Marine Environmental Protection Committee
IMO MEPC 62 – July 2011

Summary report for clients

Overview

The 62nd session of the IMO Marine Environment Protection Committee (MEPC) was held from 11th to 15th July 2011. This briefing summarises critical issues for Lloyd’s Register clients.

Main focus was on greenhouse gas matter. The Committee adopted revisions to MARPOL Annex VI introducing Energy Efficiency Design Index (EEDI) and Ship Energy Efficiency Management Plan (SEEMP).

Other amendments to MARPOL adopted related to Annex IV (Sewage treatment), Annex V (Garbage) and Annex VI (Air pollution on NOx (nitrogen oxide) and SOx (sulphur oxides) control in a Special Area in the Central America and exemption on old steamers).

Unfortunately some issues, such as, Harmful anti-fouling systems for ships, Role of Human Element, Reception facilities, Noise from commercial shipping and its adverse impacts on marine life, were postponed to MEPC 63 scheduled from 27 February to 2 March 2012.

Detailed summary of the various topics within each agenda item can be found in LR Preview document, and data from there has not be re-iterated in this summary. Summary of all agreed amendments, circulars and other matters can be found in the tables at the end for ease of reference.

Green House Gas (GHG) emissions

Overview

The greenhouse gas discussions dominated the agenda of the plenary of the MEPC taking up nearly 3.5 days. The agenda indicated that there would be discussion on the following:

- Operational and Technical Measures related to Energy Efficiency Design Index (EEDI) and Ship Energy Efficiency Management Plan (SEEMP)
- Policies and Principles of GHG reductions
- Market Based Measures in terms of the outcome of the intersessional WG and any future action to meet the Committee’s work plan

Due to time constraints only policies and principles and operational and technical measures (EEDI and SEEMP) were discussed.

Energy Efficiency Design Index (EEDI) and Ship Energy Efficiency Management Plan (SEEMP)

Throughout the week the Committee made strenuous efforts through formal and informal meetings to gain consensus rather than have to vote on the adoption of the revision to MARPOL Annex VI. Despite the substantial work it all came down to a vote on late Friday afternoon which resulted in the adoption of MARPOL Annex VI.

There were two main additions to the proposed text of MARPOL Annex VI; one related to technology transfer and one related to deferment of implementation. The consequence of the later will need careful review and LR will publish its advice to clients when an analysis of the consequences has been completed.

The entry in force date the 1 January 2013, ships types, reduction rate etc remain the same.

An Intersessional Working Group will deal with remaining technical guidelines for EEDI and SEEMP. This should take place sometime later this year.

For more details of the above discussions, please refer to Annex 1 to this document.
Air Pollution matters under MARPOL Annex VI

The meeting:
- amended MARPOL Annex VI to introduce an ECA (Emission control area) in the US Caribbean area 40 to 50 nautical miles from Puerto Rico;
- noted that the United States will allow old steam ships to be exempt from the requirements of 0.1% Sulphur in fuel coming into force in 2015 in the North American and Caribbean ECAs until 2020. This exemption clause will enter into force on 1 January 2013;
- approved draft revised NOx Technical Code allowing an alternative approach to the certification of engine and SCR (Selective Catalytic Reduction) separately (due for adoption at MEPC 63). Relevant guidelines were adopted;
- agreed to proposal from Norway on a work plan related to Black Carbon covering solely the Arctic and referred it to the BLG Sub-Committee;
- agreed that the BLG Sub-Committee should be tasked with developing appropriate fuel sampling Guidelines;
- deferred consideration of proposal by Industry to commence a fuel availability pilot study for the 2018 review to MEPC 63.

For more details of the above discussions, please refer to Annex 1 to this document.

Prevention of oil and chemical pollution from ships

Amendments to MARPOL Annex I, oil record book, various supporting guidelines, carriage of bio fuel blend (as cargo) and other issues were discussed under various agenda items.

For details, please refer to Annex 2 to this document.

