers and tankers. Level 2 assessment criteria were not revised pending the outcome of related EU/Japanese research projects (SHOPERA/JASNAOE).

The revised level 1 criteria are as follows:

Ship type	**Minimum power [kW]**
Bulk carrier with DWT less than 145,000	0.0763*DWT [t] + 3374.3
Bulk carrier with DWT greater 145,000	0.0490*DWT [t] + 7329.0
Tanker	0.0652*DWT [t] + 5960.2

The revised guidelines take effects 6 months after the adoption at MEPC 68.

In this respect, the amendments will be applied to the ship contracted for construction on or after 16 November 2015.

2.3 Industry guidelines on calculation and verification of the EEDI

A revised version of the EEDI joint industry guidelines including additional propulsion types, as well as innovative energy efficiency saving devices and major conversions was presented at MEPC68. The Industry Guidelines have been adopted.

3. Air pollution

3.1 Adopted Amendments to MARPOL Annex VI and NOx Technical Code

At MEPC 67, the draft amendments to MARPOL Annex VI regarding the application of NOx requirements to gas-fueled engines was adopted.

At this session, the committee approved amendments to the Nox Technical Code for certifying dual fuel and gas fuel engines to take in to account resolution MEPC. 258(67) that revises the definition of “marine diesel engines” in MARPOL VI to include gas-fueled engines installed on ships constructed on/after 1 March 2016.

Further, the Committee approved amendments to MARPOL VI, Regulation 13.5, concerning the record keeping requirements for engines that are certified to Tier II and to both Tier II and Tier III and installed onboard ships constructed on/after 1 January 2016 which operates within Nox ECAs. This record keeping is to be in a logbook “as prescribed by the Administration” consistent with that required for fuel Sulphur changeover required by Regulation 14.6. This Nox changeover procedure should be detailed in the Nox Technical File.

3.2 Guidance on the application of MARPOL Annex VI, Tier III requirements to dual fuel engine

The Committee approved Guidance on the application of Tier III Nox requirements for dual fuel and gas fuel engines. These includes “gas only” engines where ignition is initiated by a spark and dual fuel engines which use gas fuel in a pre-mix combustion process with liquid fuel as the pilot ignition source when in gas mode.

The Guidelines recognize that the coast/port state has governance when ships fitted with these engines, which use boil-off gas from cargo tanks, proceed through an ECA to/from a dry dock or on delivery from a ship yard where gas is not available due to lack of cargo. The Guidelines recommend that auxiliary control devices (used, for example, during low load operation or during maneuvering when liquid fuel exceeds the maximum amount used during the certification cycles) should be denoted in the engine's Technical File and recognizes that such devices are part of the framework limiting duel fuel engines operating in gas mode.

4. Consideration and adoption of amendments to mandatory instruments

MEPC 68 adopted the following instruments. **Entry into force date is 1 January 2017.**

4.1 Adoption of the parts II-A and II-B of the Polar Code

MEPC 68 adopted the parts II-A and II-B of the International Code for Ships Operating in Polar Waters (Polar Code). During the final stage of the adoption errors were spotted in relation to the double bottom and double hull spaces of oil tankers, which were corrected by clarifying that ships subject to the Polar Code will have to comply with more rigorous requirements than ships not subject to the Polar Code.

4.2 Amendments to MARPOL Annexes I, II, IV and V to make relevant parts of the International Code for ships operating in polar waters (Polar Code) mandatory

The Committee adopted the environment related provisions of a new Polar Code and associated amendments to MARPOL Annex I, II, IV and V which are scheduled to enter into force on 1 January 2017.

Annex 1 – A new chapter 11 - International Code for ships operating in polar waters is added.

Supplements to the International Oil Pollution Prevention Certificate – Form A and Form B is amended to incorporate provisions of POLAR Code.

Annex II - A new chapter 10 - International Code for ships operating in polar waters is added.

Annex IV - A new chapter 07 - International Code for ships operating in polar waters is added.

Annex V - A new chapter 03 - International Code for ships operating in polar waters is added.

4.3 Amendments to MARPOL Annex I, regulation 12

The Committee adopted amendments to MARPOL Annex 1, Regulation 12, which address oil residues (sludge) arrangements. The regulation has been substantially restructured and simplified to incorporate existing Unified Interpretations relating to means of disposal, interconnections and tank cleaning arrangements.

