IMO MEPC 62

Agenda preview for clients

Introduction
The 62nd session of the IMO Marine Environment Protection Committee (MEPC) will be held from 11th to 15th July 2011, at the IMO headquarters in London, the United Kingdom. This briefing summarises subjects under discussion which are relevant to the work of Lloyd’s Register. Due attention should be made to the “Advice” and “Application” sections given under each subject.

Overview of agenda items
The following will be the major topics for the discussion at MEPC 62. Some of the details of discussions are given in the annexes to this document.

1. Prevention of air pollution, including control of Green House Gas (GHG) emissions

There will be discussion on:
- Energy Efficiency Design Index (EEDI);
- Energy Efficiency Operational Indicator (EEOI);
- Ship Energy Efficiency Management Plan (SEEMP);
- Non-technical elements of Green House Gas emission control (including Market Based Measures (MBM) etc);
- Matters relating to MARPOL Annex VI; and
- NOx Technical Code and its guidelines.

For details, please refer to Annex 1 to this document.

2. Prevention of oil and chemical pollution from ships

Amendments to MARPOL Annex I, oil record, book, various supporting guidelines and carriage of bio fuel blend (as cargo) and other issues will be discussed under various agenda items. For details, please refer to Annex 2 to this document.

3. Sewage treatment

There will be discussion on:
- Amendment to the MARPOL Convention (for adoption at MSPC 62);
- Amendment to the MARPOL Convention (for discussion at MEPC 62 with a view to possible future conclusion); and
- Supporting guidelines

For details, please refer to Annex 3 to this document.
4. Garbage control
While a comprehensively revised text of MARPOL Annex V will be adopted under agenda item 6, the Guidelines for the implementation of MARPOL Annex V and the Guidelines for the development of garbage management plan will be discussed under agenda item 7. For details, please refer to Annex 4 to this document.

5. Harmful aquatic organisms in ballast water
While this matter will be primarily discussed under agenda item 2, there is some input from the BLG Sub-Committee which will be addressed under agenda item 11. In general, the discussion will be:

- Approval of new treatment systems;
- Development of relevant guidelines for implementation;
- Development of interpretations; and
- Potential difficulties with the implementation of the convention, once it enters into force.

Please refer to Annex 5 for the details.

6. Recycling of ships
This item will be exclusively discussed under agenda item 3. IMO has been working hard to complete various guidelines supporting the Ship Recycling Convention. However, there are still many issues to be resolved. For details, please refer to Annex 6 to this document.

7. Environmental aspects of the mandatory Polar Code and polar environment
An intermediate report on the development of the mandatory Polar Code will be introduced under item 11 as an outcome of the DE Sub-Committee, and relevant submission(s) made under this agenda item. Further, there will be discussion on “particulate matter” which is introduced in Annex 1 to this document. Some of which are specific to the polar environment.

8. Port reception facilities
In addition to agenda item 10 “Inadequacy of reception facilities” where developments in ISO will be advised, regional port reception facility arrangements will be discussed under agenda item 7 on the regional arrangements for port reception facilities. Matters relevant in relation to MARPOL Annex III (disposal of damaged cargo) will be discussed under agenda item 11 (outcome of the DSC Sub-Committee). Shipowners and managers will need to pay due attention to “regional” arrangements which may affect operation of their ships.

9. Anti-fouling paint
Discussion on “Harmful anti-fouling systems for ships” will take place under agenda item 14 where ISO standards under development on risk assessment of anti-fouling systems on ships for use in conjunction with the AFS Convention will be reviewed. Paint manufactures are invited to note this development.

The PSC guidelines on Anti-Fouling Systems will be addressed under agenda item 11 (outcome of the FSI Sub-Committee).

Contribution on the reduction of resistance in water thus improving Energy Efficiency Design Index will be addressed under agenda item 5.

For details, please refer to Annex 7 to this document.
10. Role of human element

Matters concerning the future arrangements of the joint MSC/MEPC Working Group on Human Element will be addressed under agenda item 17. The human element, including the ISM Code related elements of the PSC Guidelines are included in the report of the FSI Sub-Committee which will be introduced under agenda item 11.

11. Formal safety assessment

This item will be exclusively discussed under agenda item 18. MEPC 62 is expected to complete the work on environmental aspects of IMO’s FSA guidelines at this session. One of the major issues that will be addressed will be “non-linear oil spill cost functions”. For details, please refer to Annex 8 to this document.

12. Noise from commercial shipping

The outcome of the Intersessional Correspondence Group will be discussed under agenda item 19. This agenda item is to protect marine mammals by reduction of noise emitted from shipping activities. In relation to the current task given to the DE Sub-Committee on the reduction of onboard noise, the DE Sub-Committee also examined this issue. Intermediate findings by the DE Sub-Committee will be reported under agenda item 11. For details, please refer to Annex 9 to this report.

13. Other instruments for finalisation by MEPC 62

There are a number of instruments not mentioned previously for finalisation (adoption/approval) at this session or the next session of MEPC. Brief introduction of these instruments are given in Annex 10.

Advice to clients

MEPC 62 has the following agenda items. However, as explained about, many subjects will be discussed under various agenda items.

1  Adoption of the agenda
2  Harmful aquatic organisms in ballast water
3  Recycling of ships
4  Prevention of air pollution from ships
5  Reduction of GHG emissions from ships
6  Consideration and adoption of amendments to mandatory instruments
7  Interpretations of, and amendments to, MARPOL and related instruments
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
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 Committees’ Guidelines
22  Election of the Chairman and Vice Chairman for 2012
23  Any other business
24  Consideration of the report of the Committee

Amendments to the MARPOL Convention that will be adopted at MEPC 62 will enter into force around December 2012 or January 2013. Enforcement of the established Special Area may depend upon the progress of the preparation of
reception facilitates in the area. Other proposed amendments to the MARPOL Convention will enter into force 16 month after the possible adoption at MEPC 63 which is scheduled to take place in March 2012.

IMO’s 27th Assembly is scheduled in November 2011. Proposed Assembly resolutions are expected to be concluded at that time.

Other MEPC resolutions (not amendment to the MARPOL Convention), and MEPC circulars normally take immediate effect, unless dates are specifically stated in the resolution/circular.

Meeting a new environmental regulation is a huge challenge for the industry and governments concerned. Lloyd’s Register will assist industry and government in such challenges.
Overview

The discussions are scattered across various agenda items. The following are the primary points of discussions:

1. Energy Efficiency Design Index (EEDI)
   - There are still a number of technical issues which need to be resolved, for example:
     - coefficient factor “fw”;
     - Sea trial - weather correction;
     - Use of wind power in relation to the EEDI calculation;
     - Verification of index;
     - Minimum sea keeping speed; and
     - Voluntary structural enhancement.

