

IMO MEPC 61 Agenda Preview (Updated version)

The 61st session of IMO Marine Environment Protection Committee will be held on
27th September – 1st October 2010

15th September 2010



This publication, produced by Lloyd's Register, provides an overview of the agenda for MEPC 61, and summarises all the documents submitted for discussion at this meeting.

It contains details of all papers submitted up to 15th September, 2010 updating the previous document issued on 31st August 2010.

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Agenda for MEPC 61

Opening of the session

1. Adoption of the agenda
2. Harmful aquatic organisms in ballast water (RG)
3. Recycling of ships (WG)
4. Prevention of air pollution from ships (WG)
5. Reduction of GHG emissions from Ships (WG)
6. Consideration and adoption of amendments to mandatory instruments (DG)
7. Interpretations of and amendments to MARPOL and related instruments (WG)
8. Implementation of the OPRC Convention and the OPRC-HNS Protocol and relevant conference resolutions
9. Identification and protection of Special Areas and Particularly Sensitive Sea Areas
10. Inadequacy of reception facilities
11. Reports of sub-committees
12. Work of other bodies
13. Status of Conventions
14. Harmful anti-fouling systems for ships
15. Promotion of implementation and enforcement of MARPOL and related instruments
16. Technical Co-operation Sub-programme for the Protection of the Marine Environment
17. Role of the human element
18. Formal safety assessment (WG)
19. Noise from commercial shipping and its adverse impacts on marine life
20. Work programme of the Committee and subsidiary bodies
21. Application of the Committee's Guidelines
22. Election of the Chairman and Vice Chairman for 2011

23. Any other business
24. Consideration of the report of the Committee

Provisional Timetable

Day and date 2010	Item No	Item Title	WG/DG
Monday, 27 September	1	Adoption of the agenda	
	2	Harmful aquatic organisms in ballast water (RG)	RG
	3	Recycling of ships (WG)	WG2
	6	Consideration and adoption of amendments to mandatory instruments (DG)	DG
	7	Interpretations of and amendments to MARPOL and related Instruments [WG]	[WG3]
	5	Reduction of GHG emissions from ships (WG)	WG1
Tuesday, 28 September	4	Prevention of air pollution from ships	
	8	Implementation of the OPRC Convention and the OPRC-HNS Protocol and relevant conference resolutions	
	9	Identification and protection of Special Areas and Particularly Sensitive Sea Areas	
	10	Inadequacy of reception facilities	
	11	Reports of sub-committees	
	12	Work of other bodies	
Wednesday, 29 September	13	Status of conventions	
	14	Harmful anti-fouling systems for ships	
	15	Promotion of implementation and enforcement of MARPO Land related instruments	
	16	Technical Co-operation Sub-programme for the Protection of the Marine Environment	
	17	Role of the human element	
	18	Formal safety assessment	
Thursday, 30 September	19	Noise from commercial shipping and its adverse impacts on marine life	
	20	Work programme of the Committee and subsidiary bodies	
	21	Application of the Committee's Guidelines	
	22	Election of Chairman and Vice-Chairman for 2011	
	23	Any other business	
		Reports of the Working, Review and Drafting Groups	
Friday, 1 October	24	Consideration of the report of the Committee	

Working and Drafting Groups:

WG 1	Working Group on Energy Efficiency Measures for ships
WG 2	Working Group on Guidelines for Ship Recycling
RG(Review Group)	Review Group on Ballast Water Technologies
WG 3 (Potential)	Interpretations of and amendments to MARPOL and related Instruments
DG 1	Drafting Group on amendments to mandatory instruments

Agenda Item 2 - Harmful aquatic organisms in ballast water (RG)

Background: The International Convention for the Control and Management of Ships' Ballast Water and Sediment, 2004 will enter into force 12 months after ratification by 30 States, representing 35% of world merchant shipping tonnage. To date (as of 18 June 2010), there are 25 States that represent 24.28% of the world merchant shipping tonnage.

IMO, at the 25th Session of its Assembly held in November 2007, had adopted a resolution (A.1005 (25) - Application of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004). The aim of this resolution was to grant a period of grace for the ships built in 2009 in order to accelerate ratification of the convention.

MEPC 61 will consider the following matters:

1. Report of GESAMP – Ballast Water Working Group (MEPC 61/2/21)
2. Approval of the Ballast Water Treatment systems (MEPC 61/2, MEPC 61/2/1, MEPC 61/2/2, MEPC 61/2/3, MEPC 61/2/4, MEPC 61/2/5, MEPC 61/2/6, MEPC 61/2/7, MEPC 61/2/8, MEPC 61/2/9, MEPC 61/2/10, MEPC 61/2/11, MEPC 61/2/12, MEPC 61/2/15, MEPC 61/2/19, MEPC 61/2/21, MEPC 61/INF.3, MEPC 61/INF.4, MEPC 61/INF. 16, MEPC 61/INF. 21)
3. Appropriate technologies for specific ship type (MEPC 61/2/14, MEPC 61/INF.17)
4. Certification related issue (MEPC 61/2/16)
5. Issues on the retrofitting of the treatment systems onboard existing ships and availability of the system (MEPC 61/2/17, MEPC 61/2/18)
6. situation with regard to the supply of ballast water management systems to new ships and to existing ships (MEPC 61/2/16)
7. PSC tool (MEPC 61/INF.19)
8. Others (MEPC 61/2/13, MEPC 61/INF.3, MEPC 61/INF.4, MEPC 61/INF.5, MEPC 61/INF. 13, MEPC 61/INF.15, MEPC 61/INF.20)

LR position: To monitor the development with a view to implementing the requirements once the Convention enters into force.

Implications:

- 1 Approval of the Ballast Water Treatment systems
Builders and designers: Subject to the final approval by the flag Administration, the new approval of the Ballast Treatment System at MEPC will provide wider range of choices for builders.
Owners: Same as builders and designers given above.
Flag Administrations and their ROs: Once the system is approved by IMO, approval by a Flag Administration must be arranged.
- 2 Appropriate technologies for specific ship type

Builders and designers: Although there are no new requirements in these paper builders & designers will have the difficult decision of selecting a Ballast Water treatment system for their designs taking into account issues such as space required and power requirements plus any particular safety issues with a particular system.

Manufactures: Manufacturers of the system will need to supply all required information about the systems to help the selection process and provide necessary support to builders & designers regards installation of their equipment.

Owners: No new requirements in these papers but owners will have the difficult decision of selecting a BW treatment system for their designs taking into account issues such as space required and power requirements plus any particular safety issues with a particular system.

Flag Administrations and their ROs: Administrations will need to ensure /have confidence ships flying their flag have appropriate technologies installed in order that ship proper complies with the Convention over the ships life.

3 Certification related issue

Builders and designers: No particular issues for builders & designers

Owners: Owners will need to be aware of the out come of these discussions as it may effect when they will be required to install and use a BW treatment system

Flag Administrations and their ROs: Administrations will need to understand this issue to know when there ships are required to comply with the Convention.

4 Issues on the retrofitting of the treatment systems onboard existing ships

Builders and designers: No particular issues for builders & designers, but should note he potential work-load if they are involved in the retrofitting work.

Owners: Note the information provided, and consider how they can possibly meet the requirements, once convention comes into force.

Flag Administrations and their ROs: Flag Administrations should be aware of these statistics to predict feasibility of meeting deadlines.

5 Situation with regard to the supply of ballast water management systems to new ships and to existing ships

Builders and designers: Builders and designers: Supply is of concern and builders & designers will need to ascertain the availability of systems as part of the selection process

Owners: Owner will need confidence that the systems on their ships operate as certified and the availability a tool to assist in verifying proper operation will be of benefit to them

Flag Administrations and their ROs: Flag Administration should note the discussion.

6 PSC tool

Builders and designers: No particular issues for builders & designers

Owners: Owner will need confidence that the systems on their ships operate as certified and the availability a tool to assist in verifying proper operation will be of benefit to them.

Flag Administrations and their ROs: To note the discussion and communicate with PSC authorities where appropriate.

Application: As the convention has not entered into force yet, the requirements are not applicable. However, once the Convention enters into force, it will apply to all ships carrying seawater ballast except for:

1. granted to a ship or ships on a voyage or voyages between specified ports or locations; or to a ship which operates exclusively between specified ports or locations;
2. effective for a period of no more than five years subject to intermediate review;
3. granted to ships that do not mix ballast water or sediments other than between the ports or locations specified in 1 above; and
4. granted based on the Guidelines on risk assessment developed by the Organization.

(Documents submitted)

MEPC 61/2 (Republic of Korea) - Application for Basic Approval of Techwin Eco Co., Ltd. (TWECO) Ballast Water Management System (Purimar™)

This document contains the non-confidential information related to the application for Basic Approval of Techwin Eco Co., Ltd. (TWECO) Ballast Water Management System (Purimar™), in accordance with the "Procedure for approval of ballast water management systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57)

MEPC 61/2/1 (Republic of Korea) - Application for Basic Approval of AquaStar Ballast Water Management System

This document contains the non-confidential information related to the application for Basic Approval of the AquaStar Ballast Water Management System developed by AQUA Eng. Co., Ltd. In accordance with the "Procedure for approval of ballast water management systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57). The AquaStar BWMS consists of Smart Pipe, electrolysis and neutralization units to treat ballast water.

MEPC 61/2/2 (Japan) - Application for Final Approval of the Special Pipe Hybrid Ballast Water Management System combined with Ozone treatment version (SP-Hybrid BWMS Ozone version)

This document contains the non-confidential information related to the application for Final Approval of the Special Pipe Hybrid Ballast Water Management System combined with Ozone treatment version (SP-Hybrid BWMS Ozone version) under the Procedure for approval of ballast water management systems that make use of Active Substances (G9) adopted by resolution MEPC.169(57)

MEPC 61/2/3 (Japan) - Application for Basic Approval of the MES Ballast Water Management System (FineBallast MF)

This document contains the non-confidential information related to the application for Basic Approval of MES Ballast Water Management System (FineBallast MF), in accordance with the "Procedure for approval of ballast water management systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57)

MEPC 61/2/4 (China) - Application for Final Approval of BalClor™ ballast water management system

This document contains the non-confidential information for Final Approval of BalClor™ Ballast Water Management System in accordance with the "Procedure for approval of ballast water management systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57). The complete application dossier will be submitted to the Marine Environment Division of IMO for review by the GESAMP-Ballast Water Working Group in accordance with Procedure (G9).

MEPC 61/2/5 (Republic of Korea) - Application for Final Approval of "ARA Ballast" Ballast Water Management System

This document contains the non-confidential information related to the application for Final Approval of the "ARA Ballast" Ballast Water Management System, developed by 21st Century Shipbuilding Co., Ltd., under the Procedure for approval of ballast water management systems that make use of Active Substances (G9) adopted by resolution MEPC.169(57) and in accordance with the "Methodology for information gathering and the conduct of work of the GESAMP-BWWG". The system consists of a particle removal module followed by charged plasma and medium-pressure ultraviolet modules. The system received Basic Approval under the name of "Blue Ocean Guardian" (BOG) BWMS and since it will be commercialized under the name of "ARA Ballast" BWMS, the application for Final Approval was submitted under the new name.

MEPC 61/2/6 (Japan) - Application for Basic Approval of Kuraray Ballast Water Management System

This document contains an application for Basic Approval of Kuraray Ballast Water Management System under the Procedure for approval of ballast water management systems that make use of Active Substances (G9) adopted by resolution MEPC.169(57)

MEPC 61/2/7 (Norway) - Application for Final Approval of the OceanGuard™ Ballast Water Management System

This document contains the non-confidential information related to the application for Final Approval of the OceanGuard™ Ballast Water Management System under the Procedure for approval of ballast water management systems that make use of Active Substances (G9) adopted by resolution MEPC.169(57). The documentation complies with the requirements related to assessments for Final Approval.

MEPC 61/2/8 (Germany) - Application for Final Approval of the Ecochlor® Ballast Water Management System

This document contains the non-confidential information related to the application for Final Approval of the Ecochlor® Ballast Water Management System under the "Procedure for approval of ballast water management systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57)

MEPC 61/2/9 (Japan) - Application for Final Approval of the Severn Trent De Nora BalPure Ballast Water Management System

This document contains the non-confidential information related to the application for Final Approval of the Severn Trent De Nora (STDN) BalPure® Ballast Water Management System under the "Procedure for approval of ballast water management systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57)

MEPC 61/2/10 (Japan) - Application for Final Approval of the Special Pipe Hybrid Ballast Water Management System combined with PERACLEAN® Ocean (SPO-SYSTEM)

This document contains the non-confidential information related to the application for Final Approval of the Special Pipe Hybrid Ballast Water Management System combined with PERACLEAN® Ocean (SPO-SYSTEM) under the Procedure for approval of ballast water management systems that make use of Active Substances (G9) adopted by resolution MEPC.169(57)

MEPC 61/2/11 (Greece) - Application for Basic Approval of the ERMA FIRST Ballast Water Management System

This document contains the non-confidential information related to the application for Basic Approval of the ERMA FIRST Ballast Water Management System submitted in accordance with the "Procedure for approval of ballast water management systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57)

MEPC 61/2/12 (Singapore) - Application for Basic Approval of the BlueSeas Ballast Water Management System

This document contains the non-confidential information for Basic Approval of the BlueSeas Ballast Water Management System in accordance with the "Procedure for approval of ballast water management systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57). The relevant documents and application dossier will be provided to the Marine Environment Division of the Organization for review by the GESAMP-Ballast Water Working Group.

MEPC 61/2/13 (ICES) - Proposal for cooperation on matters relating to the transfer of invasive aquatic species by ships

This document contains a proposal to enhance and formalize the ongoing collaboration between ICES and IMO on matters relating to the transfer of invasive aquatic species by ships

MEPC 61/2/14 (Netherlands) - Review of appropriate technologies

This document provides information about technical and operational barriers regarding ballast water management systems and their availability on board specific vessel types. It addressed difficulties in particular for the following ship type:

- seagoing unmanned barges
- semi-submersibles; and
- heavy lift crane vessels.

