

Subject

Introduction to the Outcomes of MEPC65

ClassNK

Technical Information

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To whom it may concern

A summary of the decisions taken at the sixty-fifth session of the Marine Environment Protection Committee (MEPC65) held from 13 to 17 May 2013 is provided as below for your information.

1. Ballast Water Management Convention

Ballast Water Management Convention was adopted in 2004 in order to prevent the adverse effects to the maritime environment caused by the transfer of ballast water.

The Convention will enter into force 12 months after ratification by 30 states, representing 35% of the world merchant shipping tonnage. With Germany ratifying the Convention on 20 June 2013, the number of member countries has reached 37 countries representing 30.32% of the world merchant fleet tonnage. As of now, the Convention has not come into effect.

Upon the enforcement, the Convention will require ships to conduct ballast water exchange either offshore or through Ballast Water Management Systems which meet the standard for the discharge of ballast water. Then, according to the schedule set by the Convention, all the ships will be required to conduct ballast water exchange through Ballast Water Management Systems in the future.

(1) Relaxation of installation schedule for Ballast Water Management Systems

It is pointed out that if the Convention comes into effect as it is, a large number of ships are to install Ballast Water Management Systems upon its enforcement, which is said to delay the ratification of the convention. Also, at the previous MEPC meeting, it was recognized that the quite a small number of systems has been installed so far.

Accordingly, it was agreed to review the installation schedule for the systems in order to ensure the smooth implementation of the Convention.

At this session, the draft assembly resolution was agreed, allowing existing ships originally required to install the systems by the entry into force date of the Convention to be exempted from the requirement until its first renewal survey for International Oil Pollution Prevention (IOPP) Certificate following the date of entry into force of the Convention.

The draft resolution will be considered with a view to adoption at the IMO Assembly in November 2013.

The installation schedule for the systems in accordance with the draft resolution is shown in the following Table. (Taking a case as an example where the Convention comes into effect on/after 1 January 2015 and on/after 2017, respectively)

(To be continued)

NOTES:

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[Case 1: The Convention comes into effect on/after 1 January 2015 but not later than 31 December 2016]

keel laid	ballast water capacity	deadline for the installation
before 2009	1500m ³ or more but 5000m ³ or less	by the first renewal survey for IOPP Certificate following the date of entry into force of the Convention
	less than 1500m ³ (*) or more than 5000m ³	by the first renewal survey for IOPP Certificate following the anniversary date of delivery of the ship in 2016
during 2009, or after 2009 but before 2012	less than 5000m ³ (*)	by the first renewal survey for IOPP Certificate following the date of entry into force of the Convention
	5000m ³ or more	by the first renewal survey for IOPP Certificate following the anniversary date of delivery of the ship in 2016
during 2012, or after 2012 but before the date of entry into force of the Convention	all vessels(*)	by the first renewal survey for IOPP Certificate following the date of entry into force of the Convention
on or after the date of entry into force of the Convention	all vessels(*)	by the completion date of the construction

(*): surveys and certifications are required only for vessels of 400GT or more, excluding Floating platform, FSU and FPSO

[Case 2: The Convention comes into effect on/after 1 January 2017]

Keel laid	ballast water capacity	deadline for the installation
before the date of entry into force of the Convention	all vessels(*)	by the first renewal survey for IOPP Certificate following the date of entry into force of the Convention
on or after the date of entry into force of the Convention		by the completion date of the construction

(*): surveys and certifications are required only for vessels of 400GT or more, excluding Floating platform, FSU and FPSO

(To be continued)

- (2) Approval of Ballast Water Management Systems using active substances (refer to the status of BWMS Approval as the Attachment 1)

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 approval of the active substances itself by the IMO (Basic Approval) and the comprehensive approval of the systems by the IMO (Final Approval) are needed prior to the type approval by the Administration.

At this session, three (3) basic approvals and three (3) final approvals were granted to Ballast Water Management Systems using active substances. Consequently, the number of systems granted final approval by the IMO has reached thirty one (31) 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 thirty four (34) in total

- (3) Sampling methodology during PSC inspection (refer to BWM.2/Circ.42 as the Attachment 2)

Ballast Water Management Convention allows PSC inspectors to carry out ballast water sampling during PSC inspection to confirm the compliance with the Convention.