2. Energy Efficiency Operational Indicator (EEOI)


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

5. Matters relating to MARPOL Annex VI
   - 5.1 Adoption of amendments to MARPOL Annex VI
   - 5.2 IAPP Certificate
   - 5.3 Shipboard Incineration of sewage sludge or sludge oil by a boiler
   - 5.4 Fuel (Sulphur) monitoring and fuel quality
   - 5.5 Black carbon and particulate matter
   - 5.6 Various supporting guidelines
   - 5.7 Draft MEPC resolution on Guidelines for reception facilities under MARPOL Annex VI

6. NOx Technical Code and its guidelines
   - Amendments to the code, adoption of guideline, and other relevant matter will be discussed. There will be significant debate on paragraph 7.7 of the proposed SCR guideline that allows model testing.

7. Others

The following information is provided in the appendices to this annex:

- Appendix 1 - Brief explanation of EEDI and SEEMP
Appendix 2 - Amendments to MARPOL Annex VI for adoption and other guidelines

Background

Matters relating to GHG emission, including EEDI

General

In 1997 IMO adopted a resolution on CO₂ emissions from ships (Resolution 8 of the 1997 International Conference of Parties to MARPOL 73/78).

IMO Assembly further adopted resolution A.963(23) on IMO policies and practices related to the reduction of greenhouse gas emissions from ships, which requests the MEPC to develop a greenhouse gas emission index for ships, and guidelines for use of that index.

MEPC 55 approved the work plan to identify and develop the mechanisms needed to achieve the limitation or reduction of CO₂ emissions from international shipping. The work plan reiterated the call to consider technical, operational and market-based methods for dealing with GHG emissions (action 1(d) of resolution A.963(23)).

EEDI

EEDI is a tool to assign specific efficiency index to ships. The proposed amendments to MARPOL Annex VI were submitted for adoption. If adopted, the requirement will enter into force on 1 January 2013 for selected ship types and size. There are still various policy/procedural issues and unsolved technical issues, including referencing line (a base line for the future reduction) and reduction factors. Brief explanation is given in Appendix 1 to this annex.

Matters relating to Existing MARPOL Annex VI and NOx technical code

The revised Annex VI to the MARPOL Convention adopted by Resolution MEPC.176(58) entered into force on 1 July 2010. Following experience gained, some clarification is being sought. The amendment will eventually be further enhanced toward 2020. Various activities toward such enhancement have been reported.

Lloyd’s Register position

• It is envisaged that EEDI and SEEMP will remain a political decision and we will await the outcome while are supporting with technical advices;
• With regard to Market Based Measures (MBM), it is envisaged that this matter currently remains primarily a political issue. Lloyd’s Register will provides advice to concerned parties when concrete technical/technological discussions take place;
• Compliance with the NOx Technical Code tier III requirements will be a challenge for everyone. Therefore, Lloyd’s Register will provides advice if a sector of industry struggles for compliance;
• With regard to the SCR Guidelines, Lloyd’s Register has strong concerns over the introduction of scheme B, thus cannot share the views with the proposal given in MEPC 62/11/5. Similarly, Lloyd’s Register cannot share the views expressed in MSC 62/4/15 but does support the views expressed in MSC 62/4/13.

Documents submitted

1 Energy efficiency design index (EEDI)

1.1 Base document for adoption and general/comprehensive comments

• MEPC 62/6/3 (Secretariat) - Amendments to MARPOL Annex VI – Inclusion of regulations on energy efficiency for ships
- MEPC 62/6/5 (Australia, Belgium, Canada, Denmark, Germany, Japan, Liberia, Norway and the United Kingdom) - Proposed amendments to MARPOL Annex VI
- MEPC 62/6/7 (Japan and Marshall Islands) - Draft resolutions on amendments to MARPOL Annex VI – Inclusion of regulations on energy efficiency for ships
- MEPC 62/6/21 (Singapore) - Amendments to MARPOL Annex VI – Inclusion of regulations on energy efficiency for ships
- MEPC 62/6/23 (Vanuatu) - Comments on the proposed amendments to MARPOL Annex VI
- MEPC 62/6/24 (ICS) - Amendments to MARPOL Annex VI – Inclusion of regulations on energy efficiency for ships - Review of EEDI

1.2 Technical aspects of the draft regulation in MARPOL Annex VI for mandatory assignment of EEDI and SEEMP (for regulation to be concluded at MEPC 62)
- MEPC 62/6/4 & Corr.1 (Secretariat) - Calculation of parameters for determination of EEDI reference values
- MEPC 62/6/12 (CESA) - Comments on energy efficiency related amendments to MARPOL Annex VI
- MEPC 62/6/13 (IPTA) - Introduction of a cubic capacity correction factor into the EEDI formula
- MEPC 62/6/14 (Netherlands) - Calculation of parameters for determination of EEDI reference values
- MEPC 62/6/16 (China) - Proposed amendments to draft regulations on energy efficiency for ships
- MEPC 62/6/19 (Greece) - A proposal for the EEDI reduction factors for Containerships, Tankers and Bulk Carriers
- MEPC 62/6/20 (SIGTTO) - Considerations of the Application of the EEDI reference lines to LNG Vessels
- MEPC 62/6/26 (Germany) - Rectification of drafting omissions of draft amendments to regulations on energy efficiency for ships of MARPOL Annex VI (EEDI)
- MEPC 62/INF.17 (CESA) - Recommendations regarding appropriate reference lines for ro-ro ships

1.3 Technical aspects of the draft regulation in MARPOL Annex VI for mandatory assignment of EEDI and SEEMP (for further consideration)
- MEPC 62/INF.16 (CLIA) - Consideration of the Energy Efficiency Design Index (EEDI) for New Cruise Ships

1.4 Legal, economical and procedural aspects of the draft regulation
- MEPC 62/5/10 (China, Saudi Arabia and South Africa) - Comments on the proposed mandatory energy efficiency regulations
- MEPC 62/5/31 (Vanuatu) - Comments on the guidelines on the method of calculation of the energy efficiency design index for new ships
- MEPC 62/6/9 (India) - Circular letter No.3170
- MEPC 62/6/15 (Argentina, Brazil, Chile, China, Ecuador, India, Nicaragua, Peru, the Philippines, South Africa and Venezuela) - Comments on the Note by the Secretariat on Amendments to MARPOL Annex VI – Inclusion of regulations on energy efficiency for ships