MEPC 61/2/15 and MEPC 61/2/15/Corr.1 (Secretariat) - Report of the thirteenth meeting of the GESAMP-Ballast Water Working Group

This document contains the report of the thirteenth meeting of the GESAMP-Ballast Water Working Group (GESAMP-BWWG) and includes the evaluation of proposals submitted for approval by China, Japan and the Republic of Korea. Following the decision of MEPC 58, only the main body of the GESAMP-BWWG's reports is translated in all the three working languages with the annexes in English only.

Action requested of the Committee

The Committee is to:

1. agree that Basic Approval be granted to Techwin Eco Co., Ltd. (TWEKO) Ballast Water Management System (Purimar) submitted by the Republic of Korea in document MEPC 61/2 (see annex 4);
2. agree that Basic Approval be granted to AquaStar Ballast Water Management System submitted by the Republic of Korea in document MEPC 61/2/1 (see annex 5);
3. agree that Final Approval be granted to Special Pipe Hybrid Ballast Water Management System combined with Ozone treatment version (SP-Hybrid BWMS Ozone version) submitted by Japan in document MEPC 61/2/2 (see annex 6);
4. agree that Final Approval be granted to "ARA Ballast" Ballast Water Management System submitted by the Republic of Korea in document MEPC 61/2/5 (see annex 8);
5. agree that Final Approval be granted to BalClor Ballast Water Management System submitted by China in document MEPC 61/2/4 (see annex 9);

6. concur with the Group's view that since no Active Substance has been used during the treatment process of the MES FineBallast MF Ballast Water Management System (MEPC 61/2/3 (Japan)), the system should not be evaluated in accordance with the provisions of Procedure (G9) and that future evaluations by the concerned Administration should be conducted in accordance with the Guidelines for approval of ballast water management systems (G8) (see annex 7);
7. note the Group's view with regard to the proposal contained in document MEPC 60/2/15 (Germany) to amend the Terms of Reference of the GESAMP-BWWG (see section 4); and
8. approve the report in general.

MEPC 61/2/16 (IACS) - Clarification of certification and compliance with the D-2 standard under the BWM Convention

This document seeks the Committee's advice on the understanding of IACS regarding the certification and the ship's compliance with the D-2 standard of the BWM Convention.

MEPC 61/2/17 & MEPC 61/2/7/Corr.1 (Japan) - Information for examination and analysis of the applicable requirements for vessels described in regulation B-3.1

This document, taking into account that the Committee, at its fifty-ninth session, agreed to examine the applicable requirements for vessels described in regulation B-3.1 and any other aspects of ballast water management, provides basic information on the estimated number of vessels to which regulation D-2 may apply. In particular, this document focuses on the applicable requirement for vessels described in regulation B-3.1.

MEPC 61/2/18 (ICS) - Considerations for the Review Group

This document considers the prevailing situation with regard to the supply of ballast water management systems to new ships and to existing ships. It explains the uncertainties created by the fact that the Convention is not yet in force and that this uncertainty is compounded by regional requirements on ballast water treatment. The document explains that there is a compelling need for a review of the availability of treatment technologies as soon as the Convention achieves its ratification criteria.

MEPC 61/2/19 (Republic of Korea) - Information of Type Approval Certificate of the GloEn-Patrol™ Ballast Water Management System

This document provides information on the Type Approval Certificate of the GloEn-Patrol™ Ballast Water Management System manufactured by PANASIA Co., Ltd.

MEPC 61/2/20 (CEFIC) - Comments on the Note by the Secretariat on the update on the organizational arrangements for the GESAMP-Ballast Water Working Group

This document comments on document MEPC 61/INF.5 and proposes to submit the information given about planning of the future of the GESAMP-BWWG and the use of the surplus of the fees to the Committee for consideration rather than to take note. It furthermore aims at supporting the dialog between the GESAMP and the Committee.

MEPC 61/2/21 (Secretariat) - Report of the fourteenth meeting of the GESAMP-Ballast Water Working Group

This document contains the report of the fourteenth meeting of the GESAMP-Ballast Water Working Group (GESAMP-BWWG) and includes the evaluation of proposals submitted for approval by Germany, Japan and Norway. Following the decision of MEPC

58, only the main body of the GESAMP-BWWG's reports is translated in all the three working languages with the annexes in English only.

MEPC 61/INF.3 (Norway) - Information on the Type Approval of the PureBallast Ballast Water Management System

This document provides information on the Type Approval Certificate of the PureBallast, a ballast water management system that makes use of Active Substances.

MEPC 61/INF.4 (Norway) - Information on the Type Approval of the OptiMarin Ballast System

This document provides a notification to the Organization by the Norwegian Administration that it has type-approved the OptiMarin Ballast System in accordance with the "Guidelines for approval of ballast water management systems (G8)", in compliance with regulation D-3.1 of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004.

MEPC 61/INF.5 (Secretariat) - Update on the organizational arrangements for the GESAMP-Ballast Water Working Group

This document contains an update on the organizational arrangements made for the GESAMP Ballast Water Working Group with an emphasis on: (1) the financial arrangements and results for the period 2006-2009; (2) the achievements of the Working Group; and (3) the planning for the future.

MEPC 61/INF.13 (Germany) - Development of a harmonized Emission Scenario Document (ESD) for ballast water discharge

This document provides information on a project regarding the development of a harmonized Emission Scenario Document (ESD) for ballast water discharge.

MEPC 61/INF.15 (BSC) - IMO-BSC PS Memorandum of Understanding (MoU) on implementation of IMO technical cooperation activities and update on GloBallast regional legal training course and regional strategy development workshop on implementation of the BWM Convention

The document provides the summary of the outcome of a recently concluded regional training course and a regional strategy development meeting on the implementation of the Ballast Water Management Convention in the Black Sea Region, within the framework of the newly established MoU between the IMO and the BSC PS on implementation of ITCP activities related to marine environmental protection.

MEPC 61/INF.16 (Germany) - Discharge control and neutralization option for ballast water management systems using PERACLEAN® Ocean

This document provides information on the Type Approval Certificate of the SEDNA® Ballast Water Management System using PERACLEAN® OCEAN which is also considered beneficial for other systems using the same Active Substance.

MEPC 61/INF.17 (Netherlands) - Review of appropriate technologies

This document provides information received from the Dutch shipowners on technical and operational concerns regarding ballast water management systems and their availability on board specific types of ships.

MEPC 61/INF.19 (Australia) - Tools for verification of ballast water management systems

Australia is developing verification tools for type-approved ballast water management systems to assist inspections by this port State. A document on the Treatment System

Particulars (TSP) will outline the main features of the system and any relevant verification considerations. An example of this verification tool developed for the Alfa Laval System is provided at the annex.

MEPC 61/INF.20 (Honduras) - Regional ballast water management legal training course

This document provides a summary of the outcome of a recently concluded regional training meeting on legal implementation of the Ballast Water Management Convention in the Central American region and the Dominican Republic.

MEPC 61/INF.21 (Japan) - Information on the Type Approval Certificate of the Hitachi Ballast Water Management System (ClearBallast)

This document summarizes the notification by the Japanese Administration to the International Maritime Organization that the Administration has type approved the Hitachi Ballast Water Management System (BWMS) (ClearBallast) in accordance with the "Guidelines for approval of ballast water management systems (G8)," in compliance with regulation D-3.1 of the International Convention for the Control and Management of Ships' Ballast Water and Sediments 2004.

Agenda Item 3 - Recycling of ships (WG)

Background: On May 15, 2009, at a Diplomatic Conference in Hong Kong, the International Convention for the Safe and Environmentally Sound Recycling of Ships was adopted.

The Convention will enter into force when it has been ratified by 15 states, representing 40% of the world fleet, and with an annual ship recycling capacity of 3% of that fleet. It is hoped that it will enter into force around 2013 – 2015. No States have ratified the Convention so far.

Once the Convention enters into force:

- Ships may only be recycled in the authorised facilities in countries which are party to the Convention.
- Facilities which comply with the Convention will be issued with a 'Document of Authorisation for Ship Recycling' by the competent authority of the recycling state.
- The facility will prepare a specific 'Ship Recycling Plan', based on the IHM (Inventory of Hazardous Materials) which the owner provides. This Plan will be approved by the recycling facility's national authority (although this may be done on a 'tacit approval' basis).
- At the Final Survey before the ship is taken out of service, the IHM will be completed for items such as operational stores and bunkers.
- The approved Ship Recycling Plan will then be checked against the IHM to ensure it properly reflects the information it contains.

Now the IMO is working on a set of Guidelines to help implementation and thus speed ratification. Currently, the following Guidelines are under development (or have been completed) for the implementation of the convention:

Title	Status/target
Guidelines for the development of the Inventory of Hazardous Material (Inventory guideline)	Completed (MEPC.179 (59))

Guidelines for safe and environmentally sound ship recycling (Facility guidelines)	Under development Target – MEPC 61 (September 2011) or MEPC 62 (July 2011)
Guidelines for the development of the Ship Recycling Plan (SRP guideline)	Under development Target - MEPC 62 (July 2011)
Guidelines for the development of the Ship Recycling Plan (SRP guidelines)	Under development Target - MEPC 62 (July 2011)
Guidelines for the authorization of Ship Recycling Facilities (Authorization guidelines)	Under development Target - MEPC 62 (July 2011)
Guidelines for survey and certification	Under development Target - MEPC 64 (October 2012)
Guidelines for inspection of ships	Under development Target - MEPC 64 (October 2012)

At MEPC 61, the following issues will be addressed:

- Facility guideline (MEPC 61/3, MEPC 61/3/2, MEPC 61/3/3, MEPC 61/INF.8)
- SRP guideline (MEPC 61/3, MEPC 61/INF.8)
- Authorization guideline (MEPC 61/3, MEPC 61/3/1,
- Inventory guideline (MEPC 61/3/7)

This paper recognises that there may be some problems preparing the Inventory of Hazardous Materials for ships since people may use different standards for testing and get different results. This paper therefore proposes definitive test methods for global equivalence. These technical matters were first presented at MEPC 60 for the facility testing methods, but IMO asked for them to be applied to the Inventory guidelines directly.

- Interlink between guidelines (MEPC 61/3)
- Others (MEPC 61/3/4, MEPC 61/3/5, MEPC 61/3/6, MEPC 61/INF.14)

The outcome of the Working Group that will meet at MEPC 61 will be brought to the attention of the Committee.

LR position: Supports the Convention and looks to early implementation and successful interim measures. LR presently provides the 'Inventory of Hazardous Materials' and is working on other areas to help implement the convention as well as the ISO 30000 series for ship recycling facilities.

Implications: The 'non mandatory' guidelines being developed are likely to be made mandatory by signatory governments, in the normal fashion.

Builders: Each guideline may impose requirements (rather than guidance for the implementation), depending upon the discussion. The guidelines may also impose very complex systems in actual implementation. Exact implication is not foreseeable at this stage.

Owners: Similar to builders. As owner specific element, due attention is to be paid to the discussion on inventory guidelines. Depending upon the discussion, it may make it easier for Owners to select suitable consultants or laboratories to help them prepare the

inventory and take and analyse samples. Further, discussion on the authorization guideline may reduce the number of approved facilities.

Flag Administrations and their ROs: Similar to Builders and Owners. With regard to the inventory guideline, the new initiative should make it easier for authorities to see that the work has been carried out by properly qualified people in the correct manner.

Application: all ships of 500 gt or over, including MODU, FPSO, FSO etc.

(Documents submitted)

MEPC 61/3 (Japan) - Report of the intersessional correspondence group on ship recycling guidelines – Guidelines for Safe and Environmentally Sound Ship Recycling and Guidelines for the Development of the Ship Recycling Plan (SRP)

This document reports the consideration of the intersessional correspondence group on ship recycling guidelines established by MEPC 59. The Group addressed the following Guidelines:

- Facility Guideline
- SRP Guideline
- Authorization Guidelines
- Interlinkage between the Facility Guidelines, the SRP Guidelines and the Authorization Guidelines

MEPC 61/3/1 (France, Germany, Turkey) - Draft Guidelines for authorization of Ship Recycling Facilities

This document proposes a draft text of the Guidelines for authorization of Ship Recycling Facilities (Authorization guideline)

MEPC 61/3/2 (OCIMF) - Comments on the draft Guidelines for Safe and Environmentally Sound Ship Recycling – Safe for entry procedures

This document comments on the safe for entry procedures contained in the draft guidelines for safe and environmentally sound ship recycling (Facility Guideline), as presented in the report of the correspondence group, document MEPC 61/3.

MEPC 61/3/3 (OCIMF) - Comments on the draft Guidelines for Safe and Environmentally Sound Ship Recycling – Safe for hot work procedures

This document comments on the safe for hot work procedures contained in the draft guidelines for safe and environmentally sound ship recycling (Facility Guideline), as presented in the report of the correspondence group (MEPC 61/3)

MEPC 61/3/4 (Secretariat of Basel Convention) - Report of the seventh session of the Open-ended Working Group of the Basel Convention

This document provides an overview of the decision on the environmentally sound dismantling of ships taken by the seventh session of the Open-ended Working Group of the Basel Convention. The Committee is invited:

- to take note of the decision adopted by the seventh session of the OEWG of the Basel Convention and the invitation to the International Maritime Organization to continue to have due regard to the role, competence and expertise of the Basel Convention in matters related to ship dismantling and in particular with regard to the environmentally sound management and disposal of hazardous and other wastes; and
- to take note of the invitation of the OEWG to Parties and other relevant stakeholders to provide, based on the criteria developed by the OEWG during its seventh session, a preliminary assessment of whether the Hong Kong Convention

establishes an equivalent level of control and enforcement as that established under the Basel Convention. The Committee is invited to encourage those Member States having a particular interest in ship recycling to submit their preliminary assessments to the Secretariat of the Basel Convention by 15 April 2011 and to participate in the tenth meeting of the Conference of the Parties in October 2011.