At this session, guidance on ballast water sampling for PSC inspectors was approved for trial use and the following recommendations were agreed:

- (i) The trial period would be for two (2) to three (3) years following entry into force of the Convention.
- (ii) During the trial period, Port States would refrain from applying criminal sanctions or detaining the ship based on only sampling.
- (iii) The methods considered mature enough for use in the context of port state control are identified in the trial.

2. Ship Recycling Convention

Ship Recycling Convention (Hong Kong Convention) was adopted in 2009 in order to ensure the safe and environment-friendly recycling of ships. The Convention requires ships to have on board an Inventory of Hazardous Materials (IHM), also requests that the demolition should be conducted at the yards complying with the Convention.

Ship Recycling Convention will enter into force 24 months after ratification by 15 countries, representing 40% of the world merchant shipping tonnage, and their combined maximum annual ship recycling volume in the last 10 years constitutes not less than 3% of their combined merchant shipping tonnage. Norway (with 1.52% of the world merchant shipping tonnage) has become the first member state of the Convention, ratifying it on 26 June 2013.

- (1) Guidelines for the implementation of the Convention

At this session, Committee considered the threshold values and exemptions applicable to the materials to be listed in IHM in "2011 Guidelines for the Development of the Inventory of Hazardous Materials".

As a result, a draft with the following details was developed and will be continuously discussed at the next session for finalization.

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- The threshold value of asbestos is "0.1 % in principle". However, "if 1 % is applied, it should be recorded in the IHM". Also the Maritime Safety Committee (MSC) should be consulted for the further guidance on this issue.
- The threshold value for PCBs (polychlorinated biphenyl) and PCNs (polychlorinated naphthalene) is "50 ppm", instead of the current "no threshold level".
- The revised threshold levels need not be applied to existing inventories and those under development. However, when materials are added to the Inventory, such as during maintenance, the revised threshold levels should be applied.

3. Greenhouse Gases (GHG)

Kyoto Protocol, a protocol to United Nations Framework Convention on Climate Change (UNFCCC), aiming at the reduction of Green House Gas (GHG) worldwide, excludes international shipping from its scope and stipulates that the IMO should consider the countermeasures against the GHG emission from the international shipping.

At MEPC62 held in July 2011, the amendments to MARPOL Annex VI, which make the Energy Efficiency Design Index (EEDI) and the Ship Energy Efficiency Management Plan (SEEMP) mandatory, were adopted (which entered into force on 1 January 2013).

(1) Expansion of scope of application of EEDI requirements

The current Convention excludes Ro-Ro ships and LNG carriers (other than diesel engine propulsion) from EEDI requirements, and therefore it is scheduled to develop a regulatory framework by 2014.

At this session, reference lines, size range of application and reduction factors in each phase for required EEDI of the following ship types were agreed and the draft amendments to MARPOL Annex VI was approved, which will be discussed at MEPC66 for adoption.

- Ro-ro cargo ship (vehicle carrier), Ro-ro cargo ship, and Ro-ro passenger ship
- Cruise passenger ship having non-conventional propulsion
- LNG carrier

Note: Under the current Convention, EEDI requirements apply only to LNG carriers with diesel propulsion. In this amendment, the scope of application expands to LNG carriers with Dual Fuel Diesel – Electronic (DFDE) propulsion and steam turbine propulsion.

(2) Consideration of Guidelines

At this session, the following guidelines essential to the implementation of EEDI requirements were discussed:

- Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions (refer to MEPC.232(65) as the Attachment 3).

The subject guidelines were adopted, aiming to avoid construction of extremely under-powered ships along with implementation of EEDI requirements.

The adopted guidelines are the interim ones applied to ships required to comply with EEDI requirements during phase 0 (from January 2013 to December 2014). For ships in phase 1 (from January 2015 to December 2019) and later, the provisions will be further discussed.