Formal safety assessment

MEPC 62, after years of hard work, concluded the development of an initial Environmental Risk Evaluation Criteria (oil lost from the vessel) which will be incorporated into IMO’s FSA guidelines currently under review by the Maritime Safety Committee. FSA can now be used in the development of both environmental and safety legislation to ensure the weight of any regulation reflects the actual risks that exist, rather than perceived risks.

Sewage treatment – MARPOL Annex IV

Adopted amendments to MARPOL Annex IV designating the Baltic Sea as a Special Area for the purpose of Sewage control. The new sewage emission control will be applicable to ships visiting that area for New ships - contracted/constructed on or after 1 January 2016; and for Existing ships - from 1 January 2018

For more details of the above discussions please refer to Annex 3 to this document.

Garbage control – MARPOL Annex V

Adopted revised text of MARPOL Annex V which will enter into force on 1 January 2013. The associated guidelines for implementation will be further considered at MEPC 63.

Port reception facilities under MARPOL Annex I, II, IV, V and VI

Regional arrangements for the establishment of reception facilities required under MARPOL Annex I, II, IV, V and VI was approved for adoption at MEPC 63.

Harmful aquatic organisms in ballast water

MEPC 62:
- agreed that the provisions of B-3.2 are applicable to ships under B-3.4 and as such they will be required to install a BW treatment system no later than the first intermediate or renewal survey after the anniversary date of the ships delivery in 2016;
- agreed that Ballast Water Management Convention will not be applicable to the water in the hopper area of Hoper dredgers;
- approved Procedure for approving other methods of ballast water management in accordance with regulation B-3.7 of the BWM Convention

For more details of the above discussions please refer to Annex 4 to this document.
Recycling of ships

Various outstanding guidelines were completed which support the Ship Recycling Convention, they are
- 2011 Guidelines for the development of the Ship Recycling Plan

For more details of the above discussions please refer to Annex 5 to this document.

Other instruments finalized by MEPC 62

There were a number of instruments not mentioned previously for finalisation. Brief introduction of these instruments are given in Annex 6.

Summary of decisions

The summary of the decisions are given in Annex 7 to this document.

What is Lloyd’s Register doing?

We continue to monitor and actively influence developments in relation to environmental opportunities and challenges for the marine industry. Our aims are:

- To communicate and provide leadership to our clients and regulators – while we will leave political decisions on regulatory frameworks to the regulators, we will stay involved and participate in evaluating options and helping ensure that their consequences are understood.
- To help our clients:
  - understand emerging and existing requirements in the environmental arena
  - comply with environmental requirements, be they regional or IMO-related
  - demonstrate their environmental credentials to stakeholders.
- To continue our work with research institutes, regulators and clients to develop solutions for the environmental challenges our clients face.
1 Energy Efficiency Design Index (EEDI) and Ship Energy Efficiency Management Plan (SEEMP)

The EEDI is a non-prescriptive, performance-based mechanism that leaves the choice of technologies to use in a specific ship design to the industry. As long as the required energy-efficiency level is attained, ship designers and builders would be free to use the most cost-efficient solutions for the ship to comply with the regulations.

Amendments to the MARPOL convention to make EEDI mandatory were adopted, which will enter into force on 1 January 2013.

All ships of 400 gt or above engaged on international voyages will be required to be surveyed and certificated for issuance International Energy Efficiency certificate.

The following ships contracted for construction on or after 1 January 2013 (in the absence of a building contract, the keel of which is laid on or after 1 July 2013), or delivered on or after 1 July 2015 will be required to have “Energy Efficiency Design Index (EEDI).”

- Bulk carrier*
- Gas tanker*
- Tanker*
- Container ship*
- General Cargo ship*
- Refrigerated cargo carrier*
- Combination carrier*
- Passenger ship
- Ro-ro cargo ship (vehicle carrier)
- Ro-ro cargo ship (volume carrier)

In addition, ships indicated with * in the above list that will be constructed from 1 January 2013 toward 2025 (and thereafter) will be required to meet reduction of Green House Gas.

The Regulations also require that all ships of 400 gt or above to have a Ship Energy Efficiency Management Plan (SEEMP) onboard which addresses ship-specific energy efficiency measures and which should meet Guidelines developed by the IMO. While SEEMP is a part of requirements for the newly introduced International Energy Efficiency Certificate (IEC Certificate), the presence of SEEMP will be also verified at intermediate and renewal surveys required under existing MARPOL Annex VI for the International Air Pollution Prevention Certificate (IAPP Certificate).