MEPC 61/3/5 (Secretariat of Basel Convention) - Report on Ship Recycling Technology & Knowledge Transfer Workshop held in Izmir, Turkey from 14 to 16 July 2010

This document provides a report on the Ship Recycling Technology & Knowledge Transfer Workshop funded by the Secretariat of the Basel Convention and held in Izmir, Turkey, from 14 to 16 July 2010 in collaboration with the Government of Turkey and the Ship Recyclers' Association of Turkey

MEPC 61/3/6 (Thailand) - Pattaya regional workshop on the early implementation of the standards of the Hong Kong Convention, 25-27 May 2010

The Marine Department of Thailand and the Secretariat of the International Maritime Organization jointly organized a regional workshop on the early implementation of the technical standards of the Hong Kong Convention. This document describes the workshop and presents its recommendations.

MEPC 61/3/7 (IACS) - Proposed amendments to resolution MEPC.179(59) on Guidelines for the Development of the Inventory of Hazardous Materials

As a follow up to discussions at MEPC 60, this document provides proposed amendments to resolution MEPC.179(59) (Inventory guideline).

MEPC 61/3/8 (ICS, BIMCO, INTERTANKO, INTERCARGO, IPTA) - Comments and proposals for the development of threshold values and exemptions for materials to be included in the Inventory of Hazardous Materials

This document argues that a pressing need exists for the development of threshold values and exemptions applicable to the materials to be listed in Inventories of Hazardous Materials. This is of specific relevance to sampling procedures, the Ship Recycling Plan and the Convention's implementation and control procedures, and the document proposes that an expert technical group be established to undertake this important work.

MEPC 61/3/9 (Panama, United Kingdom, United States and IACS) - Comments on direction and content of the guidelines to the Hong Kong Convention

This document provides comments on the direction and content of the guidelines to the Hong Kong Convention, which are presently under development by the Committee. While raising concerns with the current situation, the document also suggests a way forward. The following recommendations are made regarding a way forward:

1. ensure that all guidelines and their appendices provide objective performance-based standards or high-level objectives which will add clarity to the requirements of the Convention, and not themselves need further explanation/interpretation;
2. ensure that the guidelines do not provide guidance on activities that are outside the scope of the Convention, or create new requirements in addition to those intended by the Convention; and
3. ensure that the guidelines address their respective scopes and do not overlap, or in the rare instances where overlap is unavoidable, ensure consistency and eliminate conflicts.

MEPC 61/INF.8 (Japan) - Addendum to Report of Intersessional Correspondence Group on Ship Recycling Guidelines

This document compiles the comments made during the correspondence group's discussion on the Guidelines for Safe and Environmentally Friendly Recycling of Ships and the Guidelines for the Development of the Ship Recycling Plan (SRP).

MEPC 61/INF.14 (United States) - Information on the outcome of a study to identify transitional technology solutions for environmentally sound ship recycling in developing countries

The United Kingdom commissioned a study to consider low technology methods that could be applied to ship recycling in developing countries to improve the environmentally sound management of ship recycling. This document provides a high level overview of the study and a link to the full study report.

MEPC 61/INF.25 (ISO) - ISO 30000 Series Standards Update

This document provides an update on ISO 30000 (Ship Recycling) series standards.

Background documents

- MEPC 60/WP.8 (Report of the working group on Ship Recycling)

Agenda Item 4 - Prevention of air pollution from ships

Background: MEPC separated discussion on "Prevention of air pollution from ships (Agenda item 4)" from "Reduction of GHG emissions from Ships (Agenda item 5)". Therefore, it is expected that matters relevant to MARPOL Annex VI will be discussed under this agenda item in the plenary.

The following are the expected discussions:

1. Fuel related issues

a. Sulphur monitoring (MEPC 61/4, MEPC 61/4/2)

It is showing a continuing decrease in Sulphur levels.

LR Position: To monitor the discussions.

Implication: While it verifies effectiveness of MARPOL Annex VI, there is no direct impact on the industry.

Application: N/A

b. Fuel Specification (MEPC 61/4/1, MEPC 61/4/7, MEPC 61/4/9).

This is the ISO report on Fuel specification, and comments on it.

LR Position: To monitor the discussions with a view to supporting ISO initiatives (MEPC 61/4/1)

Implications:

Owners: To note the development in ISO, and advise shipmaster/engineer as appropriate.

Flag Administration and its ROs (and Classification Societies): To note the development in ISO.

Application: All ships using marine fuel.

c. Others – fuel availability etc. (MEPC 61/4/5, MEPC 61/4/8, MEPC 61/INF.10)

For MEPC 61/INF.10, reference is to be made to agenda item 7.

LR Position: To monitor the discussions.

Implication: With regard to MEPC 61/4/5 and MEPC 61/4/8, the 2018 review given in the revised MARPOL Annex VI may delay the final implementation.

Application: Relevant to the decision making for the final decision of the sulphur content as per MARPOL Annex VI.

2. Exhaust Gas Cleaning System (MEPC 61/4/3, MEPC 61/4/6)

- Proposal for collection of data on washwater discharge from exhaust gas cleaning systems (MEPC 61/4/6)

The proposal is trying to solve the questions raised by Norway in their paper MEPC 60/4/25. With regard to MEPC 61/4/6, this document addresses clarification of data collection and submission to IMO.

LR Position: To monitor the discussion.

Implication: No particular implication if the proposal is agreed.

Application: Shipowners who consider using an exhaust gas cleaning system, rather than using low sulphur fuel should note this discussion, as it may affect standards of future clearing system.

3. Ozone depleting substances (MEPC 61/4/4)

This paper is the procedure for obtaining hydrochlorofluorocarbons (HCFCs) in European Union ports to non-European Union Flagged vessels

LR Position: To note the discussion.

Implication: Owner of the ship having HCFCs onboard may convey this information to masters.

Application: Ships having HCFCs onboard.

4. Others – IAPH Initiative (MEPC 61/INF.12)

Please refer to agenda item 7

(Documents submitted)

MEPC 61/4 (Secretariat) – Sulphur monitoring for 2009

This document presents the results of sulphur monitoring for 2009. In accordance with regulation 14(2) of MARPOL Annex VI and Guidelines for monitoring the worldwide average sulphur content of residual fuel oils supplied for use onboard ships adopted by resolution MEPC.82(43) (existing Guidelines), the results of the sulphur monitoring should be presented to a subsequent session of the Committee every year (in this case,

MEPC 61/4/1 (ISO) - ISO 8217:2010 revised specification of marine fuels

This document provides the revised specification of marine fuels ISO 8217:2010, taking into account the issues raised by MEPC regarding fuel characteristics and parameters addressing air quality, ship safety, engine performance and crew health.

MEPC 61/4/2 (Secretariat) - Implications from the expansion of the sulphur monitoring programme

This document provides comments on the draft guidelines for monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships. It also presents the outcome of investigations by the Secretariat of expanding the scope of the monitoring programme, including added costs.

MEPC 61/4/3 (United States) - Consideration of Exhaust Gas Cleaning Systems and their approval pursuant to regulations 4 and 14 of MARPOL Annex VI

This document responds to several issues that have been raised with respect to approval of Exhaust Gas Cleaning Systems under MARPOL Annex VI as an alternative compliance strategy pursuant to regulation 4. These include: whether additional procedures are needed for approval of these systems as equivalent alternatives pursuant to regulation 4; whether these systems can be demonstrated as meeting the requirements of regulation 14; and whether there are adequate enforcement provisions to ensure the proper use of these systems.

MEPC 61/4/4 (Secretariat) - Ozone-depleting substances – correct purchasing procedures

This document reports the outcomes of liaison with the Ozone Secretariat of UNEP related to correct procedures when purchasing certain refrigerant gases for shipboard use in foreign ports and presents information provided by the European Commission.

MEPC 61/4/5 (ICS, BIMCO, OCIMF and INTERCARGO) - Assessment of fuel availability and quality

This document proposes that the Committee reconsider the proposal by industry made at MEPC 59 for the establishment of an MEPC correspondence group, tasked to investigate appropriate mechanisms for studying developments in the supply and demand for bunker fuels compliant with the revised MARPOL Annex VI.

MEPC 61/4/6 (France) - Proposal for collection of data on washwater discharge from exhaust gas cleaning systems

This document is intended to reaffirm the importance of permitting the development of equivalent systems under MARPOL Annex VI, regulation 4. To be able to make progress, strengthen the validation of such equivalence in terms of environmental impact and further develop in case of need the "2009 Guidelines for Exhaust Gas Cleaning Systems" adopted by resolution MEPC.184(59), France proposes to specify provisions for application under Appendix III of those guidelines in order to maximize the amount of data available on the discharge from these systems in the future. These guidelines must be conducive to environmental conservation and at the same time encourage development of such systems.

MEPC 61/4/7 (Norway and INTERTANKO) - Observations and comments relating to the revised marine fuel specification ISO 8217:2010

This document provides comments upon and relating to the revised specification of marine fuels as provided for in ISO 8217:2010 MPEC 61/4/8 (IPIECA) - Assessment of fuel availability and quality This document supports a proposal made by industry in document MEPC 61/4/5 to reconsider the establishment of an MEPC correspondence group, tasked to investigate appropriate mechanisms for studying developments in the supply and demand for bunker fuels compliant with the revised MARPOL Annex VI

MEPC 61/4/8 (IPIECA) - Assessment of fuel availability and quality

This document supports a proposal made by industry in document MEPC 61/4/5 to reconsider the establishment of an MEPC correspondence group, tasked to investigate appropriate mechanisms for studying developments in the supply and demand for bunker fuels compliant with the revised MARPOL Annex VI.

MEPC 61/4/9 (OCIMF) - Comments relating to the proposed revised marine fuel specification ISO 8217:2010

This document provides comments on the revised specification of marine fuels as provided for in ISO 8217:2010

MEPC 61/INF.10 (ICS) - Study to review assessments undertaken of the revised MARPOL Annex VI regulations

This document provides a study of the potential impact of the revised MARPOL Annex VI regulations in the North Sea and Baltic Sea areas. In particular, the study reviews impact studies on the implementation of 0.1% sulphur requirement within ECAs in 2015.

MEPC 61/INF.12 (IAPH) - The World Ports Climate Initiative

This document contains information on the objectives and progress of the World Ports Climate Initiative (WPCI) which was launched by the International Association of Ports and Harbors (IAPH) in November 2008.

Agenda Item 5 - Reduction of GHG emissions from Ships (WG)

Background: Previously, topics ('prevention of the air pollution from ships' and 'reduction of GHG emissions from ship') were discussed under the same agenda item. However, this session separates these two issues during MEPC 61 and 2 topics (as above) will be covered by different agenda items. The following are envisaged discussions under this agenda item.

1. a report on the progress and developments within the UNFCCC leading to the Cancun meeting in December 2010
2. A preliminary assessment of capacity-building implications as a result of the implementation of proposed energy efficiency measures, prepared by the Vice-Chairman in consultation with the Chairman and assisted by the Secretariat (MEPC 61/6)
3. The outcome of the first session of the intersessional Working Group on Energy Efficiency Measures for Ships (EE-WG 1), including:
 - Coverage of ship types.
 - Further refinement of EEDI Guideline
 - EEDI Baselines and related guideline.

- EEDI reduction rate limits and target year
 - EEDI verification and related Guidelines
 - EEDI Regulatory instrument as a new Part in MARPOL Annex VI.
4. The report of the Expert Group on Feasibility Study and Impact Assessment of Possible Market-Based Measures (MBM-EG) will also be submitted to MEPC 61 for consideration.
5. Overall, the following is the envisaged points of discussions:
- Draft amendments to the MARPOL convention to make EEDI mandatory (MEPC 61/5/3, Annex 1, MEPC 61/5/6)
 - EEDI related issues
 - Verification (MEPC 61/5/2)
 - Attained index and required index (MEPC 61/5/3)
 - Ship type related issues (MEPC 61/5/3, MEPC 61/5/4, MEPC 61/5/14, MEPC 61/5/29)
 - Power output relating shaft generator (MEPC 61/5/3)
 - Weather factor (MEPC 61/5/3, MEPC 61/5/21, MEPC 51/5/34)
 - Derated MCR (MEPC 61/5/21)
 - Voluntary structural enhancement (MEPC 61/5/23)
 - CSR ships (MEPC 61/5/25, MEPC 61/5/30)
 - Reduction rates (MEPC 61/5/26, MEPC 61/5/37, MEPC 61/5/38)
 - Correction factor (MEPC 61/5/17)
 - Electrical power table (MEPC 61/5/31)
 - Survey and certification (MEPC 61/5/3, MEPC 61/5/22, MEPC 61/5/36)
 - Size and reduction rate (MEPC 61/5/3, MEPC 61/5/5, MEPC 61/5/9)
 - Minimum speed (MEPC 61/5/32)
 - Other calculation related documents (MEPC 61/5/8, MEPC 61/5/11, MEPC 61/5/12, MEPC 61/5/17)
 - Other technical document (MEPC 61/5/35)
 - SEEMP related issues (MEPC 61/5/3)
 - Operational matters, including speed reduction (MEPC 61/5/10, MEPC 61/INF.22)
 - Capacity-building (MEPC 61/5)
 - CO2 Abatement technologies (MEPC 61/5/20, MEPC 61/INF.18)
 - Others technical documents (MEPC 61/5/7, MEPC 61/5/13, MEPC 61/5/15))
 - Other policy related documents, including Market-based Measures (MEPC 61/5/1, MEPC 61/5/16, MEPC 61/5/18, MEPC 61/5/19, MEPC 61/5/24, MEPC 61/5/28, MEPC 61/5/39, MEPC 61/5/33, MEPC 61/INF. 2, MEPC 61/INF.24)

LR Position: to monitor closely monitor and to contribute in the discussion from technical view points with a view to assisting IMO for the early conclusion of the development.

Implication: The most significant elements will be:

- final formula of the EEDI
- instrument of making EEDI mandatory
- and potential development of the market based measures that could be linked with EEDI.

Depending upon the discussion, they will affect fundamental design concept of a ship.

Application: To be concluded at the meeting.