1.5 Technical guidelines for supporting EEDI
- MEPC 62/5/3 (Japan) - Treatment of coefficient “fw” in the Energy Efficiency Design Index and the guidelines for the simulation of ship performance to obtain coefficient “fw”
- MEPC 62/5/4 (Japan) - Report of the Correspondence Group
• MEPC 62/5/5 (Norway) - Verification of the EEDI and Comments on ISO 15016:2002 and the equivalent methods or performing sea trials
• MEPC 62/5/6 (Greece) - Further prospects for EEDI improvement
• MEPC 62/5/12 (Germany) - Draft Interim Guidelines for Determination of the Effective CO₂ Reduction by Wind Propulsion Systems
• MEPC 62/5/16 (China) - Consideration of the Energy Efficiency Design Index for new ships - A proposal on removing the coefficient "fw" from EEDI formula.
• MEPC 62/5/17 (Japan) - Detail treatments of innovative energy efficiency technologies for calculation of the Attained EEDI
• MEPC 62/5/18 (Japan) - Second report of the Correspondence Group
• MEPC 62/5/19 - MCO, CESA, IACS, INTERCARGO, INTERTANKO and WSC - Consideration of the Energy Efficiency Design Index for New Ships Minimum propulsion power to ensure safe manoeuvring in adverse conditions
• MEPC 62/5/21 (BIMCO, CESA, IACS, ICS, INTERCARGO, INTERTANKO and OCIMF) - Report of the Joint Industry Working Group preparing Industry Guidelines to facilitate consistent application of the EEDI
• MEPC 62/5/22 (Greece) - Consideration of Safety issues related to EEDI – Guidelines for ship-specific voluntary structural enhancements
• MEPC 62/5/23 (Greece) - Verification of EEDI, treatment of coefficient "fw" and comments on ISO 15016:2002 and the equivalent methods for performing sea trials
• MEPC 62/5/24 (Republic of Korea) - Proposal to modify the definition of capacity of container ships for EEDI calculation
• MEPC 62/5/25 (Republic of Korea) - Proposal of the criteria on the energy saving devices and technologies to be deducted in the calculation of EEDI
• MEPC 62/5/26 (Republic of Korea) - Proposal on the correction factor for power (fj) and capacity (fi) for ice-classed ships
• MEPC 62/5/30 (Finland and Sweden) - Comments on the calculation of parameters for determination of EEDI reference values and correction factors for ice classed ships
• MEPC 62/5/32 (Japan and ITTC) - Comments on document MEPC 62/5/5 "Verification of the EEDI and Comments on ISO 15016:2002 and the equivalent methods for performing sea trials"
• MEPC 62/INF.21 (BIMCO, CESA, IACS, INTERCARGO, INTERTANKO and WSC) - Consideration of the Energy Efficiency Design Index for New Ships Minimum propulsion power to ensure safe manoeuvring in adverse conditions
• MEPC 62/INF.23 (United Kingdom) - Potential additional energy efficiency benefits arising from advanced fluoropolymer foul release coatings
• MEPC 62/INF.34 (Germany) - Global Wind Specification along the Main Global Shipping Routes to be applied in the EEDI Calculation of Wind Propulsion Systems
• MEPC 62/INF.35 (Germany) - Calculation Method to be applied in the EEDI Calculation of Wind Propulsion Systems
• MEPC 62/INF.37 (Japan) - Detail treatment of innovative energy efficiency technologies for calculation of the Attained EEDI

2 Energy Efficiency Operational Indicator (EEOI)
• MEPC 62/5/11 (Russian Federation) - Proposal on correcting the calculation procedure for energy efficiency operational indicator
3 Ship Energy Efficiency Management Plan (SEEMP)

SEEMP is a management tool (system) for more efficient operation of ships. Documents submitted are:

- MEPC 62/INF.10 (OCIMF) - Example of a Ship Energy Efficiency Management Plan
- MEPC 62/INF.12 (OCIMF) - Project to develop a SEEMP using a structured methodology and the resulting improvement in Energy Efficiency
- MEPC 62/5/29 (Secretariat) - Draft model course for energy efficient operation of ships
- MEPC 62/INF.39 (Secretariat) - Draft model course for energy efficient operation of ships

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

Various issues, such as UNFCCC initiatives, market based measures etc will be discussed. Documents submitted are:

- MEPC 62/5 (Secretariat) - Outcome of the United Nations Climate Change Conference held in Cancún, Mexico from 29 November to 10 December 2010
- MEPC 62/5/1 (Secretariat) - Report of the third Intersessional Meeting of the working group on greenhouse gas emissions from ships
- MEPC 62/5/2 (IMarEST) - Marginal Abatement Costs and Cost-Effectiveness of Energy-Efficiency Measures
- MEPC 62/5/7 (Greece) - MBM proposals: a way ahead
- MEPC 62/5/8 (United States) - Efficiency improvements within the international marine sector
- MEPC 62/5/9 (Turkey) - Turkey’s Position on GHG Emission Issues
- MEPC 62/5/13 (Bahamas) - Mandatory CO₂ emission cut targets through technical and operational measures
- MEPC 62/5/14 (WWF) - Ensuring no net incidence on developing countries from a global maritime MBM
- MEPC 62/5/15 (Germany) - Possible uses of revenues generated by an Emissions Trading System
- MEPC 62/5/20 (Brazil) - Considerations on technical and operational measures to reduce GHG emissions from ships
- MEPC 62/5/27 (India) - Possible incompatibility between WTO Rules and a market-based measure for international shipping
- MEPC 62/5/28 (Panama) - Comments on the report of the third Intersessional Meeting of the Working Group on Greenhouse Gas Emissions from Ships
- MEPC 62/5/33 (Cyprus, Denmark, the Marshall Islands, Liberia, Nigeria, the Republic of Korea and the International Parcel Tankers Association (IPTA)) - The International Greenhouse Gas Fund – strengths and weaknesses
- MEPC 62/5/34 (France) - Comment on document MEPC 62/5/15 on the possible use of revenues generated by an Emissions Trading System
- MEPC 62/INF.2 (Secretariat) - Ministerial Declaration on Global Environment and Energy in Transport
- MEPC 62/INF.3 (Secretariat) - High-level Advisory Group of the United Nations Secretary-General on Climate Change Financing
- MEPC 62/INF.6 (Republic of Korea) - Results of the fourth Seoul International Maritime Forum
- MEPC 62/INF.7 (IMarEST) - Marginal Abatement Costs and Cost Effectiveness of Energy-Efficiency Measures
5 Matters relating to MARPOL Annex VI

5.1 Amendment to the MARPOL Convention (for adoption at MEPC 62)
- MEPC 62/6/2 (Secretariat) - Amendments to MARPOL Annex VI (Amendments to regulations 13 and 14 and Appendix VII)

5.2 IAPP Certificate
- MEPC 62/11/1 (Secretariat) - Outcome of FSI 19

5.3 Shipboard Incineration of sewage sludge or sludge oil by a boiler
- MEPC 62/7/7 (Russian Federation) - Amendments to the text of regulation 16.4 of MARPOL Annex VI