MARPOL Annex 1, Regulation 12 -Tanks for oil residues (sludge) is replaced by the following:

1. Unless indicated otherwise, this regulation applies to every ship of 400 gross tonnage and above except that paragraph 3.5 of this regulation need only be applied as far as is reasonable and practicable to ships delivered on or before 31 December 1979, as defined in regulation 1.28.1.

2. Oil residue (sludge) may be disposed of directly from the oil residue (sludge) tank(s) to reception facilities through the standard discharge connection referred to in regulation 13, or to any other approved means of disposal of oil residue (sludge), such as an incinerator, auxiliary boiler suitable for burning oil residues (sludge) or other acceptable means which shall be annotated in item 3.2 of the Supplement to IOPP Certificate Form A or B.

3. Oil residue (sludge) tank(s) shall be provided and:

a) shall be of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oil residues (sludge) which cannot be dealt with otherwise in accordance with the requirements of this Annex;

b) shall be provided with a designated pump that is capable of taking suction from the oil residue (sludge) tank(s) for disposal of oil residue (sludge) by means as described in regulation 12.2;

c) shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators, except that:

i. the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge discharge piping system; and

ii. the sludge tank discharge piping and bilge-water piping may be connected to a common piping leading to the standard discharge connection referred to in regulation 13; the connection of both systems to the possible common piping leading to the standard discharge connection referred to in regulation 13 shall not allow for the transfer of sludge to the bilge system;

d) shall not be arranged with any piping that has direct connection overboard, other than the standard discharge connection referred to in regulation 13; and

e) shall be designed and constructed so as to facilitate their cleaning and the discharge of residues to reception facilities.

4.4 Ships constructed before 1 January 2017 shall be arranged to comply with paragraph 3(c) of this regulation not later than the first renewal survey carried out on or after 1 January 2017.

5 Identification and protection of Special Areas and PSSAs

Extension of the Great Barrier Reef and Torres Strait PSSA to include the south west part of the Coral Sea was adopted.

6 List of Annex attached to this report which details the Resolutions adopted /approved and Circulars issued.

Enclosure:

1. **MEPC 68/WP.W – LIST OF ANNEXES AND CIRCULARS**

LIST OF ANNEXES

ANNEX… DRAFT AMENDMENTS TO REGULATION B-3 OF THE INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004, AS PROVIDED IN RESOLUTION A.1088(28)

ANNEX… RESOLUTION MEPC.XXX(68) – AMENDMENTS TO THE 2009 GUIDELINES FOR EXHAUST GAS CLEANING SYSTEMS (RESOLUTION MEPC.184(59))

ANNEX… DRAFT AMENDMENTS TO THE NOX TECHNICAL CODE 2008 (TESTING OF GAS-FUELLED ENGINE AND DUAL FUEL ENGINES FOR NOX TIER III STRATEGY)

ANNEX… DRAFT AMENDMENTS TO MARPOL ANNEX VI (RECORD REQUIREMENTS FOR OPERATIONAL COMPLIANCE WITH NOX TIER III EMISSION CONTROL AREAS)

ANNEX… RESOLUTION MEPC.XXX(68) – AMENDMENTS TO THE 2011 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 (RESOLUTION MEPC.198(62))

ANNEX… TERMS OF REFERENCE FOR THE ASSESSMENT OF AVAILABILITY OF FUEL OIL

ANNEX… RESOLUTION MEPC.XXX(68) – AMENDMENTS TO THE 2014 GUIDELINES ON SURVEY AND CERTIFICATION OF ENERGY EFFICIENCY DESIGN INDEX (EEDI)

ANNEX… RESOLUTION MEPC.XXX(68) - AMENDMENTS TO THE 2013 INTERIM GUIDELINES FOR DETERMINING MINIMUM PROPULSION POWER TO MAINTAIN THE MANOEUVRABILITY OF SHIPS IN ADVERSE CONDITIONS, AS AMENDED (RESOLUTIONS MEPC.232(65), AS AMENDED BY RESOLUTION MEPC.255(67))

ANNEX… RESOLUTION MEPC.XXX(68) – AMENDMENTS TO THE 2014 GUIDELINES ON THE METHOD OF CALCULATION OF THE ATTAINED ENERGY EFFICIENCY DESIGN INDEX (EEDI) FOR NEW SHIPS.

