

## Outcome of MEPC62

A summary of the decisions taken at the sixty-second session of the Marine Environment Protection Committee (MEPC 62) held from 11 July 2011 to 15 July 2011 is given hereunder for your information.

### 1. Adopted mandatory requirements

The main mandatory requirements adopted at this session are as follows.

- (1) Amendments to MARPOL Annex VI: Mandatory requirement of Energy Efficiency Design Index (EEDI) and Ship Efficiency Management Plan (SEEMP)  
Amendments to MARPOL Annex VI making the Energy Efficiency Design Index (EEDI) and the Ship Efficiency Management Plan (SEEMP) mandatory were adopted, and will become effective from 1 January 2013.(refer to the item 5. below)
- (2) Amendments to MARPOL Annex IV: Discharge requirements of sewage treatment in Special Area  
Amendments to MARPOL Annex IV, making the current requirements for passenger ships in special areas stricter and adding the Baltic Sea to the special areas were adopted, and will become effective from 1 January 2013.  
Application date:
  - New ships - Contract or Keel laid (in the absence of a building contract) : on or after 1 January 2016; or  
the delivery of which is two years or more after 1 January 2016
  - Existing ships - On or after 1 January 2018
- (3) Amendments to MARPOL Annex V: Prohibition of the discharge of garbage from ships  
Amendments to MARPOL Annex V including the prohibition of the discharge of garbage in principle, except for discharge of cleaning agents in the cargo hold into the sea so long as the substances are not harmful to the marine environment, and the duty to report the discharge of fishing gears to the state, etc. were adopted, and will become effective from 1 January 2013.  
Application date:
  - On or after 1 January 2013 (for new and existing ships)
- (4) Amendments to MARPOL Annex VI: New Emission Control Area in the United States Caribbean Sea area  
Amendments to MARPOL Annex VI adding the region of Puerto Rico and US Virgin Islands to ECA (Emission Control Area) of NO<sub>x</sub>, SO<sub>x</sub> and PM (Particulate Matter) were adopted Note\*1), and will become effective from 1 January 2013.  
Application date:
  - On or after 1 January 2014 (for new and existing ships)

Note\*1: Although the effective date of this amendment is 1 January 2013, regulatory measures of obligation to use low sulphur fuel oil can be exempted for 12 months from the designated date of ECA, the application date is on or after 1 January 2014. On the other hand, the requirements for NO<sub>x</sub> emissions in the United States Caribbean Sea area will commence after 1 January 2016, because NO<sub>x</sub> TierIII requirements specified in Regulation 13 of ANNEX VI will be applied in the ECA

at that time.

2. Approved mandatory requirements

Mandatory requirements that are scheduled to be adopted at the next session MEPC63 (February 2012) were approved at MEPC62 as follows.

- (1) Amendments to NOx Technical Code to add a testing method for separate verification test for Selective Catalytic Reduction (SCR) and the Engine (refer to the item 6. below)
- (2) Amendments to MARPOL I, II, IV, V and VI to accept the requirements of MARPOL in relation to the Regional Reception Facilities through regional agreements for small Island Developing States\*2).

Note\*2: Small island states in the Pacific, Caribbean, Indian Ocean etc. which are considered difficult to continuous development due to scarce population, resources etc.

3. International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention)

Ballast Water Management Systems (BWMS) specified in BWM Convention should be type approved by Administrations based on the relevant IMO Guideline. If active substances are used in BWMS to eliminate harmful aquatic organisms and bacteria, "Basic Approval" by the IMO to evaluate and approve active substances itself as first step, with "Final Approval" by IMO to evaluate and approve BWMS comprehensively as second step, and finally, "Type Approval" by Administrations is required.

Regarding the requirement of "Entry into force" of the convention stipulates; "The Convention will enter into force twelve (12) month after ratification by thirty (30) States, representing thirty five percent (35 %) of the world merchant shipping tonnage." The current ratification status is "Number of Contracting States: 30 (including Liberia; second largest share of the world's commercial tonnage, Marshall Islands; fourth largest share of the world's commercial tonnage, etc.), Percentage world tonnage: 26.44%" as of the end of September 2011.