5.4 Fuel (Sulphur) monitoring and fuel quality
- MEPC 62/4 (Secretariat) - Sulphur monitoring for 2010
- MEPC 62/4/4 (Norway and INTERTANKO) - Fuel Oil Quality and Quality Control of Bunkers – Relevant Data
- MEPC 62/4/5 (United States) - Report of the Correspondence Group on Assessment of Availability of Fuel Oil under MARPOL Annex VI
- MEPC 62/4/11 (Norway) - Fuel Oil Quality
- MEPC 62/4/12 (Norway) - Sampling Fuel Oil
- MEPC 62/4/17 (ICS) - Further study to review the impacts of the sulphur requirements in the revised MARPOL Annex VI
- MEPC 62/4/19 (United States) - Studies of the impacts of the sulphur requirements in MARPOL Annex VI for designated Emission Control Areas
- MEPC 62/4/21 (ICS) - Comment on the report of the Correspondence Group
- MEPC 62/INF.9 (United States) - Supplement to the Report of the Correspondence Group on Assessment of Availability of Fuel Oil under MARPOL Annex VI
- MEPC 62/11/2 (Secretariat) - Outcome of BLG 15

5.5 Black carbon and particulate matter
- MEPC 62/4/10 (Norway) - Work plan for the reduction of Black Carbon emissions from international shipping
- MEPC 62/4/16 (CSC, FOEI, Pacific Environment and WWF) - Reduction of emissions of Black Carbon from shipping in the high northern latitudes
- MEPC 62/4/18 (Republic of Korea) - Consideration of climate change in the Arctic by Black Carbon emission from shipping.
- MEPC 62/INF. 32 (CSC) Updated study estimating premature mortality above 40 degrees north latitude resulting from primary particulate emissions from international shipping activity
- MEPC 62/INF. 33 (CSC) New assessment of technologies to reduce emissions of black carbon from international shipping
- MEPC 62/11/2 (Secretariat) - Outcome of BLG 15
5.6 Various supporting guidelines

5.6.1 Draft MEPC circular on the Revised form of supplement to International Air Pollution Prevention Certificate, to amend MEPC.1/Circ.718
- MEPC 62/11/1 (Secretariat) - Outcome of FSI 19

5.6.2 Draft MEPC resolution on Guidelines for reception facilities under MARPOL Annex VI
- MEPC 62/11/2 (Secretariat) - Outcome of BLG 15

5.7 Draft MEPC resolution on Guidelines for reception facilities under MARPOL Annex VI
- MEPC 62/11/2 (Secretariat) - Outcome of BLG 15

6 NOx Technical Code and its guidelines

6.1 Draft amendments to the NOx Technical Code 2008
- MEPC 62/4/2 International Council of Marine Industry Associations (ICOMIA) - Potential Compliance Difficulties with NOx Tier III Emission Standards
- MEPC 62/4/9 (Secretariat) - Possible approach for the review of the status of technological developments to implement the Tier III NOx emissions standards
- MEPC 62/4/14 (China) - Proposals on the draft amendments to the NOx Technical Code 2008 and its associated SCR Guidelines
- MEPC 62/4/20 (United Stats) - Technical developments to implement Tier III NOx standards
- MEPC 62/INF. 8 (Republic of Korea) - Reduction of time for Engine Shop Test and the subsequent economic and environmental effects
- MEPC 62/11/2 (Secretariat) - Outcome of BLG 15
- MEPC 62/11/8 (IACS) - Comments on the Guidelines for certification of marine diesel engines fitted with SCR and the associated draft amendments to the NOx Technical Code

6.2 Draft MEPC resolution on Guidelines addressing additional aspects to the NOx Technical Code 2008
- MEPC 62/4/13 (Ireland and United States) - Certification and continued compliance of engines utilizing NOx-reducing devices to comply with regulation 13 of MARPOL Annex VI
- MEPC 62/4/14 (China) - Proposals on the draft amendments to the NOx Technical Code 2008 and its associated SCR Guidelines
- MEPC 62/4/15 (China) - Proposal on SCR Guidelines
- MEPC 62/11/2 (Secretariat) - Outcome of BLG 15
- MEPC 62/11/5 (Germany) - Draft MEPC resolution on 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.

6.3 Tier I engine approval
- MEPC 62/7/8 (IACS) - Minimum requirements for IMO circulars related to notification of the certification of an Approved Method (MARPOL Annex VI, regulations 13.7.1 and 13.7.2)
7 Others

- MEPC 62/4/1 (Secretariat) - Development of a GISIS module for MARPOL Annex VI – portal for mandatory notifications

- MEPC 62/4/3 (the Secretariat of the United Nations Economic Commission for Europe Convention on Long-Range Transboundary Air Pollution)
Appendix 1 - Brief explanation of EEDI and SEEMP

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

**Background:** EEDI is a design index for a ship’s energy efficiency. It was originally developed as a non-mandatory instrument to help control CO2 emissions from shipping but currently IMO is working to make EEDI mandatory under Annex VI of the MARPOL Convention. IMO is also currently considering making the requirements of SEEMP mandatory, which would seek to improve energy efficiency of the existing fleet through active energy management and therefore reduce CO2 emissions.

**Summary:** EEDI reflects the amount of CO2 generated per tonne-mile (cargo carrying capacity). It constitutes a uniform approach to calculation of a ship’s energy efficiency during the design and build of new ships and will be used to control CO2 levels emitted for future ships by encouraging improvements in ship design.

The Draft Regulation is currently prepared to be applicable for new ships as given below. These ships would be required to have an Attained EEDI (i.e. actual verifiable values) which is equal to or less than the Required EEDI values (i.e. determined using reference lines). The required EEDI is drawn up based on the EEDI reference line related to ships construction as shown in the table below. The EEDI Reference line is the average energy efficiency for different classes of vessels and this is yet to be finalised by IMO.