ANNEX… WORK PLAN FOR EEDI RELATED ISSUES

ANNEX… RESOLUTION MEPC.XXX(68) – INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS (POLAR CODE)

ANNEX… RESOLUTION MEPC.XXX(68) – AMENDMENTS TO MARPOL ANNEXES I, II, IV AND V (TO MAKE USE OF ENVIRONMENT-RELATED PROVISIONS OF THE POLAR CODE MANDATORY)

ANNEX… RESOLUTION MEPC.XXX(68) – AMENDMENTS TO MARPOL ANNEX I (REGULATION 12)

ANNEX… RESOLUTION MEPC.XXX(68) – AMENDMENTS TO THE REVISED GUIDELINES FOR THE IDENTIFICATION AND DESIGNATION OF PARTICULARLY SENSITIVE SEA AREAS (RESOLUTION A.982(24))

ANNEX… RESOLUTION MEPC.XXX(68) – DESIGNATING THE SOUTH-WEST PART OF THE CORAL SEA AS AN EXTENSION TO THE GREAT BARRIER REEF AND TORRES STRAIT PSSA

ANNEX… DRAFT AMENDMENTS TO MARPOL ANNEX II (EMANATING FROM THE REVISION OF CHAPTER 21 OF THE IBC CODE)

ANNEX… UNIFIED INTERPRETATION TO THE IBC CODE (PARAGRAPH 15.13.5 OF THE IBC CODE FOR PRODUCTS REQUIRING OXYGEN-DEPENDENT INHIBITORS)

ANNEX… RESOLUTION MEPC.XXX(68) – 2015 GUIDELINES FOR THE DEVELOPMENT OF THE INVENTORY OF HAZARDOUS MATERIALS

ANNEX… DRAFT AMENDMENTS TO SECTIONS 5.1 AND 5.2 OF FORM B OF THE SUPPLEMENT TO THE IOPP CERTIFICATE

ANNEX… BIENNIAL AGENDA OF THE PPR SUB-COMMITTEE AND PROVISIONAL AGENDA FOR PPR 3

ANNEX… BIENNIAL AGENDA OF THE CCC SUB-COMMITTEE AND PROVISIONAL AGENDA FOR CCC 2

ANNEX… BIENNIAL AGENDA OF THE III SUB-COMMITTEE AND PROVISIONAL AGENDA FOR III 2

ANNEX… ITEMS ON THE BIENNIAL AGENDAS OF THE HTW, NCSR, SDC AND SSE SUB-COMMITTEES RELATING TO ENVIRONMENTAL ISSUES

ANNEX… REPORT ON THE STATUS OF PLANNED OUTPUTS OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE FOR THE 2014-2015 BIENNIUM

ANNEX… ITEMS TO BE INCLUDED IN THE AGENDAS OF MEPC 69 & MEPC 70

ANNEX… STATEMENTS BY DELEGATIONS AND OBSERVERS

LIST OF CIRCULARS APPROVED BY MEPC 68

MEPC.1/Circ.854	Guidance on the application of regulation 13 of MARPOL Annex VI Tier III requirements to dual fuel and gas- fuelled engines.
EPC.1/Circ.855	MThe 2014 Guidance on survey and certification of the Energy Efficiency Design Index (EEDI), as amended
MEPC.1/Circ.856	Guidance for issuing revised certificates, manuals and record books of MARPOL for compliance with environment related requirements of the Polar Code
MEPC.1/Circ.857	Revised PPR Product Data Reporting Form and related guidance notes
MEPC.1/Circ.858	Guidance for issuing a revised Certificate of Type Approval for oil content meters intended for monitoring the discharge of oil-contaminated water from the cargo tank areas of oil tankers.
BMW.2/Circ.13/Rev.3	Methodology for information gathering and conduct of work of the GESAMP-BWWG
BWM.2/Circ.55	Revised Guidance on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2)

OTHER CIRCULARS

MSC-MEPC.1/Circ.4/Rev.4	Amendments to the Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies (MSC-MEPC.1/Circ.4/Rev.3)
MSC- MEPC.2/Circ.12/Rev.1	Amendments to the Revised guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process (MSC-MEPC.2/Circ.12)
MSC-MEPC.2/Circ.15	Guidelines for the development, review and validation of model courses