(Document Submitted)**MEPC 61/5 (Secretariat) - Preliminary assessment of capacity-building implications Note by the Vice-Chairman**

This document presents the results of a preliminary assessment of the possible capacity-building implications of applying the proposed draft requirements for energy efficiency of ships being developed by the Committee, in accordance with the procedures approved by MEPC 59.

MEPC 61/5/1 (Secretariat) - Outcome of the United Nations Climate Change Talks held in Bonn, Germany in May/June 2010

This document reports on the United Nations Climate Change Talks held in Bonn, Germany in May/June 2010, as it relates to international shipping, as well as an account of the Secretariat's involvement.

MEPC 61/5/1/Add.1 (Secretariat) - Outcome of the intersessional United Nations Climate Change Talks held in Bonn, Germany in August 2010

This document provides supplementary information to document MEPC 61/5/1 and is submitted to facilitate the Committee's continued work and further progress on control of greenhouse gas emissions from international maritime transport.

MEPC 61/5/2 (Germany) - Report on a trial verification of the Energy Efficiency Design Index (EEDI)

This document reports on the EEDI verification of a large containership in accordance with the interim guidelines on voluntary verification of the Energy Efficiency Design Index. Furthermore, the document outlines issues for improvement identified during the trial verification.

MEPC 61/5/3 (Secretariat) - Report of the outcome of the Intersessional Meeting of the Working Group on Energy Efficiency Measures for Ships

The Intersessional Meeting of the Working Group on Energy Efficiency Measures for Ships took place from 28 June to 2 July 2010 under the chairmanship of Mr. Koichi Yoshida (Japan). More than 200 representatives from Member Governments and observer organizations participated in the five-day meeting.

Action requested of the Committee

The Committee is to approve the report in general and, in particular, to:

1. consider the improved draft regulatory text for mandatory requirements for the EEDI and the SEEMP (paragraph 2.26 and annex 1);
2. note the group's consideration of the need for definitions of "attained EEDI" and "required EEDI" (paragraph 2.11.3);
3. note that further investigation of the trade and cargo carriage by vehicle carriers is necessary to reach a firm conclusion on the capacity to be used in the EEDI calculation for this type of ship (paragraphs 2.12 and 2.13);
4. note the group's consideration related to EEDI reduction rates in terms of ships' speed and size for certain types of ships (paragraph 2.21.4);
5. endorse the view of the group that it is necessary to develop supporting guidelines for development of the SEEMP (paragraphs 2.25.2);
6. consider the draft guidelines on the method of calculation of the attained EEDI for new ships which also contains guidelines for the development of electric power tables (paragraphs 3.2 to 3.20 and annex 2);

7. note that further consideration on the method of determination of power output of main engines for ships with shaft generators is necessary (paragraphs 3.16 and 3.17);
8. note that it is necessary to develop relevant guidance for determination of the weather factor f_w (paragraphs 3.12 and 3.13);
9. consider the draft guidelines on survey and certification of the attained EEDI (paragraph 3.25 and annex 3);

MEPC 61/5/4 (Norway) - Reference lines for Combination Carriers

This document proposes a definition for combination carriers and that these ships should be compared to the highest reference line.

MEPC 61/5/5 (Norway) - Size limits and reduction rate for the required EEDI

This document proposes to use the concept of a gradually decreasing reduction rate as the ship size gets smaller and below a certain size threshold, with a corresponding lower size limit and reduction rates.

MEPC 61/5/6 (Norway) - Comments on the draft regulatory text on Energy Efficiency for Ships

This document provides comments and proposals on the draft regulatory text on Energy Efficiency for Ships, specifically on PSC, major conversion and survey. It proposes new definition on "Major conversion".

MEPC 61/5/7 (IMarEST) - Marginal abatement costs and cost-effectiveness of energy-efficiency measures

This document provides a summary of the report of a study on the economics and cost-effectiveness of technical and operational measures to reduce CO₂ emissions from ships.

MEPC 61/5/8 (RINA) - Definition of draught in the calculation of the EEDI

RINA recommends a standard definition of draught throughout the draft regulations instead of the three different terms currently used.

MEPC 61/5/9 (Belgium, Netherlands, Sweden) - Proposal for cut-off lower limit Y for general cargo ships

This document proposes that a cut-off lower limit Y for required EEDI for general cargo ships should be set to 20,000 DWT.

MEPC 61/5/10 (Clean Shipping Coalition (CSC)) - Speed Reduction – the key to the fast and efficient reduction of greenhouse gas emissions from ships

This document describes the advantages that are to be gained from reducing the speed of ships, addresses some of the concerns and argues that speed reduction should be pursued by the IMO as a regulatory option in its own right and not just as a possible consequence of market-based instruments or the Energy Efficiency Design Index.

MEPC 61/5/11 (ICS) - Comments on the report of the Intersessional Meeting of the Working Group on Energy Efficiency Measures for Ships

This document proposes amended draft text for definitions and calculation procedures related to the EEDI, to provide additional clarity where identified as necessary by the first Intersessional Meeting of the Working Group on Energy Efficiency Measures for Ships. Alternative proposals are made for some definitions and the calculation of appropriate allowances for shaft generators.

MEPC 61/5/12 (Vanuatu) - Consideration of a principle for alternate calculation or exemption of EEDI in ships with special circumstances

This document is intended to clarify an issue raised at EE-WG 1 and is intended to describe a proposal for an exemption category to current, draft, EEDI calculation requirement.

MEPC 61/5/13 (OCIMF) - Emission trajectory prediction for shipping

This document introduces an emission trajectory model that is capable of quantifying the uncertainty associated with the simulation of future ship emissions. The model adopts standard probabilistic techniques to provide a means of describing the potential impact of both existing and future technical and operational measures for the mitigation of CO₂ emissions from ships.

MEPC 61/5/14 (Denmark and ICS) - Definition of dry cargo carriers/bulk carriers

This document proposes amendments to the "guidelines on the method of calculation of the energy efficiency design index for new ships" and the "draft regulations on energy efficiency for ships" by renaming "dry cargo carrier" to "bulk carrier" and by using the definition of bulk carriers in SOLAS chapter XII, regulation 1, as amended by resolution MSC.170(79).

MEPC 61/5/15 (Secretariat) - Information to facilitate discussion on GHG emissions from ships

This document provides information on the contribution of CO₂ emissions from each ship type and size, and the Energy Efficiency Design Index (EEDI) coverage based on the cut-off lower limit agreed at EE-WG 1.

MEPC 61/5/16 (United States) - Further details on the United States proposal to reduce greenhouse gas emissions from international shipping

This document, along with the supplementary information in document MEPC 61/INF.24, provides additional details on the proposal outlined in documents MEPC 59/4/48 and MEPC 60/4/12 (United States) which described a new approach to address international maritime GHG emissions by establishing efficiency index standards for existing ships and the trading of efficiency credits as an additional means for achieving compliance.

MEPC 61/5/17 (United States) - Decision criteria for establishing EEDI correction factors

Compliance with the EEDI must reflect real improvements in energy efficiency for ships. As such, each component of the EEDI equation, including the correction factors, must be real and verifiable. This document recommends six criteria that should be considered before any correction factor is added to the EEDI equation.

MEPC 61/5/18/Rev.1 (Secretariat) - High-Level Advisory Group of the United Nations Secretary-General on Climate Change Financing

This document provides information on the High-Level Advisory Group on Climate Change Financing established by the Secretary-General of the United Nations to study potential sources of revenue for financing of climate change actions in developing countries. In the Group, the international civil aviation and maritime transport sectors are recognized as strong potential financial sources.

MEPC 61/5/19 (India) - Market-Based Measures – inequitable burden on developing countries

This document discusses the economic and social disadvantage that market-based measures would impose on the developing countries. The document also suggests

maintaining consonance in GHG reduction measures between IMO and UNFCCC to protect the interest of the shipping industry.

MEPC 61/5/20 (Singapore) - Consideration of CO₂ abatement technologies

This document proposes possible approaches by which potential CO₂ abatement technologies could be factored into the energy efficiency framework for the reduction of greenhouse gas emissions from international shipping.

MEPC 61/5/21 (Greece) - Comments on the draft guidelines on the method of calculation of the attained Energy Efficiency Design Index for new ships

This document draws attention to two issues which may require further clarification and/or correction in the guidelines on the method of calculation of attained EEDI presently under development that is derated MCR and the interim value of weather factor fw

MEPC 61/5/22 (Greece) - Comments on the draft guidelines on Survey and Certification of the EEDI

This document draws attention to several crucial areas for which currently the verification procedures are weak or quite open which may result in arbitrary or non-consistent verification of EEDI values. The following could be pointed out resulting from the current wording of the guidelines (annex 3 to document MEPC 61/5/3):

1. Energy saving devices may not need to be tested in a towing tank. A numerical test may be sufficient to certify their "saving" potential (wording is unclear);
2. Any individual "person" (not organization) can be a verifier;
3. Opaque empirical individual yard's coefficients and correction factors can be used for extrapolation of model tests results to full scale;
4. The verifier will just check only the paperwork of model tests and is not required to present during tests. Model tests may not follow standard quality procedures; and
5. Speed at sea trial can be corrected by any method as long as it has been published (e.g., by yard or designer) and the concept of method is transparent (not necessarily agreeable – just transparent) to the verifier.

MEPC 61/5/23 (Greece) - Consideration of safety issues related to EEDI

This document proposes draft wording for inclusion in the calculation and verification guidelines of EEDI presently under development, so that the determination and verification of the capacity factor fi is done reliably and transparently.

MEPC 61/5/24 (China and India) - Uncertainties and Problems in Market-based Measures

This document discusses the uncertainties in market-based measures for GHG emissions from international shipping and points out the key problems of existing proposals concerned. The co-sponsors propose that all countries should be encouraged to further study on market-based measures, and adequate time should be given, particularly to developing countries, to carry out research and submit their proposals to MEPC.

MEPC 61/5/25 (China) - Proposed amendments to the text regarding correction factor fi in the EEDI Calculation Guidelines

This document provides a calculation method of correction factors for CSR bulk carriers and oil tankers and proposed amendments to the text regarding correction factor fi in the EEDI calculation guidelines.

MEPC 61/5/26 (China) - Comments and proposals on the draft regulation text on energy efficiency for ships

This document provides comments and proposals regarding the reduction rates X and applicable target years in the draft regulation text on energy efficiency for ships developed at EE-WG 1 and set out in document MEPC 61/5/3.

MEPC 61/5/27 (China) - Proposed amendments to the text regarding correction factor f_j in the EEDI Calculation Guidelines

This document provides a calculation method of correction factor of propulsion redundancy related to the safety of the ship and proposed amendments to the text regarding the correction factor f_j in the EEDI calculation guidelines.

MEPC 61/5/28 (Republic of Korea) - Comments on the use of credits of the Clean Development Mechanism in market-based measures for international shipping

This document considers and provides comments on a problem associated with the use of credits generated by the Clean Development Mechanism mentioned in market-based measure proposals for international shipping. In accordance with the results of feasibility study on the registry systems, the Republic of Korea is of the view that the GHG fund is a better measure for international shipping because it meets the nine fundamental IMO principles and is simple to implement.

MEPC 61/5/29 (Republic of Korea) - Proposal on EEOI calculation method for containerships

This document proposes that, in case of a containership, EEOI should be calculated using the nominal TEU of a ship instead of the actual number of containers carried, and the relevant part of MEPC.1/Circ.684 should be modified accordingly so as to monitor actual ship's energy efficiency properly

MEPC 61/5/30 (IACS) - Consideration of the Energy Efficiency Design Index for New Ships – Comment on voluntary safety enhancements to ship structures

In consideration of safety issues related to EEDI, China proposed to introduce a f_i to compensate for higher lightship weight of CSR-compliant ships, while Greece proposed another f_i to compensate for higher lightship weight due to voluntary structural enhancements. IACS expresses its view that CSR-compliant ships should not be compensated, while f_i for voluntary structural enhancement should not be recommended until guidelines are developed.

MEPC 61/5/31 (IACS) - Consideration of the Energy Efficiency Design Index for New Ships – Comment on ambient conditions for electrical power table–Ships

In the calculation of EEDI for new ships, IMO guidelines permit the use of electric power table in determining the power of auxiliary engines. This document proposes that the reference to ambient conditions in the use of electric power table be revised. In view of this established practice, IACS would like to propose that, in the footnote, ambient conditions for HVAC systems be based on contractual requirements and that the footnote be revised as follows: "The electric power table should be examined and validated by the Administration. Where ambient conditions affect electrical loads, such as that for HVAC systems, contractual ambient conditions should apply."

MEPC 61/5/32 (IACS) - Consideration of the Energy Efficiency Design Index for New Ships – Minimum installed power to maintain safe navigation in adverse conditions

This document proposes adding a paragraph to regulation 4 of the draft legal text for required EEDI. This additional text indicates the need to maintain a minimum speed for safe navigation in adverse conditions. The following is the proposed text:

"For each ship to which this regulation applies, the installed propulsion power shall not be less than the propulsion power needed to maintain the manoeuvrability of the ship under adverse conditions as defined in the guidelines to be developed by the Organization."

MEPC 61/5/33 (IUCN) - Further information on a rebate mechanism for a market-based measure for international shipping

This document provides further details on the IUCN proposal for a rebate mechanism for a market-based measure for international shipping. Document MEPC 60/4/55 described a new approach to address international maritime GHG emissions, aiming to reconcile different principles of shipping and climate change conventions.

MEPC 61/5/34 (Japan) - Treatment of coefficient "fw" under a mandatory EEDI

This document provides comments on document MEPC 61/5/3 regarding draft guidelines for the simulation of ship performance to obtain the coefficient "fw" ("fw simulation guidelines", hereafter). It also proposes amendments to the "guidelines on the method of calculation of the attained EEDI for new ship" and the "guidelines on survey and certification of the EEDI" to clarify the treatment of coefficient "fw" under the mandatory requirement of EEDI.

