



Technical Circular

No.: 025

Date: 6th November 2014

To Whomsoever it may concern

Subject: UPDATE BASED ON OUTCOME OF 67TH SESSION OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE HELD AT IMO HEADQUARTERS FROM 13th TO 17th OCTOBER 2014

In the 67th session of the MEPC, the committee approved following:

- (i) 3rd IMO GHG study 2014 providing updated estimates for greenhouse gas emissions
- (ii) Draft Polar Code environmental provisions

The committee adopted amendments to MARPOL as follows:

- MARPOL Annex I regulation 43 concerning special requirements for the use or carriage of oils in the Antarctic area, to prohibit ships from carrying heavy grade oil on board as ballast;
- MARPOL Annex III, concerning the appendix on criteria for the identification of harmful substances in packaged form; and
- MARPOL Annex VI, concerning regulation 2 (Definitions), regulation 13 (Nitrogen Oxides (NOx) and the Supplement to the International Air Pollution Prevention Certificate (IAPP Certificate), in order to include reference to gas as fuel and to gas-fuelled engines.

The committee adopted an MEPC resolution on the 2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)

BWM resolutions adopted as follows:

- MEPC resolution on Guidelines for port State control inspection for compliance with the BWM Convention was adopted
- MEPC resolution on Measures to be taken to facilitate entry into force of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 was adopted

BALLAST WATER MANAGEMENT

1. Five States (Japan, Tonga, Congo, Jordan and Turkey) ratified the Convention since MEPC 66. As a result, the aggregative tonnage needed for the entry into force (35%) has reached 32.54% still 2.45% **short of that necessary for the entry into force criteria to be met.**
2. The Committee granted Final Approval to **MARIONMATE, BlueZone** and **KURITA**; and Basic Approval BWM systems making use of Active Substances was given to **ElysisGuard**. The total number of type approved **ballast water management systems** now stands at **51**.
3. An MEPC resolution on **Guidelines for port State control inspection for compliance with the BWM Convention** was adopted.

The guidelines recommend four stages of PSC inspection:

1. The first stage – Initial inspection focuses on documentation (e.g., BWM Certificate, approved BWM Plan, treatment records), a visual check of the overall condition of the BW treatment system. A check to ensure that an officer is responsible and trained for operation of the BWMS is also recommended.
2. The second stage – More detailed inspection when “clear grounds” exist to check the operation of the BWMS and the self-monitoring indicators to verify whether these have been operated according to the ballast water management plan;
3. The Third stage – Sampling, involves an indicative analysis where measurements are taken of parameters (e.g. dissolved oxygen levels, residual chlorine levels) that are not direct measurements of compliance with the Regulation D-2 biological treatment standard (“D-2 standard”), but are indicative of the system’s performance in treating ballast water to the D-2 standard. If the results exceed the acceptance criteria specific to the validated indicative analysis method being used, the PSCO can proceed to the fourth stage. Acceptance criteria for the indicative analysis methods have not yet been established. These are to be developed with a view to a submission to MEPC 68 in May 2015.
4. The fourth stage - detailed analysis, if necessary, verifies compliance with the D-2 ballast water treatment standard. PSCO should not delay the movement, operation, and departure of a ship while waiting for results of such detailed analysis - which is expected to take several days.

4. MEPC resolution on Measures to be taken to facilitate entry into force of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 was adopted. Important provisions in the MEPC Resolution agrees that the existing Guidelines (G8) should continue to be applied until they are revised following the review, and that shipowners who have installed type-approved BWM systems prior to the application of the revised Guidelines (G8), should not be penalised. Port States also agree to refrain from applying criminal sanctions or detaining the ship, based on sampling during the trial period.
5. The committee agreed that it is not required to develop guidance on stripping operations using educators as it is not recommended that ballast water sampling be performed during stripping operations.

ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

The Committee adopted amendments to the following mandatory instruments:

- 1.1 Changes to MARPOL regulation I/43 (entry into force 01/03/2016):
(In paragraph 1, between the words "the carriage in bulk as cargo" and "or carriage", the words ", use as ballast," will be inserted.)

Revised regulation will be as below (New text shown underlined):

Regulation 43 – Special requirements for the use or carriage of oils in the Antarctic area

1. With the exception of vessels engaged in securing the safety of ships or in a search and rescue operation, the carriage in bulk as cargo, use as ballast or carriage and use as fuel of the following:

- .1. crude oils having a density at 15°C higher than 900 kg/m³;
 - .2. oils, other than crude oils, having a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s; or
 - .3. bitumen, tar and their emulsions,
- . shall be prohibited in the Antarctic area, as defined in Annex I, regulation 1.11.7.

2. When prior operations have included the carriage or use of oils listed in paragraphs 1.1 to 1.3 of this regulation, the cleaning or flushing of tanks or pipelines is not required.

1.2 Changes to MARPOL Annex III, Appendix (Criteria for the identification of harmful substances in packaged form);(entry into force 01/03/2016)

APPENDIX

Criteria for the identification of harmful substances in packaged form

The first sentence of the appendix will be replaced with the following:

"For the purpose of this Annex, substances, other than radioactive material,* identified by any one of the following criteria are harmful substances**.

* Refer to class 7 of the IMDG Code.

** The criteria are based on those developed by the United Nations Globally Harmonized System of Classification and Labelling of Chemicals (GHS), as amended. For definitions of acronyms or terms used in this appendix, refer to the relevant paragraphs of the IMDG Code."

1.3 MARPOL regulations Annex VI/2 and 13 and the Supplement to the IAPP Certificate; (entry into force 01/03/2016)

ANNEX

AMENDMENTS TO MARPOL ANNEX VI

Regulation 2 (Definitions)

Paragraphs 2.9 and 2.14 will be amended to read as follows:

"2.9 Fuel oil means any fuel delivered to and intended for combustion purposes for propulsion or operation on board a ship, including gas, distillate and residual fuels."

"2.14 Marine diesel engine means any reciprocating internal combustion engine operating on liquid or dual fuel, to which regulation 13 of this Annex applies, including booster/compound systems if applied. In addition, a gas fuelled engine installed on a ship constructed on or after [date] or a gas fuelled additional or non-identical replacement engine installed on or after that date is also considered as a marine diesel engine."

Regulation 13 (Nitrogen oxides (NOX))

Paragraph 13.7.3 will be amended to read as follows:

"7.3 With regard to a marine diesel engine with a power output of more than 5,000 kW and a per cylinder displacement at or above 90 litres installed on a ship constructed on or after 1 January 1990 but prior to 1 January 2000, the International Air Pollution Prevention Certificate shall, for a marine diesel engine to which paragraph 7.1 of this regulation applies, indicate that either an approved method has been applied pursuant to paragraph 7.1.1 of this regulation; or the engine has been certified pursuant to paragraph 7.1.2 of this regulation; or an approved method is not yet commercially available as described in paragraph 7.2 of this regulation or is not applicable."

Appendix I (Supplement to IAPP Certificate)

3 Paragraph 2.2.1 of the Supplement to the International Air Pollution Prevention Certificate (IAPP Certificate) will be amended.

Whilst the utmost care has been taken in the compilation of the Technical Information, neither Indian Register of Shipping, its affiliates and subsidiaries if any, nor any of its directors, officers, employees or agents assume any responsibility and shall not be liable to any person for any loss, damage or expense caused in any manner whatsoever by reliance on the information in this document.