(1) Approval of BWMS using active substances by IMO

Seven (7) BWMS using active substances newly obtained Basic Approval and two (2) obtained Final Approval at MEPC62. As a result, thirty four (34) BWMS using active substances have obtained Basic Approval and twenty (20) BWMS using active substances have obtained Final Approval. At this moment, seventeen (17) BWMS including those using active substances as well as not using active substances are type approved by Administrations, accordingly which can be installed onboard ships.

MEPC62 also approved the procedure for approving other methods of ballast water management to allow for selection of new treatment methods.

(2) Clarification for the application of BWMS

Application date of D-2 standard, i.e., installation of BWMS required onboard ships, is described in regulation B-3 of the BWM Convention.

IACS proposed an application scheme for ships described in regulation B-3.4 of the BWM Convention, i.e., a ship constructed in or after 2009, but before 2012, with a Ballast Water

Capacity of 5,000 cubic metres or more. Having considered this proposal, MEPC62 agreed to add the phrase that ships constructed in or after 2009, but before 2012, with a Ballast Water Capacity of 5,000 cubic metres or more, are required to comply with the D-2 standard not later than the first intermediate or renewal survey, whichever occurs first, after the anniversary date of delivery of the ship in 2016 under regulation B-3.4, similar to IMO circular; BWM.2/Circ.29 in which the application scheme for ships under regulation B-3.1.1 and B-3.1.2 is specified.

#### 4. Recycling of ships

A Diplomatic Conference in Hong Kong, the International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (the Hong Kong Convention), adopted on 15 May 2009 and not yet entered into force, has been signed subject to ratification by France, the Netherlands, Italy, Turkey and Saint Kitts and Nevis but not yet ratified. The Convention will enter into force twenty four (24) months after it has been ratified by fifteen (15) states, representing forty (40) % of the world fleet, and with an annual ship recycling capacity of three (3) % of that fleet.

IMO is now under development of guidelines for survey and certification, and PSC etc.

- (1) Further development of the "Guidelines for safe and environmentally sound ship recycling" At MEPC61, the "Guidelines for safe and environmentally sound ship recycling" and the "Guidelines for the development of the Ship Recycling Plan", for which progress had been made in Correspondence Group (CG), were discussed and the development of new "Guidelines on the authorization of ship recycling facilities" was begun. Further it was agreed to discuss these three (3) guidelines in CG with a view to adoption at MEPC62.

Only the "Guidelines for the development of the Ship Recycling Plan" were adopted at MEPC 62 and the other two (2) guidelines will be considered and adopted at MEPC63.

Meanwhile, the amendments to the "Guidelines for the development of the Inventory of Hazardous Materials" adding detailed testing methods for the analysis of the result of sampling were adopted. MEPC62 also recognized that the threshold values to be entered into the Inventory need to be reconsidered, and agreed to take these items under further consideration.

#### 5. Reduction of GHG emissions from ships

Under the Kyoto Protocol of United Nations Framework Convention on Climate Change (UNFCCC), Japan and Europe are responsible for reducing Global Greenhouse Gas (GHG) by 6% and 8% respectively between 2008 and 2012, with the goal of reducing global GHG emissions by 5% compared with 1990 levels. The Kyoto Protocol provides that the developing states are not responsible for reducing GHG emissions under the principal of "Common but differential responsibility (CBDR) \*3". International shipping also does not fall under the provisions of Kyoto Protocol, although this remains under consideration at the IMO.

At 16th meeting of the Conference of the Parties (COP16) of UNFCCC held from 29 November to 10 December 2010 in Cancun, Mexico, the development of new framework of post Kyoto Protocol after 2013 was discussed following COP15.

At COP16, the "Cancun Agreement", including the establishment of the Green Climate Fund, a

financing system for poorer states in order to assist the method of the reduction of GHG emissions, was adopted. However, many issues that were difficult to agree upon, such as the reduction of GHG emissions applicable to all of the member Governments, were to be continued to discuss at next conference.

As for the reduction of GHG emissions from international shipping, future roles of UNFCCC and IMO etc. were not agreed upon, due to the wide disagreements between developing states advocating the principle of CBDR and developed states.

At MEPC61, held in October 2010, draft text of the amendments of MARPOL Annex VI specifying the ship type and size of vessels to which Energy Efficiency Design Index (EEDI) and its reduction rates and schedules were developed, and maintenance of a Ship Efficiency Management Plan (SEEMP) onboard was made a mandatory requirement..