MEPC 61/5/35 (Japan) - Additional information on the technologies for energy efficiency improvement that should be taken into account in setting the EEDI reduction rates

This document comments on Table 1 of regulation 4.2 of annex 1 to document MEPC 61/5/3, which contains the option for EEDI reduction rates. This document provides additional information on the technologies for energy efficiency improvement, as contained in document

MEPC 61/5/36 (Japan) - The Form of International Energy Efficiency (IEE) Certificate

This document comments on annex 1 to document MEPC 61/5/3, draft regulations on energy efficiency for ships, and proposes the form of International Energy Efficiency (IEE) Certificate

MEPC 61/5/37 (ICS) - Comment on proposals on size limits and reduction rate for the required EEDI

This document comments on proposals made in document MEPC 61/5/5 (Norway) and expresses the need for caution and for further knowledge of the wide diversity that has become apparent in smaller ships before specifying required EEDI values. ICS believes that the required EEDI values for the smaller ships should not be rushed through on presentational grounds before adequate experience has been gained with the EEDI calculation, and appropriate analysis has been carried out.

MEPC 61/5/38 (United States) - Technical considerations in establishing the EEDI reduction rates and phase-in period

This document recommends that the EEDI reduction rates and phase-in period reflect meaningful and realistic goals that will promote the development and use of innovative efficiency technologies and measures on new ships. It is imperative that EEDI reduction rates and phase-in periods reflect meaningful and realistic goals that will promote the development and use of innovative efficiency technologies and measures on new ships.

cost effectively. For this reason, the United States supports the values put forward in document MEPC 60/4/36 (Japan).

MEPC 61/5/39 (Secretary General) – Report on the outcome of the work undertaken by the Expert Group on Feasibility Study and Impact Assessment of possible Market-based Measures (MBM-EG)

This document contains, at annex, the executive summary of the report of the Expert Group on Feasibility Study and Impact Assessment of possible Market-based Measures. The full report has been issued under the symbol MEPC 61/INF.2. This document provides overview of the ten proposals so far made, i.e.:

1. An International Fund for Greenhouse Gas emissions from ships (GHG Fund) proposed by Cyprus, Denmark, the Marshall Islands, Nigeria and IPTA (MEPC 60/4/8)
2. Leveraged Incentive Scheme (LIS) to improve the energy efficiency of ships based on the International GHG Fund proposed by Japan (MEPC 60/4/37)
3. Achieving reduction in greenhouse gas emissions from ships through Port State arrangements utilizing the ship traffic, energy and environment model, STEEM (PSL) proposal by Jamaica (MEPC 60/4/40)
4. The United States proposal to reduce greenhouse gas emissions from international shipping, the Ship Efficiency and Credit Trading (SECT) (MEPC 60/4/12)
5. Vessel Efficiency System (VES) proposal by World Shipping Council (MEPC 60/4/39)
6. The Global Emission Trading System (ETS) for international shipping proposal by Norway (MEPC 61/4/22)
7. Global Emissions Trading System (ETS) for international shipping proposal by the United Kingdom (MEPC 60/4/26)
8. Further elements for the development of an Emissions Trading System (ETS) for International Shipping proposal by France (MEPC 60/4/41)
9. Market-Based Instruments: a penalty on trade and development proposal by the Bahamas (MEPC 60/4/10)
10. A Rebate Mechanism (RM) for a market-based instrument for international shipping proposal by IUCN (MEPC 60/4/55)

MEPC 61/INF.2 and MEPC 61/INF.2/Corr.1 (Secretariat) - Full report of the work undertaken by the Expert Group on Feasibility Study and Impact Assessment of possible Market-based Measures

This document contains the report of the Expert Group on Feasibility Study and Impact Assessment of possible Market-based Measures, established by the Secretary-General as requested by the Committee at its sixtieth session.

MEPC 61/INF.18 (IMarEST) - Marginal abatement costs and cost-effectiveness of energy-efficiency measures

This information document provides the report of a study on the economics and cost-effectiveness of technical and operational measures to reduce CO₂ emissions from ships. The methodologies and analyses are structured to support the development and implementation of any regulatory and/or corporate policies that may be adopted. The results may be used by ship designers, builders, owners and operators as a tool in their decision-making on whether to employ one or more technologies or operational measures. The methodology and inputs are structured such that each can be varied should new information be incorporated or to posit and test different views on any of the assumptions.

MEPC 61/INF.22 (CSC) - Going slow to reduce emissions – can the current surplus of maritime transport capacity be turned into an opportunity to reduce GHG emissions?

Global shipping emits over 3% of manmade greenhouse gases. In order to contribute to reducing emissions and keeping the temperature rise well below 2°C, it needs to reduce its absolute emissions. A large number of measures may contribute to this, of which lowering the speed is an important one. The global shipping industry currently faces an oversupply of ships. This creates a unique opportunity to reduce speed in order to match the supply with demand. This would also result in lower emissions. The attached report estimates that emissions of bulkers, tankers and containerships can be reduced maximally by about 30% in the coming years by using the current oversupply to reduce speed, relative to the situation in 2007. This estimate takes technical constraints into account. It is based on projected global trade growth rates and fleet developments.

MEPC 61/INF.24 (United States) - Further details on the US proposal to reduce greenhouse gas emissions from international shipping

The Technical Report attached to this document supplements the United States' submission, document MEPC 61/5/16, providing further details on the United States' proposal to establish efficiency index standards for existing ships and the trading of efficiency credits as an additional means for achieving compliance. Document MEPC 61/5/16 provides additional details on the proposal outlined in documents MEPC 59/4/48 and MEPC 60/4/12 (United States) which described a new approach to address international maritime GHG emissions.

Agenda Item 6 - Consideration and adoption of amendments to mandatory instruments (DG)

Background: The Committee will consider draft amendments to MARPOL Annex III (the Revised Annex III) and Annex VI (Revised Form of Supplement to the IAPP certificate) with a view to adoption.

A Drafting Group will be established to carry out any editorial changes that may be necessary to the draft amendments.

1. Amendments to MARPOL Annex III

The revision of the MARPOL Annex III was tasked to the DSC Sub-Committee by MEPC 59 in order to:

- Revise the criteria defining marine pollutant in MARPOL Annex III so as to bring them in line with the recently revised Globally Harmonized System (GHS) criteria; and
- Revise certain documentation provision in MARPOL Annex III in order to align them with the proposed amendments to SOLAS regulation VII/4

The proposed text to amend MARPOL Annex III was approved at MEPC 60 for the final adoption at MEPC 61. The requirements for marking and labelling and documentation have been simplified to refer to the requirements of the IMDG Code. The appendix has also been updated.

Implications: Shippers and ship operators should note this development as the proposal is to harmonize all requirements to those stipulated in the IMDG Code; there should not be a significant impact.

Application: Ships carrying harmful substances in packaged form. The envisaged entry-into-force date is 1 January 2014, in order to align the entry-into-force date of these amendments within amendment (36-12) of the IMDG Code.

2. Certificate form (Amendments to MARPOL Annex VI)

MEPC 60 noted the problem of the existing certificate for MARPOL Annex VI. The MEPC 60 approved revised certificate format and agreed to issue an MEPC.1/Circ. 718 as an interim solution.

It was understood that

- The new form of IAPP certificate would be issued, at the appropriate point through the 5 years term), at the next scheduled Annex VI survey after 1 July 2010.
- Actual fuel oil sulphur limit will be used as opposed to the current "applicable limit".

Implications: Ship will be required to replace the certificate but it will be done in conjunction with the scheduled survey.

Application: All new and existing ships of 400 GT and above and existing and new floating platforms.

(Documents submitted)

MEPC 61/6 (Secretariat) - Amendments to MARPOL Annex VI (Revised form of Supplement to the IAPP Certificate)

This document sets out the text of draft amendments to MARPOL Annex III (the Revised MARPOL Annex III) which were circulated under cover of Circular letter No.3046 of 26 March 2010

MEPC 61/6/1 (Secretariat) - Amendments to MARPOL Annex VI (Revised form of Supplement to the IAPP Certificate)

This document sets out the text of draft amendments to MARPOL Annex VI (Revised form of Supplement to the IAPP Certificate) which were circulated under cover of Circular letter No.3046 of 26 March 2010

Agenda Item 7 - Interpretation of, and amendments to, MARPOL and related instruments

Background: Under this agenda item, wide range of issues regarding amendments to and interpretation of the MARPOL Conventions and other instruments will be discussed.

The following are the main elements of the discussions.

1. MARPOL Annex I

- a. **Interpretation of regulation 12** – interpretation on "tanks for mixing oil residues with fuel oil" (MEPC 61/7/7)

Background: This is following IMO Resolution MEPC.187 (59) which is amending MARPOL Annex I on 1 January 2011. This is a request for modifying the unified interpretation to reflect the modified Regulation 12.

LR Position: While LR welcomes any attempt for a clarification for implementation, in this particular document, considers further refinement may provide some benefit.

b. Oil Record Book (MEPC 61/7/1)

Background: This is the continuing discussion since MEPC 60 regarding sample entries of the new form of the Oil Record Book that is coming into force on 1 January 2011.

LR Position: To note the discussion.

Implication (Owners and governments): To be embraced as a way to reduce Port State Control problems.

Application: Ships to which MARPOL Annex I is applied (ships required to carry Oil Record Book – oil tankers of 150 gt or above and other types of ships of 400 gt or above).

c. Analysis on the costs of oil spills in the United States' territorial waters (MEPC 61/INF.11)

2. MARPOL Annex IV

a. Establishment of Special Area (MEPC 61/7, MEPC 61/7/9, MEPC 61/7/9/Add.1, MEPC 61/7/14)

This has been a subject of several MEPC meetings back to MEPC 59. This is the latest submission from the Baltic countries. They have come back with more details and proposed amendments. The proposed Sewage Treatment system standard is the same as the present MEPC.159(55) standard with extra criteria added.

b. United States regulation of sewage discharges from vessels (MEPC 61/INF.23)

LR Position: LR will monitor the discussion carefully, especially on the provisions for grey waters and sewage treatment test standards.

Implications:

Builders & Manufacturers: Major impact for passenger ship builders, will have to consider how to optimise their Black and grey water discharge arrangements inside and outside the special areas. Sewage Treatment plant manufacturers will need to retest their recently approved Sewage Treatment plants to the new standard. The Any newly approved equipment is likely to be more complex, expensive to run and require more from the crew. Since we could have Sewage equipment approved to MEPC 159(55) and Baltic standard. There is the possibility that there may require to be a change over procedure to move into/out of the special areas. Training, safety procedures, operational procedures will need to be defined on how to change modes. Modification of arrangements on existing vessels and retrofit of very large Sewage treatment systems will be a challenge. With regard to the MEPC 61/INF.23, there could be discrepancy between international and US standards.

Owners: Major impact for passenger owners, will have to consider how to optimise their Black and grey water discharge arrangements inside and outside the special areas, plus the constraints of dry dockings and space available onboard. With regard to MEPC

61/INF.23, Owners to be aware of the possible change in standards when writing the specification for new construction vessel.

Flag Administrations and its ROs: As a consequence of the possible decision, they may be required to further consider more Sewage Type Approval work for large capacity Sewage Treatment plants, In addition, approval of structure as well as arrangements of Holding tanks would require careful attention.

Application: Passenger ships, new ones in 2 ½ years time, existing 7 ½ years time.

New ships: [1 January 2013]

Existing Ships: [1 January 2018]

400 GLT above or less than 400 GT more than 15 persons onboard.

3. MARPOL Annex V

a. The final report of the Correspondence Group on Review of MARPOL Annex V.

The report covers proposed draft amendments to MARPOL Annex V and its implementation Guidelines (MEPC 61/7/2, MEPC 61/7/5, MEPC 71/7/10, MEPC 61/7/12, MEPC 61/7/13, MEPC 61/INF.6, MEPC 61/INF.7)

b. Proposed linkage with IMSBC Code (MEPC 61/7/12, MEPC 61/7/13)

Background: As regards to MARPOL Annex V review, there appears to be operations and safety related issues in addition to environment related issues. Clearly, this is the case, for the management of Cargo Residues and cargo hold washing water, which falls under the provisions of MARPOL Annex V. It should be noted that discharge in special areas is prohibited. Some submissions (MEPC 61/7/12 and MEPC 61/7/13) propose linkage with the IMSBC Code.

LR Position: LR will monitor the discussion carefully.

Implication

Builder, flag States and its ROs: This implication has given rise to a number of safety and practical issues, taking into consideration that storage in cargo holds is unfeasible due to the adverse effect of the free surface on ship stability and the need to have the hold ready for the next cargo, while storage of washings in ballast tanks could lead to damage to the pumping systems and coatings not to mention ballast water treatment systems and the lack of capacity as the vessel is usually in ballast condition during washing operations. The lack of adequate reception facilities is also causing concerns.

Owners: In addition to the implication given above, the garbage management plan must be review and updated accordingly. It should be noted that Garbage Management plans in the correspondence group report do not need to be approved. Also under this they are not asking for it to be approved.

Application: all ships, including new and existing ships from the date that will be decided by the Committee. Impact will be significant to fishing ships and dry cargo ships. The lower limit of garbage management plan might be extended from 400 gt to 100 gt.

4. MARPOL Annex VI

a. Proposal of Emission Control Areas (MEPC 61/7/3, MEPC 61/INF.9)

Background: This is the discussion on the proposed new Emission Control Area in the Central America (in the region of Puerto Rico).

LR Position: To monitor the discussion.

Implication:

Builders: Not too much impact, since the proposed area is near the agreed North America ECA. So vessels operating in the area may be already modified to operate in ECA areas.

Owners: Not too much impact, since the proposed area is near the agreed North America ECA. So vessels operating in the area may be already modified to operate in ECA areas. But they will be using more low sulphur fuels.

Application: to all ships visiting the area from the date that will be decided by the Committee.

b. Propulsion boiler designed for operation of heavy fuel oil (MEPC 61/7/6)

Background: The Committee will consider a proposal from United States to amend regulation 14 of MARPOL Annex VI to allow the "old" steamships not designed for distillate or natural gas fuels are exempted from the fuel sulphur limits for ECA.

LR Position: To closely monitor the discussion, with a view to assisting government/industry once decision is made.