**Table - Reduction rate in percentage for the Required EEDI compared to the EEDI Reference line**

<table>
<thead>
<tr>
<th>Ship type</th>
<th>Size</th>
<th>Phase 0 1-Jan-13 – 31-Dec-14</th>
<th>Phase 1 1-Jan-15 – 31-Dec-19</th>
<th>Phase 2 1-Jan-20 – 31-Dec-24</th>
<th>Phase 3 1-Jan-25 onwards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bulk carrier</td>
<td>20,000 DWT and above</td>
<td>0</td>
<td>10</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>10,000 – 20,000 DWT</td>
<td>n/a</td>
<td>0-10*</td>
<td>0-20*</td>
<td>0-30*</td>
</tr>
<tr>
<td>Gas tanker</td>
<td>10,000 DWT and above</td>
<td>0</td>
<td>10</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>2,000 – 10,000 DWT</td>
<td>n/a</td>
<td>0-10*</td>
<td>0-20*</td>
<td>0-30*</td>
</tr>
<tr>
<td>Tanker</td>
<td>20,000 DWT and above</td>
<td>0</td>
<td>10</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>4,000 – 20,000 DWT</td>
<td>n/a</td>
<td>0-10*</td>
<td>0-20*</td>
<td>0-30*</td>
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<tr>
<td>Container ship</td>
<td>15,000 DWT and above</td>
<td>0</td>
<td>10</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>3,000 – 15,000 DWT</td>
<td>n/a</td>
<td>0-10*</td>
<td>0-20*</td>
<td>0-30*</td>
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<tr>
<td>General Cargo ship</td>
<td>15,000 DWT and above</td>
<td>0</td>
<td>10</td>
<td>15</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>3,000 – 15,000 DWT</td>
<td>n/a</td>
<td>0-10*</td>
<td>0-15*</td>
<td>0-30*</td>
</tr>
<tr>
<td>Refrigerated cargo carrier</td>
<td>5,000 DWT and above</td>
<td>0</td>
<td>10</td>
<td>15</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>3,000 – 5,000 DWT</td>
<td>n/a</td>
<td>0-10*</td>
<td>0-15*</td>
<td>0-30*</td>
</tr>
<tr>
<td>Combination carrier</td>
<td>20,000 DWT and above</td>
<td>0</td>
<td>10</td>
<td>20</td>
<td>30</td>
</tr>
<tr>
<td></td>
<td>4,000 – 20,000 DWT</td>
<td>n/a</td>
<td>0-10*</td>
<td>0-20*</td>
<td>0-30*</td>
</tr>
</tbody>
</table>
Reduction factor to be linearly interpolated between the two values dependent upon vessel size. The lower value of the reduction factor is to be applied to the smaller ship size.

The Draft Regulation would also require that all ships should keep onboard a Ship Energy Efficiency Management Plan (SEEMP) which addresses ship-specific energy efficiency measures and which should meet Guidelines developed by the IMO.

Implication: Prior to any firm decisions on measures, the impact is uncertain; however possible implications include:

Builder and designers: Potential change to ship/machinery design to reduce GHG emissions. There are several ways to achieve this, such as
- increase ship size : engine power ratio
- reduce lightship weight
- innovative solutions (air bubble – friction reduction)
- optimising propeller efficiency
- hydrodynamic improvements
- speed reduction
- use of renewal power source (wind, solar power)
- low carbon fuels (e.g., LNG)
- Energy Saving Devices (e.g., Waste Heat Recovery (WHR), shaft generators)

Owners and managers: In relation to the SEEMP there are a number of technical and operational measures that can be considered to reduce GHG emissions, some of which are listed within the IMO draft regulation.

Flag Administrations and Recognized Organizations: Not clear at this stage.

Application: The EEDI will need to be calculated for the ship types listed above which are greater than 400 gt while SEEMP will be required for all ships, including MODU, FPSO and FSU.
Appendix 2 - Amendments to MARPOL Annex VI for adoption and other guidelines

Amendments to MARPOL Annex VI – Proposal of Emission Control Area (the Commonwealth of Puerto Rico and the United States Virgin Islands)

Background: MEPC 61 approved the proposed new Emission Control Area in Central America (in the region of Puerto Rico and US Virgin Islands) for adoption at MEPC 62.

Implications:

Builders: Not significant 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 by the time this requirement enters into force.

Owners: No significant 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. However they will be using more low sulphur fuels.

Application: To all ships visiting the area from a date yet to be decided by MEPC.

Amendments to MARPOL Annex VI – regulation 14 - Sulphur Oxides (SOx) and particulate matter

Background: MEPC 61 approved the proposal for adoption at MEPC 62 to insert 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 North America ECA.

Summary: The amendments will

- allow such exemption to ships with old propulsion boilers up to 2020;
- limit such exemption only in ECAs in North America and proposed Central America.

Implication:

Owners and managers: No impact as it is aimed at a relatively small numbers of old vessels.

Flag Administrations and Recognized Organizations: If the proposal is accepted, there may be potential conflict with other areas of the Convention (e.g., treatment of auxiliary boiler).

Draft MEPC circular on the Revised form of supplement to International Air Pollution Prevention Certificate, to amend MEPC.1/Circ.718

Background: MEPC 61 adopted new IAPP certificate format by resolution MEOPc.194 (61). However, the timing of the replacement of the existing certificate onboard was not clear.

Summary: By updating MEPC.1/Circ.718 on the Revised form of the supplement to the IAPP Certificate in the context of MSC-MEPC.5/Circ.6 on Guidance on the timing of replacement of existing certificates by the certificates issued after the entry into force of amendments to certificates, it is now clear that the replacement of the certificate will take place at the first survey after the entry into force date (1 January 2012).

Implication:

Shipowners/Managers/Flag Administrations and Recognized Organizations: By this clarification, a heavy concentration of certification on a single date can be avoided. Ships and authorities will be given ample time for the preparation.

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

Draft MEPC resolution on Guidelines for reception facilities under MARPOL Annex VI
BLG 15 agreed draft text of the guidelines for reception facilities for ozone-depleting substances and residues from exhaust gas cleaning systems. The objective of these guidelines is to assist Governments in developing and enacting domestic laws 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.

Return to overall summary at start of document
Overview

Various oil pollution related issues will be discussed under various agenda items. The following summary may assist readers to grasp the overall picture of the discussions.

1. MARPOL Annex I Regulation 12

A clarification has been sought on the scope of application of the regulation 12 of Annex I adopted by MEPC 187(59).

2. Oil record book

Guidance for the recording of operations in the Oil Record Book Part I – Machinery space operations (all ships) circulated as MEPC.1/Circ.736 will be discussed.

3 Various supporting guidelines

There have been some developments at the DE Sub-Committee which has been reported under agenda item 11. In addition, there are submissions directly made to MEPC 62 under agenda item 7. Matters that will be addresses will be as follows:

3.1 Draft MEPC circular on Guidelines for the carriage of blends of petroleum oil and bio-fuels;
3.2 Draft MEPC resolution on Guidelines and specifications for add-on equipment for upgrading Resolution MEPC.60(33)-compliant oil filtering equipment;
3.3 Draft MEPC circular on Guidelines for a ship board oily waste pollution prevention plan;
3.4 Draft MEPC resolution on Amendments to the Revised guidelines and specifications for oil discharge monitoring and control systems for oil tankers (Resolution MEPC.108(49));
3.5 Draft 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) and the associated draft MEPC circular;
3.6 Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (resolution MEPC.108(49)).

Background

Various oil pollution related documents have been submitted under agenda items 6, 7 and 11.

1. MARPOL Annex I Regulation 12
The amendments adopted at MEPC 59 (which entered into force on 1 January 2011) did not specify the scope of application, thus it was construed that the amendments to applicable to all ships, including existing ships. However, for some existing ships, compliance with the requirements poses serious problems.