There is a waiver clause in the new requirements. An Administration may decide to delay the implementation up to 4 years from 1 January 2013.

A Classification news is being prepared to provide more details.

2 Matters relevant to non-technical elements of Green House Gas emission control, including Market Based Measures

Due to time constraints, discussion on this item was postponed to MEPC 63.
3 Matters relating to MARPOL Annex VI

3.1 Adoption of amendments to MARPOL Annex VI

Amendments to the MARPOL Annex VI (other than EEDI) were adopted.

The amendments address:

- New Emission Control Area in the Central America Region (the United States Caribbean Sea); and
- An exemption in regulation 14 of MARPOL Annex VI to allow the “old” steamships not designed for distillate or natural gas fuels to be exempted from the fuel sulphur limits for the ECAs in the Untied States.

With regard to the “exemption” clause introduced above, the regulation will enter into force on 1 January 2013, while the new ECA in the Central America will be applicable to all ships visiting the area from 1 January 2014.

3.2 Fuel (Sulphur) monitoring and fuel quality

A proposal to expand the entry in the Bunker Delivery Note required under MARPOL Annex VI (Regulation 18.5 and Appendix VI) for the inclusion of additional fuel oil parameters that may impact on health of seafarer, safety of ship and air emission was denied hence the specified parameters will remain as density and sulphur content.

There are existing Guidelines (MEPC.182(59)) in respect of the sampling of fuel oils as delivered to ships. However, it was recognised that currently a number of port State control inspections include sampling of the fuel oil being used in order to verify compliance with the ECA-SOx requirements and therefore, in order to provide a consistent approach to that process, it was agreed that BLG should be tasked with drafting appropriate sampling Guidelines.

With regard to fuel availability issues in relation to MARPOL Annex VI regulation 14.8, MEPC 62 deferred its decision to MEPC 63.

3.3 Black carbon and particulate matter

A number of submissions to were made to MEPC – both to this meeting and previous. MEPC 62 identified “black carbon” as an exhaust emission component that should be subject to control under MARPOL Annex VI – specifically in those areas where it impacts on ice in the Arctic area. The BLG Sub-Committee was tasked to investigate this matter further.

3.4 MEPC resolution on Guidelines for reception facilities under MARPOL Annex VI

The guidelines for reception facilities for ozone-depleting substances and residues from exhaust gas cleaning systems were adopted. The objective of these guidelines are to assist Governments in developing and enacting national legislations which implement the provisions of regulation 17 (Reception Facilities) of MARPOL Annex VI and assist port and terminal operators, ship repair ports and ship breaking facilities in assessing the need for and providing adequate reception facilities for ozone-depleting substances, equipment containing ozone-depleting substances and exhaust gas cleaning residues.

4 NOx Technical Code and its guidelines

Amendments to the 2008 NOx Technical Code were approved for adoption by MEPC 63. Whereas the existing 2.2.5.1 text only provided for the engine plus any NOx reducing device to be tested together it will be allowed that, subject to the agreement of the Administration, that the procedures given by the SCR Guidelines, which provide for an alternative certification approach, could be used.

The above amendments to the code were also reflected in the new SCR guideline adopted by MEPC 62.
5 Others

A correspondence group for the review of the status of technological developments to implement the Tier III NOx emissions standards, as required under regulation 13.10 of MARPOL Annex VI was established.

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Annex 2 - Prevention of oil and chemical pollution from ships (agenda items 7 and 11 (outcome of DE and BLG Sub-Committees))

1. MARPOL Annex I Regulation 12

The scope of application of regulation 12 of Annex I adopted by MEPC 187(59) was clarified by means of an MEPC Circular. Ships contracted before 1 January 2011 which are delivered before 1 January 2014 will not be required to comply the revised regulation 12.

2. Oil record book

Guidance for the recording of operations in the Oil Record Book Part I – Machinery space operations (all ships), were circulated as MEPC.1/Circ.736. Further revisions to clarify some of ambiguous/inconsistent entries were agreed.