Implication (Builders and owners): No impact as it is aimed at relatively small numbers of old vessels.

Flag Administration and its RO: If the proposal is accepted, there may be potential conflict against other areas of the convention (e.g., treatment of auxiliary boiler).

c. Clarification of the scope of application of regulation 15.6 and 15.7 of MARPOL Annex VI (VOC management plan) (MEPC 61/7/11)

Background: IACS is proposing a clarification that Gas Carriers are not required to have approved VOC management plan

LR position: to monitor the discussion while supporting IACS submission

Implication

Builders and owners: No impact, since Gas carriers have not had VOC manuals.

Governments: Once the matter is concluded, it would be necessary to communicate with surveyors, ROs and PSC authorities.

Application: ships required to have VOC management plan (Size limitation – up to each government enforcing requirement).

d. Study to review assessments undertaken of the revised MARPOL Annex VI regulations (MEPC 61/INF.10) (submitted under agenda item 4)

- e. **The World Ports Climate Initiative** (MEPC 61/INF.12) (submitted under agenda item 4).

Background: The paper advises what the ports are doing in support of reduction of air emissions, including the provision of Onshore Power Supply.

LR position: to note the information.

Implication (owners): Owners may need to bear it in mind when they are specifying new construction orders.

5. NOx Technical Code

Testing of marine diesel engines (MEPC 61/7/4, MEPC 61/7/8)

Background: Currently 2.2.5.1 requires the engine and any NOx reduction device which forms part of that engine's NOx certification to be tested together at the Pre-certification Survey. This is normally undertaken at the engine builder's works. In certain circumstances, in accordance with 2.2.4, this testing could be undertaken after installation however that testing is to meet all the requirements as given in Chapter 5 of the Code. One option as a NOx reducing device is a Selective Catalytic Reduction (SCR) unit. At BLG 14 there was a proposal (BLG 14/12/1) that Guidelines being developed in respect of SCR units should allow the engine and SCR to be tested separately, at – for example – respective builder's works, with the combined system subject to a 'confirmation' test during the trials trip prior to delivery. This confirmation test would be of limited extent and rigour and hence may not comparable with the full Chapter 5 requirements.

Implication: If the proposal is agreed, it would fundamentally change engine certification mechanism.

Application: Principally to Tier III engines installed due to ship construction date or as additional or non-identical replacement engines on ships which are intended to operate inside ECA-NOx areas.

Reception facilities in relation to ship recycling

No document submitted, but reference is to be made to the report of FSI 18.

(Documents submitted)

MEPC 61/7 (Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, the Russian Federation and Sweden) - Proposal to amend MARPOL Annex IV to include the possibility to establish Special Areas for the prevention of pollution by sewage and to designate the Baltic Sea as a Special Area under Annex IV – Supplementary information requested by MEPC 60

This document contains supplementary information requested by MEPC 60 concerning the proposal of the Baltic Sea States to amend MARPOL Annex IV to include the possibility to establish "Special Areas" for the prevention of pollution from sewage of passenger ships and a proposal to designate the Baltic Sea as such a Special Area.

MEPC 61/7/1 (Denmark, Marshall Islands, ICS, BIMCO and INTERTANKO) - Guidelines for recording of operations in the Oil Record Book Part I

This document proposes guidelines, for approval by the Committee, as instructions to seafarers on recording of operations in the Oil Record Book Part I, based on the consideration of this issue at MEPC 60.

MEPC 61/7/2 (New Zealand) - Report of the Correspondence Group for the Review of MARPOL Annex V

This document provides the final report on the work of the Correspondence Group for the review of MARPOL Annex V, including the draft revised text for the Annex and a summary of discussions and remaining issues. The Committee is invited to:

- .1 note the discussion on the proposed amendments to MARPOL Annex V as detailed in paragraphs 5 to 21 and annex 3 of this report;
- .2 consider the draft revision of MARPOL Annex V as detailed in annex 1 to this report, including the significance of the proposed changes to the existing text as detailed in annex 2 to this report;
- .3 note the likely requirement for amendments to the Guidelines for the implementation of MARPOL Annex V as detailed in annex 4, and the other potential consequential amendments referred to in paragraph 21 of this report;
- .4 note the issues requiring further consideration listed in paragraph 23 and, if appropriate, propose amendments to MARPOL Annex V to address these issues;
- .5 note the view of the correspondence group that there is a need for establishing a working group during MEPC 61 to further develop the draft amendments to MARPOL Annex V before their approval by plenary; and
- .6 note that the correspondence group has completed its work and fulfilled the terms of reference set by the Committee at MEPC 59.

MEPC 61/7/3 (United States) - Proposal to Designate an Emission Control Area for the Commonwealth of Puerto Rico and the United States Virgin Islands for Nitrogen Oxides, Sulphur Oxides and Particulate Matter

This document sets forth a proposal to amend MARPOL Annex VI to designate certain waters adjacent to coasts of the Commonwealth of Puerto Rico and the United States Virgin Islands as an Emission Control Area for NO_x, SO_x, and PM, in accordance with regulations 13 and 14 and Appendix III of MARPOL Annex VI.

This proposal shows that the designation of this Emission Control Area is supported by a demonstrated need to control emissions from ships. Moreover, adoption of the proposed Emission Control Area will reduce ambient levels of air pollution and achieve substantial benefits to human health and the environment.

MEPC 61/7/4 (Denmark, Germany, Japan) - Amendment to the NO_x Technical Code 2008 concerning the testing of engines fitted with an NO_x-reducing device

This document proposes an amendment to the NO_x Technical Code 2008 concerning the testing of marine Diesel engines to be fitted with a NO_x-reducing device for NO_x compliance.

MEPC 61/7/5 (Norway) - Comments and additional proposals to the Report of the Correspondence Group for the Review of MARPOL Annex V

This document is submitted as a follow-up to the report of the Annex V Correspondence Group and the issue of environmental acceptability for the discharge of cargo residues, and the use of cleaning agents or additives for tank and deck washing. We propose that Hazard Profiles should be developed for dry bulk cargoes and that GESAMP should be given the task to recommend properties to be used for the categorization of substances into pollution categories with subsequent discharge requirements. The document also proposes an approval scheme for cleaning agents or additives used for tank and deck washing of solid bulk cargoes.

MEPC 61/7/6 (United States) - Consideration of certain propulsion boilers designed for operation on heavy fuel oil

This document discusses safety concerns related to fuel-switching that are unique to propulsion boilers designed for operation on heavy fuel oil. Further, this document makes a proposal for consideration by the Committee to address these concerns. A small minority of ships in the world fleet are propelled by steam boilers. Although it is possible to modify a boiler to operate on ultra low sulphur marine distillate (0.10% m/m), the main propulsion boilers on some steamships are of rare design and are no longer supported by manufacturers. The United States proposes that steamships not designed for distillate or natural gas fuels be exempted from the fuel sulphur limits for ECA contained in regulation 14 of MARPOL Annex VI. This exemption should apply only to steamships that were not originally designed for sustained operation on lower sulphur fuels such as distillate fuel or natural gas.

MEPC 61/7/7 (Republic of Korea) - Proposal to amend the unified interpretations to regulation 12 of MARPOL Annex I

This document proposes amendments to the unified interpretations to regulation 12.2, 12.3 and 12.4 of MARPOL Annex I as amended by resolution MEPC.187(59) which will take effect on 1 January 2011 and requests the Committee's consideration of the need to develop the unified interpretation as a MEPC circular.

The Republic of Korea stated that when the amendment takes effect, "tanks for mixing oil residues with fuel oil" such as oil residue (sludge) service tanks will be reclassified as oil residues (sludge) tanks, as listed in 3.1 of the Supplement to the IOPP Certificate since the existing item 3.2.3 "Tank for mixing oil residues with fuel oil" in the Supplement to the IOPP Certificate Form A and B will be deleted. Therefore, the Republic of Korea is of the view that the unified interpretation concerning "tanks for mixing oil residues with fuel oil" such as oil residue (sludge) service tanks should be added to the existing one as set out in the Annex of this document. In this regard, please be reminded that the amended regulation 12.2 of MARPOL Annex I by resolution MEPC.187(59) stipulates that "Oil residue (sludge) may be disposed of directly from the oil residue (sludge) tank(s) through the standard discharge connection referred to in regulation 13, or any other approved means of disposal".

MEPC 61/7/8 (Japan) - Technical background to amend the NOx Technical Code 2008 concerning the testing of engines fitted with an NOx-reducing device

This document provides technical background for the proposed amendment to the NOx Technical Code 2008 proposed in document MEPC 61/7/4.

MEPC 61/7/9 and MEPC 61/7/9/Add.1 (Bahamas, Marshall Islands, CLIA and INTERFERRY) - Comments on the proposal to amend MARPOL Annex IV to include the possibility to establish Special Areas and to designate the Baltic Sea as a Special Area under Annex IV

This document is submitted in response to document MEPC 61/7 submitted by various Baltic States seeking to have special areas created under MARPOL Annex IV restricting the discharge of sewage from passenger ships and to have the Baltic Sea designated as the first such Special Area.

MEPC 61/7/10 (United States) - Proposal for collaborative discussion on spoilt cargo issues

This document provides suggested text for a questionnaire which will be useful in MEPC and London Convention-London Protocol (LC-LP)'s discussion of spoilt cargo issues. The questionnaire is intended to obtain factual information with respect to current practices and regulation of spoilt cargo disposal, including disposal of animal carcasses, from

vessels. Additional information concerning these topics, as well as any conditions or best practices that are or should be associated with such disposal would be useful with respect to: (1) the consideration of potential amendments to MARPOL Annex V; (2) LC-LP implementation of the "Guidance on Managing Spoilt Cargoes"; and (3) the associated development of an LC-LP outreach strategy.

MEPC 61/7/11 (IACS) - Clarification of the scope of application of regulation 15.6 and 15.7 of MARPOL Annex VI (VOC management plan)

This document submits a new IACS Unified Interpretation (UI) MPC 97, which, consistent with a decision of MEPC 58, clarifies the scope of application of regulations 15.6 and 15.7 of MARPOL Annex VI concerning the Volatile Organic Compound (VOC) management plan.

MEPC 61/7/12 (CSC) - Comments and additional proposals to the Report of the Correspondence Group for the Review of MARPOL Annex V

In this submission the Clean Shipping Coalition refers to the report of the Annex V Correspondence Group and makes proposals for the further strengthening of MARPOL Annex V. In particular the submission calls for: the worldwide harmonization of port reception facility schemes and onboard ship waste management; the incorporation of environmental considerations into the IMSBC Code; a tightening of the general prohibition, allowing discharge only if the ship or crew safety is at risk and there are no other alternatives; all commercial seagoing vessels to have a Garbage Management Plan and a Garbage Record Book; and the inclusion of an approach for locating and retrieving lost fishing gear.

MEPC 61/7/13 (United States) - Comments on the report of the correspondence group for the review of MARPOL Annex V

This document comments on the report of the correspondence group for the review of MARPOL Annex V in order to further the discussion of outstanding issues with an eye towards resolution.

MPEC 61/7/14 (WWF) - Comments on the proposal to amend MARPOL Annex IV

With this document, WWF supports the need to amend MARPOL Annex IV to include the possibility to establish Special Areas for the prevention of pollution from sewage from passenger ships and to designate the Baltic Sea as such a Special Area

MEPC 61/INF.6 (New Zealand) - Measures implemented to reduce marine debris from New Zealand fishing vessels

This document reports on a project undertaken in New Zealand to reduce the contribution from fishing vessels to marine debris. Specifically, this document describes measures implemented as a result of an extensive survey of onboard waste management practices and barriers to good practice.

MEPC 61/INF.7 (New Zealand) - Research results on garbage management on New Zealand fishing vessels

This document details the results of an extensive research project into garbage produced on board fishing vessels in New Zealand, along with garbage management practices and barriers to bringing garbage ashore.

MEPC 61/INF.9 (United States) - Designation of an Emission Control Area for Nitrogen Oxides, Sulphur Oxides and Particulate Matter

This document is submitted in support of the proposal to designate certain waters adjacent to the coasts of the United States territories of the Commonwealth of Puerto Rico and the U.S. Virgin Islands as an Emission Control Area for NOX, SOX, and PM, in accordance with regulations 13 and 14 and Appendix III of MARPOL Annex VI. It provides references and other information considered in developing the proposal.

MEPC 61/INF.23 (United States) - United States regulation of sewage discharges from vessels

This document describes a notice that the United States recently published in the Federal Register pertaining to its domestic program for the regulation of vessel sewage discharges.

Agenda Item 8 - Implementation of the OPRC Convention and the OPRC-HNS Protocol and relevant conference resolutions

Background: The outcome of the 11th meeting of the OPRC-HNS Technical Group, which will meet in the week prior to MEPC 61, will be brought to the attention of the Committee.

MEPC 61 will also consider the outcome of MSC 87's discussion on the issue of guidance for coastal States on how to respond to a maritime emergency involving radioactive materials.

LR Position: To note the discussion.

Implication: While matters are mostly relevant to the work of the governments, operational manual may help shipowners thus possible incorporation into shipboard/shore-side safety management system should be considered. Special attention may be paid by owners regarding a discussion on the Manual on Oil Pollution as the document has been referred to the revised MARPOL Annex I regulation 42 on Ship to Ship transfer coming into force on 1st January 2011 (MEPC. 186 (59)).

Application: Not specific to ships.

(Documents submitted)

MEPC 61/8 (Secretariat) - Background on the establishment of the OPRC-HNS Technical Group and the requirements related to oil and HNS pollution preparedness and response

The document provides background information on the establishment of the OPRC-HNS Technical Group, its terms of reference and its modality of operation, as requested by the Committee at MEPC 60.

MEPC 61/8/1 (Nigeria) - Manual on Oil Pollution, Section I – Prevention

This document sets out the finalized draft of the Manual on Oil Pollution, Section I – Prevention and finalized by the OPRC-TG Revised.