However, consensus between developing and developed states with regards to the actual text of the proposed amendments to MARPOL ANNEX VI could not be achieved. In response to this, some of the states MARPOL Annex VI that promoted the amendments to MRPOL Annex VI requested the IMO to circulate the draft amendments to MARPOL Annex VI with a view to adoption at MEPC62, and the text of draft amendments were circulated as Circular letter No.3128, dated on 24 November 2010.

At MEPC62, amendments to MARPOL Annex VI making the Energy Efficiency Design Index (EEDI) and the Ship Efficiency Management Plan (SEEMP) mandatory were adopted, as listed above in item 1.(1).

Note\*3: CBDR

While addressing the problem of global warming problem is a common responsibility of all states around the world, but the burden of responsibility is to be differentiated because the majority of current GHG emissions to te atmosphere is the attributable to the developed states.

(1) Mandatory requirement of Energy Efficiency Design Index (EEDI) and Ship Efficiency Management Plan (SEEMP)

MEPC62 adopted amendments to MARPOL Annex VI making the Energy Efficiency Design Index (EEDI) and the Ship Efficiency Management Plan (SEEMP) mandatory. Accordingly, EEDI will now be required for new ships and at SEEMP is required to be kept onboard new and existing ships with a gross tonnage of 400 tons and above as shown below. In order to provide further assistance to developing states stipulations allowing for the extension of the requirements of EEDI for at most four (4) years were also implemented.

- EEDI requirements are applicable to the following new ships.

- 1)For which the building contract is placed on or after 1 January 2013;  
or
- 2)In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2013;  
or
- 3)The delivery of which is on or after 1 July 2015.

(2) Agreed work plan and further discussion

For further improvement of technical and operational methods, a work plan for further development of the EEDI framework for ships, types and sizes, and propulsion systems not covered by the current EEDI requirements, as well as the development of remaining EEDI and SEEMP guidelines was also agreed upon. In addition, it was agreed that the second

Intersessional Meeting of the Working Group on Energy Efficiency Measures for Ships will be held in January 2012. At the Intersessional Meeting, the following Guidelines will be discussed with a view to further improvement and finalization at MEPC 63.

- Guidelines on the method of calculation of the EEDI for new ships
- Guidelines for the development of a SEEMP
- Guidelines on the survey and certification of the EEDI
- Guidelines for determining minimum propulsive power and speed to enable safe maneuvering in adverse weather conditions

6. Amendments to the NOx Technical Code

Fitting Selective Catalytic Reduction (SCR) systems to marine diesel engines is an effective method to achieve future regulation of NOx emission value. The NOx technical Code, the technical standard which provides verification method for the compliance to NOx emission etc., stipulates that the verification test should be carried out on the condition that an engine and SCR are combined. However, it is difficult to carry out the verification test when the engine and SCR combined due to the large size of the SCR, the verification test method with an engines and SCR separate were discussed.

At MEPC62, amendments to the NOx Technical Code which enable the verification test to be carried out with an engine and SCR separately were approved, and draft SCR Guidelines were adopted. During the discussion of the draft SCR Guidelines, the question of whether the on board confirmation test should be conducted for only an engine group represented by the parent engine or an individual one in cases where the engine and SCR are carried out separately. As a result it was agreed that the board confirmation test should be conducted only for an engine group in accordance Japan's proposal. The issue of whether continuous NOx monitoring is necessary for engines fitted with SCR, but not supported by most of the delegations. In order to further investigation of SCR reliability etc., it was agreed that this issue would be taken under continued consideration at the BLG Sub-Committee. Further, with regards IMO Circulars to notify NOx Approved Method\*4), drafted by ClassNK, IACS noted that information such as the identification of ships and survey procedures, was not included in the IMO Circulars and could lead to the problem in the survey opportunity. In response to this, it was agreed to consider what requirements should be included in these IMO Circulars at BLG Sub-Committee. Further, it was agreed that the Circulars already issued are valid with the understanding that no problems have been found with the procedures.

Note\*4: Marine diesel engines with a power output of more than 5,000 kW and a per cylinder displacement at or above 90 litres installed on ships constructed on or after 1 January 1990 but prior to 1 January 2000 are required to comply with Tier I emission limits using an Approved Method, provided that the Approved Method for that engine has been certified by an Administration.

A summary of the outcomes of MEPC62 is also available on the IMO web-site (<http://www.imo.org>).