2. Oil record book

New form of Oil Record Book was introduced by Resolution MEPC.187(59) which entered into force on 1 January 2011. The entry guidelines are provided in MEPC.1/Circ. 736.

3. Various supporting guidelines

In order to implement the MARPOL Convention in a timely and uniform manner, there are a number of Unified Interpretations and performance standards.

Lloyd’s Register position

1. MARPOL Annex I Regulation 12

Lloyd’s Register welcomes initiatives for the clarification.

2. Oil record book

To monitor the discussion.

3. Various supporting guidelines

To monitor the discussion.

Advice for the clients

1. MARPOL Annex I Regulation 12

Depending upon the decision of MEPC, there may be significant impact to some existing ships, as they are required to re-arrange piping.

2. Oil record book

To note the discussion and provide guidance to ship masters/chief engineers/surveyors/auditors once the decision is made.

3. Various supporting guidelines

The outcome will affect new equipment. Lloyd’s Register will provide advice regarding respective equipment once the discussion is concluded.

Document submitted

1. MARPOL Annex I
   - MEPC 62/7/3 (Hong Kong, China and IACS) - Scope of application of revised MARPOL I, regulation 12 as per MEPC.187(59)
2 Oil record book

- MEPC 62/7/4 (Denmark, the Marshall Islands, International Chamber of Shipping (ICS), BIMCO, International Association of Independent Tanker Owners (INTERTANKO), and Cruise Lines International Association (CLIA)) - Suggested corrections to MEPC.1/Circ.736
- MEPC 62/7/12 (India) - Comments on document MEPC 62/7/4 "Suggested corrections to MEPC.1/Circ.736"

3 Various supporting guidelines

3.1 Draft MEPC circular on Guidelines for the carriage of blends of petroleum oil and bio-fuels
- MEPC 62/11/2 (Secretariat) - Outcome of BLG 15

3.2 Draft MEPC resolution on Guidelines and specifications for add-on equipment for upgrading resolution MEPC.60(33)-compliant oil filtering equipment
- MEPC 62/11 (Secretariat) - Outcome of DE 54

3.3 Draft MEPC circular on Guidelines for a ship board oily waste pollution prevention plan
- MEPC 62/11 (Secretariat) - Outcome of DE 54

3.4 Draft MEPC resolution on Amendments to the Revised guidelines and specifications for oil discharge monitoring and control systems for oil tankers (resolution MEPC.108(49))
- MEPC 62/11 (Secretariat) - Outcome of DE 54

3.5 Draft 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) and the associated draft MEPC circular
- MEPC 62/11/4 (Secretariat) - Outcome of DE 55

3.6 Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (resolution MEPC.108(49))
- MEPC 62/7/9 (Russian Federation) - Removal of inconsistencies in the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers (resolution MEPC.108(49))
Overview

Various sewage related issue will be discussed under various agenda items. The following summary may assist readers to grasp the overall picture of the discussions.

1. Amendment to the MARPOL Convention (for adoption at MEPC 62)

Background

Stricter water discharge measures on passenger ships in the Baltic Sea have been proposed by several IMO member states. Because of the area’s geography, the water volume exchange rate in the Baltic Sea is very low – around 3% a year. As a result, there are concerns about the rising concentration of nutrients caused by discharges from large passenger ships in concentrated areas during concentrated periods. The proposed entry into force requirements were revised, so that this will only enter into force after the establishment of sufficient reception facilities in the area.

After exhaustive discussion, MEPC 61 approved draft amendments to MARPOL Annex IV for final adoption at MEPC 62.

It was also agreed to task the DE Sub-Committee to review the Revised Guidelines on Implementation of Effluent Standards and Performance Tests for Sewage Treatment Plants (MEPC.159(59)).

Summary

More stringent requirements within the Special Area for discharging water from passenger ships that are constructed or delivered on or after 1 January 2013 will be enforced. In order to meet the requirement, a passenger ship must have holding tanks or a sewage treatment system. The requirements will be applicable to existing ships as well. However, such enforcement is subject to the availability of sufficient reception facilities in the area.

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. Sewage treatment plant manufacturers will need to retest their recently approved sewage treatment plants to the new standard. There is the possibility that there may be a requirement for change over procedures when navigating into/out of the Special Areas. Training, safety procedures and 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. The system needs to be adaptable as there could be other regional (different) standards.

 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 2013 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.

Documents submitted

- MEPC 62/6 (Secretariat) – Amendments to MARPOL Annex IV (Designation of the Baltic Sea as a Special Area)
- MEPC 62/6/25 (CLIA) - Establishment of Special Areas under MARPOL Annex IV
- MEPC 62/INF.20 (Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russian Federation and Sweden) - Amendments to MARPOL Annex IV Designation of the Baltic Sea as a Special Area under MARPOL Annex IV The HELCOM Cooperation Platform on Port Reception Facilities in the Baltic Sea

2. Amendment to the MARPOL Convention (for discussion at MEPC 62 with a view to possible future conclusion)

There is a proposal to correct the model certificate. However, some of the issues raised may also be applicable to the above mentioned amendments to the MARPOL Convention, i.e., establishment of the Special Area under Annex IV may require further amendment to the existing form of the certificate.

Document submitted

- MEPC 62/7/5 (IACS) - Proposed Amendments to MARPOL Annex IV

3. Supporting guidelines

Information is provided on the work on the Revised Guidelines on Implementation of Effluent Standards and Performance Tests for Sewage Treatment Plants (resolution MEPC.159(55)). MEPC 62 will note the discussion at DE 55.

Document submitted

- MEPC 62/11/4 (Secretariat) - Outcome of DE 55
Lloyd's Register briefing

IMO MEPC 62

Annex 4 - Garbage control (agenda items 6 and 7)

Overview

While the final draft of the new text of MARPOL Annex V will be adopted under agenda item 6, relevant guidelines and other matters relating to garbage control will be addressed under agenda item 7.

There are still a number of issues to be resolved on the following points:

- Treatment of cargo residue and cargo hold washing water
- Disposal of animal carcasses

The summary of the revised text for adoption is given in the appendix to this annex.

Background

MEPC has been working on the revision of MARPOL Annex V for the introduction of the general prohibition of garbage disposal.

Advice to clients and applicability

See the appendix to this annex.