MEPC 61/8/2 (Secretariat) - Guidance document on the implementation of an incident management system

This document presents a finalized draft text of the Guidance document on the implementation of an Incident Management System (IMS), as agreed by the OPRC-HNS Technical Group at TG 10, with a view to its approval by the Committee at MEPC 61.

MEPC 61/8/3 (Secretariat) - Support and assistance to Member States in response to the Gulf of Mexico platform incident

The document sets out the actions taken by the Organization, in accordance with article 12 of OPRC 1990, in response to a number of requests for assistance, in connection with the recent Deepwater Horizon oil platform incident in the Gulf of Mexico, off the coast of Louisiana, United States.

MEPC 61/8/4 (Sweden) - High-priority work related to HNS and oil

This document contains information on the strategy to consider when a response system is to be developed. There are two annexes of prioritized list of actions concerning HNS and oil. The actions have been identified and there is a need of additional knowledge for all actions.

MEPC 61/8/5 (Russia) - An international complex exercise on responding to maritime incidents and oil spills in the northern region of the Caspian Sea ("Caspiy 2010")

This submission reports on the international complex exercise on response to marine casualties and oil spill in the North Caspian Sea.

Agenda Item 9 - Identification and protection of Special Areas and Particularly Sensitive Sea Areas

Background: MEPC 61 is to consider MSC 87's outcome on the action taken by NAV 55 concerning reporting systems and other routeing measures affecting PSSAs.

MEPC 61 will also consider any other submissions under this item.

LR Position: To note the discussion

Implication: Once the area is designated as particularly sensitive area, and various proposed measures are adopted by the IMO, there will be operational restriction for the ships passing the areas.

Application: To all ships visiting/passing the area.

(Documents submitted)

MEPC 61/9 (France and Italy) - Designation of the Strait of Bonifacio a Particularly Sensitive Sea Area

Since 1993 the coastal States – Italy and France – have taken steps to ban the passage of ships carrying dangerous and toxic goods. In Italy, the government concluded a voluntary agreement in 2001 with its shipping industry whereby the latter undertook to use only ships that did not pass through the strait. Despite these measures, the problem of the risk factor associated with international shipping in this area has not been resolved, and the threats to the area's rich resources from international maritime transport are even greater. As a result, in order to protect the area's environmental, cultural and economic attributes from the serious threats posed by international shipping, France and Italy request that it be designated a particularly sensitive sea area (PSSA) covering the strait and adjacent areas. In the area covered by this request, the associated protective measures envisaged include: adoption of a mandatory traffic separation scheme (TSS), promulgation of areas to be avoided, establishment of a vessel traffic system, and the introduction of mandatory pilot system for ships passing through the Strait of Bonifacio while carrying dangerous and toxic goods.

Agenda Item 10 - Inadequacy of reception facilities

Background: MEPC 61 will consider any submissions under this item including FSI 18's outcome of the issue.

LR Position: To note the discussion.

Implication: Primarily these matters are relevant to governments' work.

Application: N/A

(Documents submitted)

There are no documents submitted under this agenda item as of 8th September 2010.

Agenda Item 11 - Reports of sub-committees

Background: The Committee will consider the reports of the Sub-Committees on issues of relevance to the Committee, including the outcomes of DSC 14, BLG 14 DE 53 and FSI 18, as well as those of other subsidiary bodies.

LR position: To closely monitor the discussion.

Implication and Application: Up to each instrument.

(Outcome of BLG 14)

Please refer to LR report on BLG 14 on the LR corporate website – follow link below:
<http://www.lr.org/sectors/marine/documents/181199-lr-imo-blg-14-report.aspx>

(Outcome of DE 53)

Please refer to LR report on DE 53 on the LR corporate website – follow link below:
<http://www.lr.org/sectors/marine/documents/193206-lr-imo-de-53-report.aspx>

(Outcome of FSI 18)

One important item coming out of FSI 18 is the adoption of “MEPC resolution the revised Guidelines for Survey and Certification of Anti-Fouling Systems on Ships (resolution MEPC.102(48))”. Attention is also to be paid to the views on the reception facilities for ship recycling, i.e., FSI Sub-Committee considered that Hong Kong Ship Recycling Convention addresses the issue adequately thus no amendments to the MARPOL Convention is required.

(Document submitted)

MEPC 61/11 (Secretariat) - Outcome of BLG 14

This document reports on the outcome of BLG 14 for matters of relevance to the work of the Committee. The Committee is to:

1. endorse the action taken by the Sub-Committee following consideration of the report of ESPH 15 (paragraph 3.3);
2. note the Sub-Committee's agreement that Shale oils should be regarded as MARPOL Annex I cargo (paragraph 3.14.1);
3. note that the Sub-Committee concurred with the evaluation of cleaning additives (paragraph 3.14.3 and annex 1);

4. note the Sub-Committee's agreement to review the text of chapter 19 of the IBC Code and that this should be incorporated into the next revision of the IBC Code (paragraph 3.14.5);
5. note that the Sub-Committee endorsed the ESPH Working Group's proposals with respect to undertaking a systematic review of chapters 17 and 18 of the IBC Code (paragraph 3.14.6);
6. note the proposed actions to develop a draft BLG circular summarizing decisions relating to the evaluation of new products (paragraph 3.14.7);
7. approve the future work programme for an intersessional meeting of the ESPH Working Group in October 2010 (paragraph 3.14.8);
8. approve, subject to MSC 87's concurrent decision, the holding of an intersessional meeting of the ESPH Working Group in 2011 (paragraph 3.14.9);
9. endorse the action taken by the Sub-Committee following consideration of the issue of bio-fuels and bio-fuel blends by the ESPH Working Group (paragraph 4.17) as follows:

The Sub-Committee:

- a. agreed with the conclusions of the Group for the development of new guidelines to control the shipment of bio-fuel/petroleum oil blends;
 - b. agreed that a three-band system will be retained with a cut-off limit of 25% bio-fuel for Band 1 carriage under MARPOL Annex I conditions;
 - c. agreed that when Band 2 bio-fuel blends with an excess of 25% bio-fuels are carried they will be treated as Annex II products with generic carriage conditions assigned;
 - d. endorsed the view of the Group to request the FP Sub-Committee to advise on the use of alcohol-resistant foams when carrying ethanol/gasoline blends;
 - e. noted the definitions for "in port" and "blending in port" as proposed by the Group and the request for any additional views or information on this issue to be made available for the next ESPH meeting;
 - f. agreed that certification for individual components when loaded in the same port to produce a blend, are not required and that only a certificate permitting the carriage of the blended product is needed;
 - g. noted the discussions on the development of mandatory provisions to prohibit the blending of MARPOL cargoes on board during the sea voyage and the proposed draft text developed by the Chairman for further discussion at ESPH 16 (annex 2);
10. approve the "Framework for determining when a Basic Approval granted to one BWMS may be applied to another system that uses the same Active Substance or Preparation" (paragraph 5.35.1 and annex 3), and to request the Secretariat to issue a BWM circular on this matter;
 11. approve the Guidance for Administrations on the type approval process for ballast water management systems in accordance with Guidelines (G8) (paragraph 5.35.2 and annex 4), and to request the Secretariat to issue a BWM circular on this matter;
 12. extend the target completion date for the agenda item "Development of guidelines and other documents for uniform implementation of the 2004 BWM Convention" to the year 2012 (paragraph 5.35.5);
 13. note that the Sub-Committee agreed with the revised Action Plan to develop the remaining documents needed for uniform implementation of the BWM Convention (paragraph 5.35.7 and annex 6);
 14. note that the Sub-Committee, having noted the progress made in the development of Guidelines for the control and management of ships' bio-fouling

- to minimize the transfer of invasive aquatic species, had agreed to re-establish the intersessional correspondence group (paragraph 9.18);
15. note that the Sub-Committee could not complete a full review of the draft Guidelines for certification of marine diesel engines fitted with Selective Catalyst Reduction (SCR) systems and agreed to continue the review with a view to finalization at BLG 15 (paragraph 12.29.1);
 16. consider, with a view to adoption, draft amendments to the 2009 Guidelines for monitoring the worldwide average sulphur content of residual fuel oils supplied for use on board ships (resolution MEPC.183(59) noting that MEPC 61 should review the draft Guidelines taking into account the updated ISO 8217 specification (paragraph 12.29.4 and annex 9);
 17. note that the Sub-Committee requested the Secretariat to investigate any implications for its work from the expansion of the sulphur monitoring programme, including added costs, and report this to the Committee;
 18. extend the target completion date to 2012 for the work item on Review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and the NOx Technical Code 2008 (paragraph 12.29.6);
 19. note the biennial and post-biennial agendas of the Sub-Committee and approve subject to MSC 87's concurrent decision, the draft provisional agenda for BLG 15 (paragraph 14.3 and annexes 10 and 11); and
 20. note the report on the status of the planned outputs of the High-level Action Plan of the Organization relating to the Sub-Committee's work (paragraph 14.6 and annex 12).

MEPC 61/11/1 (Secretariat) - Outcome of DE 53

This document reports on the outcome of DE 53 on matters relevant to the work of the Committee. The Sub-Committee on Ship Design and Equipment (DE) held its fifty-third session from 22 to 26 February 2010 and its report has been circulated as DE 53/26.

Matters of relevance to the work of the Committee are reported hereunder. Paragraph numbers referred to below are those of document DE 53/26.

- Interpretations on the application of SOLAS, MARPOL and Load Lines requirements to major conversions of single-hull oil tankers (paragraphs 16.1 to 16.18)

Action taken by DE 53 concerning three items included in its agenda by MEPC 59 – Establishment of the Pollution Prevention Correspondence Group

- Manually operated alternatives in the event of pollution prevention equipment malfunctions (paragraphs 23.1 to 23.7)
- Improvement of existing pollution prevention equipment (PPE) (paragraphs 21.1 to 21.7) Development of guidelines for a shipboard oil waste pollution prevention plan (paragraphs 22.1 to 22.3)

MEPC 61/11/2 (Secretariat) - Outcome of FSI 18

This document provides the list of actions requested of the Committee on matters emanating from FSI 18.

Action requested of the Committee

The Committee is to approve the report in general and, in particular, to (paragraph numbers and annexes referred to below are those of document FSI 18/20):

1. note that mandatory reports required under MARPOL are being submitted only by one quarter of the Parties; and urge all Parties to MARPOL to submit mandatory reports in accordance with MEPC/Circ.318 (paragraphs 4.5 to 4.8);
2. endorse the Sub-Committee's agreement that Member States should populate and maintain current information on their port reception facilities in the Port

- Reception Facilities Database (PRFD), and also enter, maintain and update their country contact information (both as flag and also as port State) into the GISIS PRFD; and for this purpose endorse the continued monitoring of the GISIS PRFD, for both population levels and usage, on an as needed basis or on request from the MEPC or from FSI as appropriate (paragraphs 5.6.1 and 5.6.2);
3. concur with the Sub-Committee, in connection with work item 5.2 ("Revision of the IMO Comprehensive Manual on Port Reception Facilities"), that the Comprehensive Manual on Port Reception Facilities remained a very useful tool and in need of updating on the basis of the guidance contained at annex 2 to the correspondence group's report (FSI 18/5). For the revision of the Manual, consider either seeking donations from Member States and NGOs, or requesting the Technical Co-operation Committee, at its sixty-first session, to include this as a priority item under a Global Programme of the Integrated Technical Co-operation Programme (paragraph 5.6.6);
 4. in connection with work item 6.1 ("Development of Assistance and Training Programme"), approve the proposed plan for the strengthening of PRFs, as outlined in annex 3 to the correspondence group's report (FSI 18/5), and endorse this as a priority theme for the next ITCP biennium 2012-2013 (paragraph 5.6.7);
 5. endorse the Sub-Committee's agreement that work items 2.1, 3.2, 4.1, 4.2, 4.3, 5.2, and 6.1 of the Action Plan on Tackling the Inadequacy of Port Reception Facilities are completed and therefore that the Sub-Committee's work on the Action Plan has been satisfactorily completed (paragraphs 5.6.3 to 5.6.8);
 6. note the Sub-Committee's conclusion that the Hong Kong Convention already makes adequate provisions for the environmentally sound management of all wastes removed from ships at ship recycling facilities, and consequently the Sub-Committee's agreement to refer back to MEPC 61, for the Committee's further consideration, the proposal by the Islamic Republic of Iran (documents MEPC 60/6/6 and FSI 18/5/1) for making provisions in all Annexes of MARPOL for waste reception arrangements at ship recycling facilities (paragraphs 5.7 and 5.8);
 7. consider, with a view to adoption by an MEPC resolution the revised Guidelines for Survey and Certification of Anti-Fouling Systems on Ships (resolution MEPC.102(48)) (paragraph 12.21 and annex 1);
 8. note the views of the Sub-Committee on how the analysis of consolidated audit summary reports should be carried out by the Sub-Committee (paragraph 14.12);
 9. with regard to the issue of making the Code for implementation of mandatory IMO instruments and auditing mandatory (paragraphs 14.24 to 14.26):
 - a. concur with the view of the Sub-Committee that the tacit acceptance procedure is the preferred way forward to amend instruments to make the Code mandatory;
 - b. instruct the Sub-Committee to proceed with the development of texts of amendments on the basis that they will be brought into force under the tacit acceptance procedure;
 - c. consider whether each Annex to MARPOL would have to be amended with the appropriate text, either by adding a new chapter to an Annex or separating the Annex into a Part A for the technical regulations and a Part B to contain regulations, as appropriate;
 10. concur with the view of the Sub-Committee on the areas of the Code for implementation which would need to be amended at this stage (paragraph 14.28);
 11. note the view of the Sub-Committee on the time frame and schedule of the activities of the Sub-Committee to institutionalize the IMO Member State Audit Scheme (paragraph 14.29);

12. concur with the Sub-Committee's recommendation that any proposals to reduce or expand the scope of the Code for the implementation of mandatory IMO instruments should be, first, submitted by Member Governments to the Committees for consideration (paragraph 14.33);
13. note the progress made in the development of a Code for Recognized Organizations (paragraphs 15.24 to 15.32);
14. approve the Sub-Committee's biennial agenda (paragraph 17.11 and annex 2);
15. approve the inclusion of the proposed output in the post-biennial agenda of the Sub-Committee with 2 sessions for completion (paragraph 17.12 and annex 3);
16. approve the Sub-Committee's provisional agenda for FSI 19 (paragraph 17.13 and annex 4);
17. note the report of the status of the planned outputs of the High-level Action Plan of the Organization and priorities for the 2010-2011 biennium relevant to the Sub-Committee (paragraph 17.14 and annex 5); and
18. note the list of proposed outputs for the 2012-2013 biennium in SMART terms (paragraph 17.15 and annex 6).

