

Preliminary Report of MEPC 75

The 75th session of the IMO Marine Environment Protection Committee (MEPC 75) was held from 16 to 20 November 2020 by video conference, due to the pandemic of COVID-19. A summary of the outcome is given hereunder for your information.

Please note that this summary has been made based on informal information obtained from participants from ClassNK and Working Papers distributed during MEPC 75 with priority given to disseminating the information as early as practicable.

1. Greenhouse Gases (GHG) emission reduction measures

Measures to reduce GHG emissions from international shipping have been deliberated at IMO, and so far, the Energy Efficiency Design Index (EEDI), the Ship Energy Efficiency Management Plan (SEEMP) and the Data Collection System for fuel oil consumption of ships (DCS) were introduced. Further, at MEPC 72 held in 2018, Initial IMO Strategy on reduction of GHG emissions from ships, which includes emission reduction target and candidate measures to reduce GHG emissions, was adopted.

1.1 Review of technological developments for EEDI

Regulation 21.6 of MARPOL Annex VI sets out that a review of the status of technological developments which may contribute to the improvement of EEDI should be conducted. It also requires, if proved necessary, to amend the subsequent requirements, i.e. “when to start the each phase” and “the reduction rate”.

1) EEDI phase 3 requirements

Amendments to MARPOL Annex VI to strengthen the EEDI phase 3 requirements were adopted (refer to item 5.1)

2) EEDI phase 4 requirements

MEPC 74 established a correspondence group (CG), coordinated by Japan, to consider possible introduction of phase 4.

At this session, interim report of the CG was submitted. The CG collated and analyzed information on new technologies and alternative fuels for improvement of energy efficiency, and considered how EEDI phase 4 can contribute to the 2050 target of the Initial Strategy on reduction of GHG emissions from ships. The CG will continue its discussion and submit the final report to MEPC 76.

1.2 Requirements of minimum propulsion power and EEDI

At MEPC 65, *Guidelines for determining minimum propulsion power to maintain the maneuverability of ships in adverse conditions* were developed in order to avoid construction of extremely under-powered ships. At MEPC 71, it was agreed to extend the application period of the *Guidelines* towards phase 2 of EEDI regulation. Meanwhile, consideration on strengthen of the phase 3 requirements continued. Under these circumstances, concerns were raised that the requirements of minimum propulsion power in the *Guidelines* might become a barrier for

meeting the phase 3 requirements.

At MEPC 74, to address the conflict between EEDI and minimum propulsion power requirements, a proposal to introduce a concept of shaft/engine power limitation was considered, and generally accepted. To improve the concept and for further discussion, it was agreed to keep consideration at future session. It was also agreed to proceed with the revision work for requirements of minimum propulsion power in the *Guidelines*.

At this session, due to time constraints, it was not possible to consider the above matter. MEPC 75 agreed to establish a Correspondence Group to continue consideration towards MEPC 76.

1.3 Short-term measures for reduction of GHG

Initial IMO Strategy on reduction of GHG emissions from ships, adopted at MEPC 72, specifies short term target by 2030 and mid/long term target by 2050. While short term measures for new ship can be addressed by strengthening the EEDI requirements, short term measures for existing ships has been an urgent issue at MEPC.

At this session, draft amendments to MARPOL Annex VI to incorporate short term measures composed of 1) Technical Approach and 2) Operational Approach agreed at intersessional meeting held in October 2020 were approved.

1) Outlines of Technical Approach (EEXI)

- Attained Energy Efficiency Existing Ship Index (EEXI) for each existing ship should be calculated using similar formula as EEDI
- Required EEXI for each existing ship should be calculated using EEDI reference lines for each category of ships by multiplying reduction factor
- If the attained EEXI value cannot satisfies the required EEXI, the ship should implement a measurement, such as shaft/engine power limitation etc.

2) Outlines of Operational Approach (CII)

- IMO will develop Guidelines on required annual operational Carbon Intensity Indicator (CII), and Guidelines for calculation and verification of the attained annual CII and the CII rating of ships

- It should be specified in SEEMP on how to calculate the attained annual CII and reporting procedures for the attained annual CII to Flag Administration for verification.
- Based on the reported CII, Flag Administration rates the ship on a scale of A to E.
- Ships rated as D for three consecutive years or rated as E shall develop corrective actions to improve the CII.
- Flag Administration and port State may provide incentives to ships rated as A or B.

These draft amendments will be adopted at MEPC 76 to be held in June 2021 and will enter into force at the beginning of 2023. To develop the relevant Guidelines on EEXI and CII, MEPC 75 agreed to hold intersessional meeting before MEPC 76.

1.4 Mid/long-term measures for reduction of GHG

In order to achieve mid/long term target specified in the Initial IMO Strategy, it is necessary to establish mid/long term measures for reduction of GHG emission from ships by stimulating the de-carbonization of shipping.

At this session, it was proposed to increase the levels of ambition in the Initial IMO GHG Strategy and initiate discussions as soon as possible on mid- and long-term measures. However, this proposal was not agreed at this session, in order to prioritize consideration of short-term measures.

On the other hand, establishment of International Maritime Research and Development Board (IMRB) and International Maritime Research Fund (IMRF) to provide the necessary structure, direction and funding for successful development of low-carbon and zero-carbon technologies was proposed. It was also proposed to establish market-based measures (MBMs) to incentivize GHG emission reduction from shipping. As a result of the discussion, MEPC 75 agreed to continuously consider these proposals at future session.