3 Various supporting guidelines

The following guidelines prepared by the DE and the BLG Sub-Committees were concluded by MEPC 62:

- MEPC circular on Guidelines for the carriage of blends of petroleum oil and bio-fuels (MEPC 62 also agreed to extend validity of current interim guidance on the carriage of blends of petroleum oil and bio-fuels should remain effect until 1 September 2011);
- MEPC resolution on Guidelines and specifications for add-on equipment for upgrading Resolution MEPC.60(33)-compliant oil filtering equipment;
- MEPC circular on Guidelines for a ship board oily waste pollution prevention plan;
- MEPC Circular on amendments to the 2008 Revised Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for IBTS (MEPC.1/Circ.642, as amended by MEPC.1/Circ.676);

The following were not concluded at MEPC 62 due to time constraints:

- Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (resolution MEPC.108(49)).
Amendments Annex IV to the MARPOL Convention

Amendments to Regulations, 1, 9, 11, 12bis, and form of certificate – for the establishment of a special Area - were adopted.

More stringent requirements within the Special Area for discharging sewage from passenger ships that are contracted for construction or in the absence of a building contract, the commencing construction (keel laying) on or after 1 January 2016. In order to meet the requirement, a passenger ship must have holding tanks or a sewage treatment system meeting new standard. The requirements will be applicable to existing ships as well from 1 January 2018. However, such enforcement is subject to the availability of sufficient reception facilities in the area.

Taking this opportunity, MEPC 62 also revised the certification form that was given in the appendix to the MARPOL convention to rectify existing inconsistencies.

It should be noted that the DE Sub-Committee has been discussing the performance standards for the new treatment systems that meet new requirements.

Advice to clients

- **Builders and manufacturers**: There will be major impacts for passenger ship builders as they will have to consider how to optimise their black and grey water discharge arrangements inside and outside the Special Areas.

- **Owners**: Major impact for passenger ship owners as they 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. The system needs to be adaptable as there could be other regional (different) standards.

- **Flag Administrations and Recognized Organizations**: 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.

Applicability

All passenger ships visiting Special Areas. For new passenger ships from 1 January 2016 and for existing passenger ships from 1 January 2018.

It should be noted that the above dates are the earliest possible entry into force. The actual enforcement will be 12 months after notification of the readiness of the reception facilities. In other words, if the reception facilities required are not ready, the above dates could be postponed.

What is Lloyd’s Register doing?

Lloyd’s Register has been actively involved in the development of the performance standard for the new sewage treatment system that meets the new requirement.

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Annex 4 - Harmful aquatic organisms in ballast water (agenda items 2 and 11 (outcome of BLG Sub-Committee))

1 Approval of Ballast Water Treatment systems

Two ballast water treatment systems using active substances were granted final approval accordance with MEPC.169 (57) – Procedure for Approval of Ballast Water Management Systems that make use of Active Substances (G9). This brings the total number to 18 final approvals now granted. Readers are to note that any treatment systems that where given final approval for the active substance are required to be approved under MEPC. 174(58) - Guidelines for Approval of Ballast Water Management Systems (G8), by the flag Administration to be convention compliant.

2 Interpretation of the convention - applicability to the water in hopper areas of hopper dredgers

A BWM Circular on the applicability of the BWM Convention to the water in the hopper area of hopper dredgers

The circular clarifies that although “hopper dredgers” may have water in the hopper area during the transit voyages, such water is not considered “ballast” for the purposes of the Ballast Water Convention.

Interpretation of ships constructed after 2009 but before 2012 with ballast water tank capacity of 5,000m3 ore more

At MEPC 62 further clarification was requested on the application of regulation B-3.4 i.e. BW treatment systems which will be required to be installed by 2016 for ships constructed in or after 2009 but before 2012 with a BW capacity of 5000 m³ or more.

MEPC 62 agreed that the provisions of B-3.2 (period of grace clause) are applicable to ships under B-3.4 and as such they will be required to install a BW treatment system no later than the first intermediate or renewal survey after the anniversary date of the ships delivery in 2016. The agreement will be circulated as a BWM circular.