Agenda Item 12 - Work of other bodies

Background: MEPC 61 will consider the outcomes of C 104, MSC 87, TC 60 and FAL 36.

The outcome of two diplomatic conferences (revision of the International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996; and amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and the STCW Code) will also be brought to the attention of MEPC 61.

(Outcome of MSC 87)

Please refer to LR report on MSC 87 on the LR corporate website – follow link below:
<http://www.lr.org/sectors/marine/documents/198298-lr-imo-msc-87-report.aspx>

There will be no draft MSC-MEPC Circulars coming out of MSC 87 for the finalization at MEPC 61.

LR Position: to monitor the discussion.

Implication: There will be no substantial decision that would affect the industry (e.g., joint MSC/MEPC circular) at this session.

Application: Not applicable.

(Documents submitted)

MEPC 61/12 (Secretariat) - Outcome of MSC 87

This document provides information on the outcome of MSC 87 which is relevant to the work of the Committee.

MEPC 61/12/1 (Secretariat) - Outcome of the one hundred and fourth session of the Council (C 104)

This document reports on the outcome of one hundred and fourth session of the Council which is of relevance to the work of the Committee.

Action requested of the Committee

The Committee is to note the information in this document and, in particular, to:

1. note the decisions by the Council concerning the recommendations by the Ad Hoc Council Working Group on the Organization's Strategic Plan's eleventh session (CWGSP 11), on improving the conduct of IMO meetings with a view to increasing efficiency and effectiveness, while also reducing the growing burden of work; and take action as appropriate (paragraphs 4 and 5); and
2. note the outcome of the Council on the report of the Committee's sixtieth session (paragraphs 7 to 9).

MEPC 61/12/2 (Secretariat) - Outcome of the 2010 International Conference on the revision of the HNS Convention

This document reports on the outcome of the 2010 International Conference on the revision of the HNS Convention.

MEPC 61/12/3 (Secretariat) - Outcome of the 2010 Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978

This document reports on the 2010 Conference of Parties to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978.

MEPC 61/12/4 (Secretariat) - Outcome of TC 60

This document provides information on the outcome of TC 60, which is relevant to the work of the Committee.

Agenda Item 13 - Status of conventions

Background: MEPC 61 will be informed of the status of conventions and protocols relating to marine environmental protection.

LR position: To note the information.

Implications: No immediate impact to the industry under this agenda item.

Application: N/A.

(Document submitted)

MEPC 61/13 (Secretariat)

The document shows the current status of IMO conventions and other instruments relating to marine environment protection.

Agenda Item 14 - Harmful anti-fouling systems for ships

Background: The Committee will consider any submissions under this item.

LR position: to carefully monitor the development from the view point of protection of environment and human health safety.

Implications: No specific implication is envisaged at this stage.

Application: N/A.

(Documents submitted)**MEPC 61/14 (IPPIC) - Survey and certification under the AFS Convention – recognized organizations' type-approval schemes for anti-fouling paints**

Resolution MEPC.102(48) provides the "Guidelines for survey and certification of anti-fouling systems on ships". Included in the Guidelines is a practical guidance on how ships are surveyed and issued with an International Anti-Fouling System Certificate. Confusion has arisen in the industry as a consequence of the introduction of additional type-approval schemes for anti-fouling paint products by recognized organizations. Type approval for anti-fouling paint products is not mandated within the AFS Convention and, in practice, such pre-qualification of anti-fouling paints is causing confusion and unnecessary bureaucratic and costly burden on the marine industry.

Agenda Item 15 - Promotion of implementation and enforcement of MARPOL and related instruments

This item is not covered in the agenda preview document.

Agenda Item 16 - Technical Co-operation Sub-programme for the Protection of the Marine Environment

Background: MEPC 61 will consider a status report on the Technical Co-operation Sub-Programme for the Protection of the Marine Environment, including an update on the major projects and other related activities on a region-by-region basis.

LR Position: To note.

Implication: No direct implication to the industry.

Application: N/A.

(Documents submitted)**MEPC 61/16 (Secretariat) - Update on the activities under the Integrated Technical Co-operation Programme and on the major projects (1 January 2010 – 30 June 2010)**

This document provides an update on the activities of the 2010-2011 Integrated Technical Co-operation Programme related to the protection of the marine environment undertaken during the period from 1 January 2010 to 30 June 2010.

MEPC 61/16/1 (Secretariat) - Status report on the implementation of the GEF-UNDP-IMO GloBallast Partnerships Project as at 30 June 2010

This document provides additional information on the implementation of the GloBallast Partnerships Project (GBP) as at 30 June 2010.

MEPC 61/16/2 (Secretariat) - Status report on the implementation of activities under the Global Industry Alliance for Marine Biosafety (GIA)

This document provides an update on the progress achieved under the Global Industry Alliance for Marine Biosafety (GIA).

MEPC 61/16/3 (Secretariat) - Development of a model Course on Ship Energy Efficiency Management Plan

This document provides a status report on the Organization's planned development of an IMO Model Course through a MoU with the World Maritime University (WMU). The aim of the course is to promote energy efficiency in the operation of ships.

Agenda Item 17 - Role of human element

Background: MEPC 61 will consider FSI 18's outcome concerning the criminalization of seafarers issue and any other submissions under this item.

LR Position: Lloyd's Register considers that Human Element is very important factor for the maritime safety and protection of marine environment. However, a matter "concerning the criminalization of seafarers" is not a subject that a Classification Society can get actively involved.

Implication: Depending upon the submissions.

Application: To be further developed at MEPC 61.

There are no documents submitted under this agenda item as of 15 September 2010.

Agenda Item 18 - Formal safety assessment

Background: The Committee has been developing environmental risk evaluation criteria for the purpose of the Formal Safety Assessment (FSA) with a view to incorporating such criteria into IMO FSA Guidelines (MSC/Circ.1023-MEPC/Circ.392, as consolidated in MSC 83/INF.2).

MEPC 56 had recognized that environmental risk assessment criteria were still under development and there was limited experience in their practical application and subsequently had agreed to establish a correspondence group.

MEPC 61 will consider the report of the correspondence group on Environmental Risk Evaluation Criteria and any other submissions under this item.

LR Position: To monitor the discussion.

Implications: Depending upon the FSA methodology under consideration, it will affect the outcome of the FSA study for oil tankers. The outcome of such FSA may have impact on the design of ship, e.g., wider double hull spaces for oil tankers.

Application: To be identified at a later stage.

(Documents submitted)

MEPC 61/18 (Secretariat) - Progress made at MSC 87 within the context of Formal Safety Assessment

This document provides information on the progress made at MSC 87 within the context of Formal Safety Assessment which is relevant to the work of the Committee.

MEPC 61/18/1 (United States) - Information on the cost of oil spills in the United States' territorial waters

This document provides information on the costs of oil spills in the United States. Based on United States data and supplemental literature review presented in MEPC 61/INF.11, the United States recommends that spill volumetric costs need to be increased from the valuation schemes currently proposed.

MEPC 61/18/2 (Greece) - Further experience with non-linear oil spill cost functions

This document reports on further experience with the non-linear oil spill cost functions. Oil spill data from the United States were combined with the IOPCF oil spill data set used to derive non-linear oil spill cost functions in previous analysis by Greece, so that the derived oil spill cost function is more inclusive and representative of available oil spill data.

MEPC 61/18/3 (Japan) - Consideration on the Development of Environmental FSA Guidelines

This document summarizes the current status of the development of environmental FSA guidelines, contains a proposal for the methodology of assessing cost-effectiveness of multiple RCOs when applied in combination, and presents Japan's view on the review of an FSA study on crude oil tankers.

MEPC 61/18/4 (Japan) - Updated function of oil spill cost versus spill weight (CW formula)

This document provides an updated oil spill cost function developed by using combined databases of the IOPCF, Norway and the United States.

MEPC 61/INF.11 (United States) - Analysis on the costs of oil spills in the United States' territorial waters

This document contains an analysis on the costs of oil spills in the United States. Based on United States data and supplemental literature review, the United States recommends that spill volumetric costs need to be increased from the valuation schemes currently proposed.

Agenda Item 19 - Noise from commercial shipping and its adverse impacts on marine life

Background: Since agreement of the new work programme at MEPC 58, IMO (MEPC Committee) has been working on identifying and addressing the ways to minimize the introduction of incidental noise into the marine environment from commercial shipping to reduce the potential adverse impact on marine life and, in particular, develop voluntary technical guidelines for ship-quieting technologies as well as potential navigation and operational practices.

LR position: To note.

Implications: Although the goal is to develop voluntary guidelines, it may affect design of ships. Noting one big source of noise is propeller cavitations, the matter has some relevancy to the discussion on energy efficiency of ships. .

Application: N/A.

(Documents submitted)

MEPC 61/19 (United States) - Report of the Correspondence Group

This document is the report of the Correspondence Group on the issue of "Noise from commercial shipping and its adverse impact on marine life". The Correspondence Group was established to identify and address ways to minimize the incidental introduction of noise from commercial shipping operations into the marine environment to reduce potential adverse impacts on marine life.

Agenda Item 20 - Work programme of the Committee and subsidiary bodies

Background: The Committee will consider and agree on the work programme of the Committee and subsidiary bodies, and on the items to be included in the agenda of the Committee for its forthcoming three sessions.

The Committee will also consider any proposals to include new items in the work programmes of the Committee and relevant sub-committees.

LR position: To note.

Implications: No immediate impact to the industry out of this agenda item.

Application: N/A.

(Documents submitted)

MEPC 61/20 (Secretariat) - Biennial agenda of the BLG 15 Sub-Committee and provisional agenda for BLG 15

This document contains the biennial agenda of the BLG Sub-Committee and the provisional agenda for BLG 15 for consideration by the Committee.

MEPC 61/20/Add.1 (Secretariat) - Biennial and post biennial agendas of the FSI Sub-Committee and provisional agenda for FSI 19

This document contains the biennial and post biennial agendas of the FSI Sub-Committee and the provisional agenda for FSI 19 for consideration by the Committee.

Agenda item 21 – Application of the Committee’s Guidelines

Background: MEPC 61 will consider the report of the Chairmen's meeting held during MSC 87 and, in particular, the outcome of MSC 87 regarding a consolidated text of the revised Guidelines on the organization and method of work of the MSC and MEPC and their subsidiary bodies (MSC-MEPC.1/Circ.2), with a view to approval for circulation. 21.1 MEPC 61 will also consider, as appropriate, the outcome of the Council Working Group on the Organization's Strategic Plan (CWGSP 11) related to the matter.

LR position: To note.

Implications: No immediate impact to the industry out of this agenda item.

Application: N/A.

(Documents submitted)

MEPC 61/21 (Secretariat) - Outcome of the 2010 Chairmen's Meeting

This document reports on the outcome of the 2010 Chairmen's Meeting which is relevant to the work of the Committee. The MSC and the MEPC are invited to consider the report of the meeting, in general and, in particular, to:

- .1 endorse, as appropriate, the meeting's recommendations on the revised Guidelines on the organization and method of work and request the Secretariat to take action accordingly (paragraphs 6.1 to 6.10 and 7.1);
- .2 approve the draft MSC/MEPC.1 circular on the Guidelines on the organization and method of work (paragraph 7.2 and annex 3);
- .3 invite Member Governments to use the revised Guidelines when submitting proposals for new outputs, pending concurrent approval of the Guidelines by MEPC 61 (paragraph 7.3);
- .4 consider making the Guidelines available as a publication that can be downloaded from the IMO website and, if agreed, request the Secretariat to take action accordingly (paragraph 8);
- .5 note that the Vice-Chairman of the MSC has been requested, in consultation with the Committee Chairman and assisted by the Secretariat, to undertake a preliminary assessment of capacity-building implications, for the outputs, related to mandatory instruments, which were approved at MSC 87 for consideration by MSC 88 (paragraph 9);
- .6 instruct the sub-committees to prepare their respective biennial agendas, with output phrased in SMART terms, for the next biennium at their forthcoming sessions and to request the Secretariat to take action accordingly (paragraph 11);
- .7 agree that the Committee should prepare its proposals for the High-level Action Plan for the 2012-2013 biennium for submission to C 106 and request the Secretariat to take action accordingly (paragraphs 12 and 13);
- .8 note the information on the development of a new GISIS module on Organizational Planning to support the new strategic planning process and request the Secretariat to provide all relevant IMO bodies with the same information (paragraph 14); and
- .9 note the status of the consideration of the outcome of the eleventh session of the Ad Hoc Council Working Group on the Organization's Strategic Plan (paragraph 15).

MEPC 61/21/1 (Secretariat) - Revision of the Committees' Guidelines Outcome of MSC 87

This document reports on the outcome of MSC 87 concerning revision of the Guidelines on the organization and method of work of the MSC and the MEPC and their subsidiary bodies (MSC-MEPC.1/Circ.2)

MEPC 61/21/2 (INTERTANKO and ITF) - Proposed amendments to the revised Committees' Guidelines

INTERTANKO and ITF have reviewed the draft revised Committees' Guidelines contained in annex 36 to document MSC 87/23 and suggest to incorporate the human element principles

Agenda item 22 – Election of the Chairman and Vice Chairman for 2011

Please note that agenda item 22 is not covered in LR IMO MEPC 61 agenda preview document.

Agenda Item 23 - Any other business

Background: The Committee will consider any submissions under this item.

LR position: To note.

Implications: No immediate impact to the industry.

Application: N/A.

There are no documents submitted under this agenda item as of 15 September 2010.

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