(To be continued)

- Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI (refer to MEPC.1/Circ.815 as the Attachment 4)
The guidance was approved for calculation and verification of EEDI when treating the following four items as innovative energy efficiency technologies:
 - (i) Air lubrication system
 - (ii) Wind propulsion system
 - (iii) Waste heat recovery system for generation of electricity
 - (iv) Photovoltaic power generation system
- (3) Standard for speed trial analysis
In order to ensure the accuracy of EEDI, speed measurement at the sea trial and its correction are required under the EEDI regulations. For its standard, it has been continuously discussed whether to adopt the standard of International Towing Tank Conference (ITTC) or that of ISO (ISO15016:2002).
At this session, taking into account the collaborative efforts made by ISO and ITTC to harmonize their standards, it was agreed that the both standards are applicable at present.
- (4) Resolutions on technical co-operation and transfer of technology relating to the improvement of energy efficiency of ships
Regulation 23 of the revised MARPOL Annex VI, which entered into force on 1 January 2013, requests that technical cooperation and transfer of technology to developing countries for the improvement of energy efficiency of ships are to be promoted.
At this session, the resolution which requests IMO and other international organizations for technical co-operation and transfer of technology to developing countries was adopted.
- (5) MRV (Monitoring, Reporting and Verification) scheme
At this session, a new scheme named MRV (Monitoring, Reporting and Verification) was suggested as intermediate measures between EEDI regulations and Market Based Measures (MBM) for the further promotion of improvement of energy efficiency of ships.
Only the contents of submissions were explained at this session, and it will be brought up to the future sessions.
- (6) Market Based Measures
IMO is developing Market Based Measures (MBM), such as bunker levy and emissions trading scheme etc., for the further promotion of improvement of energy efficiency of ships.
At this session, the concrete discussions on MBM were not conducted due to time constraints, and it will be brought up to the future sessions.

(To be continued)

4. Implementation of Tier III NOx Standards (related to MARPOL Annex VI)

MARPOL Annex VI requires the reduction of NOx emission from ships in a phased approach. While the Tier III NOx Standards is scheduled from 2016, the final decision on its implementation date will be made upon the review of the status of technological developments for its implementation, which would be completed by 2013.

At this session, while some agreed to the implementation from 2016 considering the current status of the technological developments, the suggestion to delay the effective date at least for five (5) years gained much support.

Therefore, the draft revised Convention with the effective date to be amended to 2021 was approved.

Some countries* reserved their positions on the proposed amendment. Also, the United States expressed that they will submit to MEPC66 a draft amendments enabling the implementation of the Tier III NOx Standards in Emission Control Area in the North America and the Caribbean region from 2016 as originally requested by the current MARPOL Annex VI.

*: Canada, Denmark, Finland, France, Germany, Italy, Japan, Norway, the United Kingdom and the United States reserved their positions.

The approved draft amendments will be discussed with a view to adopting at MEPC66.

5. Guidelines for implementation of MARPOL Annex V (Control of Pollution by Garbage from Ships)

The revised MARPOL Annex V (Control of Pollution by Garbage from Ships) entered into force on 1 January 2013, by which the disposal of garbage from ships has been prohibited in principle.

At this session, the handling of the boiler/economizer washdown water was discussed, which is not clearly described in the Convention and related guidelines.

Members' views divided on whether that boiler/economizer washdown water should be regarded as "Operational waste" whose disposal overboard is prohibited. Therefore, it was agreed that this matter will be continuously discussed at the next session.

The handling of cargo residues and cargo hold wash water harmful to the marine environment was also discussed. As a result of the discussion, taking into account the shortage of adequate port reception facilities, it was agreed to issue a circular allowing their discharge until the end of 2015 in case there is no information on adequate reception facilities at receiving terminal or at the next port to call, subject to the certain conditions such as minimizing solid residue discharge etc. (refer to MEPC.1/Circ.810 as the Attachment 5)

6. Adopted mandatory requirements

- Amendments to the supplement to International Oil Pollution Prevention (IOPP) Certificate
Note: this is to delete the capacity of incinerator for oil residues from the supplement to the IOPP Certificate, which will enter into force on 1 October 2014.

A summary of the outcomes of MEPC65 is also available on the IMO web-site (<http://www.imo.org>).

(To be continued)

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Attachment:

1. Status of BWMS approval
2. Guidance on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2) (BWM.2/Circ.42)
3. 2013 Interim guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions (Resolution MEPC.232(65))
4. 2013 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI (MEPC.1/Circ.815)
5. MEPC circular on adequate port reception facilities for cargoes declared as harmful to the marine environment under MARPOL Annex V (MEPC.1/Circ.810)

Please refer to Outcome of MEPC65 (May 2013) in ClassNK web-site
Information Services > Topics at IMO and IACS > Topics at IMO
for this Technical Information No. TEC0958 with full attachments.