3 Availability of technology and products

A review of the availability of ballast water treatment systems concluded that there are approved systems available (at present there 17 systems that have received type approval in accordance with the requirements of the Convention) which can be installed for compliance with the Convention.

It was also noted that in theory there is no upper limit to the flow rate that can be treated with the systems currently available however installing modular systems to achieve higher flow rates is a technological and practical challenge. It was further noted that for some specialist ship type’s further data on the availability of suitable equipment was needed.

4 Adoption of resolution and approval of circular prepared by the BLG Sub-Committee.

4.1 MEPC resolution on Procedure for approving other methods of ballast water management in accordance with regulation B-3.7 of the BWM Convention

4.2 MEPC circular on Guidance on Scaling of ballast water management systems

What is Lloyd's Register doing?

Lloyd’s Register has produced guideline notes on BWM Convention and available technologies. This is available on Lloyd’s Register’s website (http://www.lr.org/sectors/marine/documents/222616-ballast-water-treatment-technology-guide-june-2011.aspx)

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Background

On 15 May 2009, at a Diplomatic Conference hosted by China, the “Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009” was adopted.

The Convention will enter into force 24 months after 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 2015–2017. No States have ratified the Convention to date (31 May 2011).

Discussions

1 2011 Guidelines for the development of the Ship Recycling Plan (SRP Guidelines)
MEPC 62 adopted the new guidelines. The SRP Guidelines are now considerably simpler than before and fulfil the central concept of the SRP which is to match the facility to the ship, and the new guidelines do not generally go beyond the convention.

2 2011 Guidelines for the development of the Inventory of Hazardous Materials
Six submitted papers had identified some needed improvements in the existing Guidelines. MEPC 62 adopted the new guidelines which supersedes the existing guidelines; Resolution MEPC.179(59). The amended Guidelines achieves considerable improvement enables proper international acceptance of testing techniques and results which will be vital to the credibility of Inventories approved by members. The problems of threshold values and exemptions for hazardous materials were discussed and agreed in principle but without any formal text although the working group agreed this was an important subject for the future.

3 Guidelines for safe and environmentally sound ship recycling (Facility Guidelines)
The work will be continued via a correspondence group.

4 Guidelines for the authorization of Ship Recycling Facilities (Authorization Guidelines)
The work will be continued via a correspondence group.

Applicability

All ships of 500 gt or over, including MODU, FPSO, FSO, etc.

What is Lloyd’s Register doing?

Lloyd’s Register has developed a guide to assist owners and other stakeholders through the recycling process and to explain current practices and regulations. They are available on the following Lloyd’s Register website


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Annex 6 - Other instruments for finalisation by MEPC 62

The following instruments were finalised at MEPC 62.

Draft Assembly resolutions (subject to final adoption by the 27th Assembly in November 2011)

- Draft Assembly Resolution on Survey Guidelines under the Harmonized System of Survey and Certification, 2011 (revoking A.997(25) and A.1020(26))
- Draft Assembly Resolution on Revised Procedure for Port State Control

Joint MSC-MEPC circular (output from MSC 89)

- MSC-MEPC Circular on Unified interpretations on the application of SOLAS, MARPOL and Load Line requirements to conversions of single-hull oil tankers to double-hull oil tankers or bulk carriers

MEPC resolution

- MEPC resolution on Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species
  
The Guidelines will address the risks of introduction of invasive aquatic species through the adherence of marine organisms, to ships' hulls and a management regime to minimise transfers of invasive aquatic species.
  
  Research indicates that biofouling is a significant mechanism for species-transfer by vessels. A single fertile fouling organism has the potential to release many thousands of eggs, spores or larvae into the water with the capacity to found new populations of invasive species such as crabs, fish, sea stars, molluscs and plankton. Minimizing biofouling will significantly reduce the risk of transfer.

- MEPC resolution on 2011 Guidelines for inspection of anti-fouling systems on ships;
  
  This supersedes the existing guidelines adopted as MEPC.105(49). The PSC guidelines provide the way “detailed” inspection may be carried out, including possible questions that may be asked to seafarers. With regard to sampling, it is stated that “If sampling is carried out, the time to process the samples cannot be used as a reason to delay the ship.”