1.5 IMO GHG Study

At MEPC 74, it was agreed to develop the Fourth IMO GHG Study 2020, which estimates the amount of GHG emissions from shipping, and then, the development work has been carried out.

At this session, the report of the work was submitted, and MEPC 75 approved it as the Forth IMO GHG Study.

- CO₂ emissions from international shipping in 2018 was 919 million tonnes, which was 8.4% increase from 2012 and almost same level as 2008 emissions.
- CO₂ emissions from shipping as of 2050 will be among 90% to 130% of 2008 emissions if no further countermeasures to reduce CO₂ emissions will be taken.

2. BWM Convention

2.1 Commissioning of Ballast Water Management Systems (BWMS)

At MEPC 74, draft amendments to BWM Convention to specify the requirements to conduct commissioning testing, sampling and analysis were approved.

At this session, the amendments to BWM Convention were adopted. According to the amendments, sampling and analysis should be conducted at commissioning testing for BWMS installed on board ships on or after 1 June 2022. MEPC 75 also invites flag Administration to consider the application of the amendments as soon as possible to ships entitled to fly their flag. MEPC 75 further adopted amendments to *Guidance for the commissioning testing of ballast water management systems* (BWM.2/Circ.70). The revised *Guidance* specifies the following items.

- The purpose of commissioning testing, sampling and analysis are to validate the installation of BWMS properly.
- Local ambient water should be used for testing regardless of the organism concentrations in the water.
- Representative samples should be analysed for the two size classes of organisms, namely $\geq 50 \mu\text{m}$, and $\geq 10 \mu\text{m}$ to $< 50 \mu\text{m}$, as specified in the D-2 standard, using indicative analysis methods. Analysis for microbes is not required.

3. Control of Harmful Anti-fouling Systems on Ships (AFS Convention)

AFS Convention entered into force in 2008 to prohibit the use of harmful organotin in anti-fouling

paints used on ships, -i.e. TBT.

At MEPC 74, it was agreed to prohibit the use of anti-fouling paints that contains cybutryne under the AFS Convention. Moreover, MEPC 74 recognized that further consideration was necessary on the controls of cybutryne which has already been used on board existing ships.

At this session, draft amendments to AFS Convention to prohibit the use of anti-fouling paints that contains cybutryne were approved. For the controls of cybutryne which has already been used on board existing ships, it was agreed to specify the following requirements in the draft amendments to AFS Convention.

- Ships bearing an anti-fouling system that contains cybutryne in the external coating layer of their hull shall either remove the anti-fouling system, or apply a coating that forms a barrier to cybutryne.
- For ships of less than 400 gross tonnage engaged in international voyages, if accepted by the coastal States, no action required.
- For ships not engaged in international voyages, no action required.

Based on the above requirements, for ships bearing anti-fouling systems that don't contain cybutryne in the external coating layer of their hull, no action required.

4 Others

4.1 Heavy fuel oil in Arctic waters

MEPC 72, held in 2018, recognized that most significant threat to the Arctic marine environment is the release of oil through accidental or illegal discharge from ships. PPR Sub-Committee has considered measures to reduce the risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters.

At this session, draft amendments to MARPOL Annex I to prohibit the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters were approved. The draft amendments will be adopted at MEPC 76. The carriage of heavy fuel oil as cargo will not subject to the prohibition.

5. Amendments to mandatory instruments

MEPC 75 adopted amendments to mandatory

instruments as follows:

5.1 EEDI phase 3 requirements

Amendments to MARPOL Annex VI to strengthen the EEDI phase 3 requirements were adopted.

- For container ship, advance starting year from 2025 to 2022, and strengthen the reduction factors based on the ship sizes as follows:

Deadweight	Reduction factors
10,000~14,999	15~30%(Linear interpolation)
15,000~39,999	30%
40,000~79,999	35%
80,000~119,999	40%
120,000~199,999	45%
200,000~	50%

- For general cargo ship, LNG carrier and cruise passenger ship, advance starting year from 2025 to 2022 and retain 30 % reduction.
- For gas carrier (LPG carrier) with 15,000DWT and above, advance starting year from 2025 to 2022 and retain 30 % reduction. For gas carrier (LPG carrier) below 15,000DWT, retain the current requirements of starting year in 2025 and 30% reduction.
- For ship types other than above, retain the current requirements of starting year in 2025 and 30% reduction.

Entry into force: 1 April 2022

5.2 Reference line for large bulk carriers

Recognizing that EEDI requirements for very large bulk carriers become too stringent, amendments to MARPOL Annex VI to relax the reference lines for very large bulk carriers more than 279,000DWT were adopted.

Entry into force: 1 April 2022

5.3 Sampling of fuel oil used on board

Amendments to MARPOL Annex VI to mandate the designated sampling points for the verification of the sulphur content of fuel oil used on board ships, and amendments to Appendix VI of MARPOL Annex VI to specify verification procedures for the sulphur content of the fuel oil sample were adopted.

Entry into force: 1 April 2022

5.4 Commissioning of Ballast Water Management Systems (BWMS)

Amendments to BWM Convention to specify the requirements to conduct commissioning testing, sampling and analysis were adopted. (refer to item 2.1)

Entry into force: 1 June 2022

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For any questions about the above, please contact:

NIPPON KAIJI KYOKAI (ClassNK)

External Affairs Department, Administration Center Annex, Head Office

Address: 3-3 Kioi-cho, Chiyoda-ku, Tokyo 102-0094, Japan

Tel.: +81-3-5226-2038

Fax: +81-3-5226-2734

E-mail: xad@classnk.or.jp

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