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Annex 7 - List of instruments adopted/approved at MEPC 62

List of the mandatory resolutions adopted at the MEPC 62

<table>
<thead>
<tr>
<th>Conventions/Regulations</th>
<th>Relating to</th>
<th>Entry into force date</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>MARPOL Annex IV</td>
<td>Establishment of Special Area in Baltic Sea</td>
<td>1 January 2016</td>
<td>Subject to availability of reception facility</td>
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<tr>
<td>Regulations 1, 9, 11, 12</td>
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<tr>
<td>MARPOL Annex VI</td>
<td>Establishment of Emission Control Area (ECA) in the Central Americas (the United States Caribbean Sea) and a conditional, time limited, exemption from Regulation 14.4 for oil ship operating in the North America or Central America ECA.</td>
<td>1 January 2013</td>
<td>Period of Grace given to 1 January 2014 for ships entering the new ECA.</td>
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<tr>
<td>Regulations, 13, 14 and Appendix VIII</td>
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<tr>
<td>MAPOL Annex V</td>
<td>Regulations for the prevention of pollution by garbage from ships, including the format of Garbage Record Book.</td>
<td>1 January 2014</td>
<td>Guidelines are still under development</td>
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<td>- comprehensive revision</td>
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<tr>
<td>MARPOL Annex VI, new chapter 4</td>
<td>New Chapter 4 - Regulations on Energy Efficiency for Ships and consequential amendments to other chapters (Regulation 2 - Definitions, Regulation 5 - Surveys, Regulation 6 - Issue or endorsement of a Certificate, Regulation 10 - Port State Control on Operational Requirements)</td>
<td>1 January 2013</td>
<td>A waiver clause was inserted at MEPC 62</td>
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List of the non-mandatory resolutions and circulars adopted/approved at the MEPC 62 and introduced in this report

MEPC Resolutions

<table>
<thead>
<tr>
<th>MEPC Resolutions - title</th>
<th>Intended application date</th>
<th>Remarks</th>
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<tbody>
<tr>
<td>2011 Guidelines for the development of the Ship Recycling Plan (SRP Guidelines)</td>
<td>Not stated</td>
<td>Work done under MEPC 62 agenda item 3</td>
</tr>
<tr>
<td>2011 Guidelines for the development of the Inventory of Hazardous Materials</td>
<td>Not stated</td>
<td>Work done under MEPC 62 agenda item 3</td>
</tr>
<tr>
<td>Guidelines addressing additional aspects to the NOx technical Code 2008 with regard to particular requirements related to marine diesel engines fitted with Selective Catalytic Reduction (SCR) systems</td>
<td>Not stated but should be in conjunction with the NOx technical code 2008 that will be adopted by MEPC 63.</td>
<td>Work of BLG Sub-Committee</td>
</tr>
<tr>
<td>MEPC resolution on Procedure for approving other methods of ballast water management in accordance with regulation B-3.7 of the BWM Convention</td>
<td>Not stated</td>
<td>Work of BLG Sub-Committee</td>
</tr>
<tr>
<td>MEPC Resolutions - title</td>
<td>Intended application date</td>
<td>Remarks</td>
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<tr>
<td>MEPC resolution on Guidelines for the control and management of ships' bio fouling to minimize the transfer of invasive aquatic species</td>
<td>Not stated</td>
<td>Work of BLG Sub-Committee</td>
</tr>
<tr>
<td>MEPC resolution on Guidelines for reception facilities under MARPOL Annex VI</td>
<td>Not stated</td>
<td>Work of BLG Sub-Committee</td>
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<td>MEPC resolution on Guidelines and specifications for add-on equipment for upgrading Resolution MEPC.60(33)-compliant oil filtering equipment</td>
<td>Not stated</td>
<td>Work of DE Sub-Committee</td>
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<tr>
<td>MEPC resolution on 2011 Guidelines for inspection of anti-fouling systems on ships</td>
<td>Not stated</td>
<td>Work of FSI Sub-Committee</td>
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| MEPC Circulars |
|-----------------|-----------------|-----------------|
| MEPC Circular - title | Intended application date | Related to |
| MEPC circular on Guidelines for the carriage of blends of petroleum oil and bio-fuels | 1 September 2011 | Meanwhile, existing guideline was extended until 1 September 2011 |
| MEPC circular on Guidance on Scaling of ballast water management systems | Not stated | Work of BLG Sub-Committee |
| MEPC circular on Guidelines for a ship board oily waste pollution prevention plan | Not stated | Work of DE Sub-Committee |
| MEPC Circular on amendments to the 2008 Revised Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for IBTS (MEPC.1/Circ.642, as amended by MEPC.1/Circ.676) | Not stated | Work of DE Sub-Committee |
| MEPC Circular on Regulation 12.2.2 – Sludge tank discharge piping | Not stated | Considered under agenda item 7 |
| MEPC Circular on the revision to the Guidance for the recording of operations in the Oil Record Book Part I – Machinery space operations (all ships) circulated as MEPC.1/Circ.736 | Not stated | Considered under agenda item 7 |

| Other Circulars |
|-----------------|-----------------|-----------------|
| Other Circulars - title | Intended application date | Remark |
| A BWM Circular on the applicability of the BWM Convention to the water in the hopper area of hopper dredgers | Not stated | In relation to Ballast Water Management Convention |
| Revision to BWM.2/Circ. 29 on the interpretation of regulation B-3.4 concerning ships constructed during or after 2009, but before 2012, with a ballast water capacity of 5,000 cubic metres or more. | Not stated | In relation to Ballast Water Management Convention |
List of the MSC-MEPC circulars approved at the MEPC 62

<table>
<thead>
<tr>
<th>Title</th>
<th>Intended application date</th>
<th>Remarks</th>
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<tr>
<td>MSC-MEPC Circular on Unified interpretations on the application of SOLAS, MARPOL and Load Line requirements to conversions of single-hull oil tankers to double-hull oil tankers or bulk carriers</td>
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List of the draft Assembly Resolutions and circulars approved at the MEPC 62 for adoption at 27th Assembly (November 2011) that are introduced in this report

<table>
<thead>
<tr>
<th>Title</th>
<th>Intended application date</th>
<th>Related to</th>
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<tbody>
<tr>
<td>Draft Assembly resolution on Revised Recommendations for entering enclosed spaces aboard ships</td>
<td>Not stated</td>
<td>BLG Sub-Committee (Approved by MSC 89)</td>
</tr>
<tr>
<td>Draft Assembly resolution for the Adoption of the International Code on the enhanced programme of inspections during surveys of bulk carriers and oil tankers 2011 (ESP Code)</td>
<td>Not stated</td>
<td>DE Sub-Committee (Approved by MSC 89)</td>
</tr>
<tr>
<td>Draft amendments to A.997(25) - Survey Guidelines under the Harmonized System of Survey and Certification, 2011 (revoking A.997(25) and A.1020(26))</td>
<td>Not clearly stated but intended from 1 January 2012</td>
<td>FSI Sub-Committee (approved by MSC 89)</td>
</tr>
<tr>
<td>Draft Assembly resolution on Revised Procedure for Port State Control</td>
<td>Not stated</td>
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List of the draft amendments to the mandatory instruments approved at MEPC 62, which will be adopted at MEPC 63 – March 2012

<table>
<thead>
<tr>
<th>Conventions/Regulations</th>
<th>Relating to</th>
<th>Entry into force date</th>
<th>Remarks</th>
</tr>
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<tbody>
<tr>
<td>NOx Technical Code 2008</td>
<td>Section 2.2.5.1 to allow SCR Guidelines to be used instead of standard procedure and section 2.2.4 amended in order to separate out clause limiting application only to Engine Groups which will also be a limitation applied where the SCR Guidelines are applied</td>
<td>Not decided</td>
<td></td>
</tr>
<tr>
<td>MARPOL Annex I, II, IV, V and VI</td>
<td>Establishment of regional arrangements for reception facilities</td>
<td>Not decided</td>
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