Documents submitted

- MEPC 62/6/1 (Secretariat) - Amendments to MARPOL Annex V (Revised MARPOL Annex V)
- MEPC 62/6/6 (Australia) - Revised MARPOL Annex V, animal carcasses and the London Convention/London Protocol
- MEPC 62/6/8 (United States) - Editorial comments on draft amendments to MARPOL Annex V
- MEPC 62/6/10 (Netherlands) - Revision of MARPOL Annex V
- MEPC 62/6/11 (Secretariat) - Outcomes of the joint session of the Scientific Groups under the London Convention and Protocol in relation to the management of spoilt cargoes
- MEPC 62/6/17 (United States) - Comments on draft amendments to MARPOL Annex V
- MEPC 62/6/18 (ICS, BIMCO and INTERCARGO) - Comments on proposed amendments to MARPOL Annex V(Revised MARPOL Annex V)
- MEPC 62/6/22 (CSC) - Issues arising from the Committee’s work on the revision of MARPOL Annex V
- MEPC 62/7/1 (United Kingdom) - Progress report of the intersessional correspondence group on Reviewing the Guidelines for the implementation of MARPOL Annex V and the Guidelines for the development of garbage management plans
- MEPC 62/7/2 (Australia) - Revised MARPOL Annex V and development of associated Guidelines
- MEPC 62/7/6 (IACS) - Fire protection requirements for waste stowage spaces in resolution MEPC.76(40)
Appendix - Brief explanation of the final draft of the new (totally revised) MARPOL Annex V text

Background

The draft text of revised MARPOL Annex V was approved at MEPC 61 for adoption at MEPC 62. The new text in general, introduces general prohibition of garbage disposal.

Summary

The summary of the revised text is as follows:

• The amendment will impose “general prohibition” of discharge, i.e., as a default, no discharge is allowed, including incinerator ashes.

• There appears to be operational and safety related issues in addition to environment related issues, for example:
  ◦ 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. Retain of cargo hold washing water may pose a stability related problem in addition to a structural (sloshing) problem.
  ◦ The status of deck (and other external part of ship) washing water is still subject to further discussion. For example, deck washing water that may contain pollutants which could be subject to control inside or outside of Special Areas.
  ◦ Cooking oil is considered as food waste thus subject to control.

The planned regulations refer to “guidelines to be developed by the Organization”. These will provide further detail around implementation of the requirements.

Lloyd’s Register position

To monitor the development, with particular concerns over cargo hold washing water issues.

Advice for shipbuilders and designers

General prohibition in relation to the discharge of cargo hold washing water has given rise to a number of safety and practical issues. Storage of washing water in cargo holds is not feasible due to the adverse effect of free surface on ship stability and the need to have the hold ready for the next cargo. Storage of washings in ballast tanks could lead to damage to the pumping systems and coatings, and have implications for ballast water treatment systems and their lack of capacity as the vessel is usually in ballast condition during washing operations. The lack of adequate reception facilities is also causing concerns.

Advice for shipowners and managers

In addition to the implications listed for builders, the garbage management plan must be reviewed and updated accordingly. In relation to cargo hold/deck washing water discharge, IMO may consider developing a list cleaning agents/additives. Information on reception facilities (and availability) would be very important for the operation of ships that generate cargo residues.

Advice to Flag Administrations and Recognized Organizations

In addition to the above implications for builders and owners, Flag Administrations and Recognized Organizations should advise ISM auditors about the expansion of the requirements of garbage management plan.

Applicability
All ships, including new and existing ships from a date that will be decided by the Committee (expected implementation date is 1 January 2013). Impact will be significant to fishing vessels and dry cargo ships. The lower limit of garbage management plan might be extended from 400 gt to 100 gt. The requirements are also applicable to fixed or floating platforms.

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Lloyd's Register briefing

IMO MEPC 62

Annex 5 - Harmful aquatic organisms in ballast water (agenda items 2 and 11 (outcome of BLG Sub-Committee))

Overview

MEPC 62 will consider the following matters:
1. Report of GESAMP – Ballast Water Working Group, and other international meetings
2. Approval of Ballast Water Treatment systems
3. Other information on treatment systems
4. Interpretation of the convention - applicability to hopper dredgers
5. Ratification and implementation of the convention
6. Review of G12 Guidelines on design and construction to facilitate sediment control on ships
7. Clarification on the D2 standard
8. Adoption of resolution and approval of circular prepared by the BLG Sub-Committee (see appendix to this annex for details).
   8.1 Draft MEPC resolution on Procedure for approving other methods of ballast water management in accordance with regulation B-3.7 of the BWM Convention
   8.2 Draft MEPC circular on Guidance on Scaling of ballast water management systems

Background

The International Convention for the Control and Management of Ships' Ballast Water and Sediment, 2004 (BWM convention) will enter into force 12 months after ratification by 30 States, representing 35% of world merchant shipping tonnage. To date (31 May 2011), 28 States representing 25.43% of the world merchant shipping tonnage have ratified this Convention.

IMO, at the 25th Session of Assembly held in November 2007, 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.

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/documents/202264-ballast-water-treatment-systems--guidance-for-ship-operators-on-procurement-installation-and-operation.aspx).

Lloyd’s Register position

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

Advice for shipbuilders and designers

Subject to the final approval by the Flag Administration, the new approval of the Ballast Treatment Systems at MEPC will provide wider range of choice for builders.
Advice to Flag Administrations and Recognized Organizations

Once the systems proposed are approved by IMO, approval by a Flag Administration must be arranged.

Applicability

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. The application scheme consists of combination of ballast water tank size and dates of construction. For details, please refer to the above mentioned Lloyd’s Register’s guidance notes.

In general, the following ships are exempted:

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 62/2 (Japan) - Application for Basic Approval of Ballast Water Management System with PERACLEAN® OCEAN (SKY-SYSTEM®)
- MEPC 62/2/1 (Japan) - Application for Basic Approval of "JFE BallastAce that makes use of NEO-CHLOR MARINETM"
- MEPC 62/2/2 (Germany) - Application for Basic Approval of GEA Westfalia Separator BallastMaster Ballast Water Management System
- MEPC 62/2/3 (Singapore) - Application for Basic Approval of the BlueWorld Ballast Water Management System
- MEPC 62/2/4 (Republic of Korea) - Application for Final Approval of the AquaStar™ Ballast Water Management System
- MEPC 62/2/6 (Republic of Korea) - Application for Final Approval of Techwin Eco Co., Ltd. (TWECO) Ballast Water Management System (Purimar™)
- MEPC 62/2/7 (Republic of Korea) – Application for Basic Approval of Samsung Heavy Industries Co., Ltd. (SHI) Ballast Water Management System (Neo-Purimar™)
- MEPC 62/2/9 (Republic of Korea) - Application for Basic Approval of STX Metal Co., Ltd. Ballast Water Management System (Smart Ballast)
- MEPC 62/2/9 (Japan) - Application for Basic Approval of SEI-Ballast Water Management System
- MEPC 62/2/10 (Germany) - Application for Final Approval of the SiCURE™ Ballast Water Management System
- MEPC 62/2/11 (Secretariat) - Report of the fifteenth meeting of the GESAMP-Ballast Water Working Group
- MEPC 62/2/12 (Secretariat) - Report of the sixteenth meeting of the GESAMP-Ballast Water Working Group
- MEPC 62/2/13 (Belgium and the Netherlands) - Applicability of the Ballast Water Management Convention to hopper dredgers
- MEPC 62/2/14 (Secretariat) - The Third Stocktaking Workshop on the activity of the GESAMP-Ballast Water Working Group
• MEPC 62/2/15 (WWF, IUCN and CSC) - Comments on the implementation of the Ballast Water Management Convention
• MEPC/62/2/16 (IACS) - Clarification for application schedule of the D-2 standard under the BWM Convention
• MEPC 62/2/17 (ICS) - Considerations for the Review Group
• MEPC 62/2/18 - this document is not yet available
• MEPC 62/2/19 (IACS) - Proposed Correction of the G12 Guidelines on design and construction to facilitate sediment control on ships
• MEPC 62/2/20 (CEFIC) - Comments on the Note of the Secretariat on the Third Stocktaking Workshop on the activity of the GESAMP-Ballast Water Working Group
• MEPC 62/2/21 (United Kingdom) - Ballast water treatment technology: an update to the Industry Guide
• MEPC 62/INF.14 (Norway) - Information on the Type Approval of the PureBallast 2.0 and PureBallast 2.0 Ex Ballast Water Management System
• MEPC 62/INF.15 (Norway) - Information on the Type Approval of the OceanSaver Ballast Water Management System
• MEPC 62/INF.18 (South Africa) - Information on the Type Approval of the Resource Ballast Technologies System (Cavitation combined with ozone and sodium hypochlorite treatment)
• MEPC 62/INF.25 (Japan) - Information on the Type Approval of the JFE Ballast Water Management System (JFE BallastAce)
• MEPC 62/INF.28 (China) - Information on the Type Approval of the Blue Ocean Shield Ballast Water Management System
• MEPC 62/INF.29 (China) - Information on the Type Approval of the BalClorTM Ballast Water Management System
• MEPC 62/INF.30 (China) Information on the Type Approval of the BSKYTM Ballast Water Management System
• MEPC 62/INF.31 (IMarEST) - Logistics of compliance assessment and enforcement of the Ballast Water Management Convention
• MEPC 62/11/2 (Secretariat) - Outcome of BLG 15

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IMO MEPC 62

Annex 6 - Recycling of ships (agenda item 3)

Overview

MEPC 62 will develop with a view to completion at this session various “Guidelines” for implementation. These are:

- Guidelines for safe and environmentally sound ship recycling (Facility guidelines);
- Guidelines for the development of the Ship Recycling Plan (SRP guideline); and

The primary points for discussion will be, in addition to the reports of the correspondence group:

- Inventory for hazardous materials, test, threshold and sampling;
- Definition of “Similar stage of construction”; and
- Safe entry procedure.

Background

On 15 May 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 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).

Lloyd’s Register has produced guidance on the Ship Recycling convention and available services. These are available on Lloyd’s Register website (http://www.lr.org/sectors/marine/Services/Consultancy/GreenPassport/index.aspx)

Lloyd’s Register position

Supports the Convention and looks to early implementation and successful interim measures. Lloyd’s Register 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. Lloyd’s Register will also pay attention to the discussion on the definition of a Recognized Organization under the Ship Recycling Convention.

Advice for shipbuilders and designers

The ‘non mandatory’ guidelines being developed are likely to be made mandatory by signatory governments, in the normal fashion. 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. The implication date is unknown at this stage.

Advice for shipowners and ship managers

Our advice to shipowners and managers is similar to that for builders. As an 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 advisers or laboratories to help them prepare the inventory and take and analyse samples. Further, discussion on the authorization guidelines may make it more and more difficult for a facility to become authorised.
Advice to Flag Administrations and Recognized Organizations

Our advice is similar to that for builders and owners. With regard to the inventory guidelines, 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.

Applicability

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

Documents submitted

- MEPC 62/3 (Japan) - Report of the intersessional correspondence group on ship recycling guidelines – Guidelines for Safe and Environmentally Sound Ship Recycling
- MEPC 62/3/1 (Japan) - Report of the intersessional correspondence group on ship recycling guidelines – Guidelines for the development of the Ship Recycling Plan
- MEPC 62/3/2 (Japan) - Report of the intersessional correspondence group on ship recycling guidelines – Guidelines for the authorization of Ship Recycling Facilities
- MEPC 62/3/3 (Republic of Korea) - Elements to be included in the “Guidance to facilitate the delegation by Competent Authorities to Recognized Organizations for the authorization of Ship Recycling Facilities”
- MEPC 62/3/4 (France) Guidelines on safe and environmentally sound recycling of ships – Proposal to align the list of Hazardous Materials that a Ship Recycling Facility may have to address more closely with the Inventory of Hazardous Materials
- MEPC 62/3/5 (China) - Matters relating to the implementation of the Hong Kong Convention
- MEPC 62/3/6 (China) - Proposed amendments to the Guidelines for the development of the inventory of Hazardous Materials (resolution MEPC.179(59))
- MEPC 62/3/7 (China) - Proposals for unified threshold levels for materials to be included in the Inventory of Hazardous Materials
- MEPC 62/3/8 (IACS) - Recommended amendments to MEPC 179(59) for ‘Definitive Testing Techniques’
- MEPC 62/3/9 (IACS) - Recommended amendments to MEPC 179(59) which presently mandates the taking of samples of all materials potentially containing hazards onboard the ship unless it is ‘impossible’
- MEPC 62/3/10 (ICS, INTERCARGO and IPTA) - Proposals for the development of Threshold Values and Exemptions for materials to be included in the inventory of Hazardous Materials
- MEPC 62/3/11 (France and IACS) - Comments on the draft guidelines on safe and environmentally sound recycling of ships – Safe for entry procedures
- MEPC 62/3/12 (China) - This submission provides comments and proposals for unified testing methods for materials to be included in the Inventory of Hazardous Materials on the basis of the submission by IACS (MEPC 62/3/8).
- MEPC 62/INF.13 (Secretariat) - Calculation of recycling capacity for meeting the entry into force conditions of the Hong Kong Convention
- MEPC 62/INF.27 (World Bank) - Economics of the Ship Breaking and Recycling Industry in Bangladesh and Pakistan

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Annex 7 - Harmful anti-fouling systems for ships (agenda items 14), part of Agenda item 11 (Outcome of the FSI Sub-Committee) and Agenda item 5 (Prevention of air pollution from ships)

Overview

At this session a document submitted by ISO on their development of global risk assessment standard will be reviewed. The ISO standard is intended to compliment the AFS Convention by providing a standard for the assessment of biocides active substances being substituted for organotin biocides which are banned by the Convention. The Convention does not include such a standard and has been developed by ISO to meet a need of the Convention and is part of the obligations in Resolution of the Convention which calls for contracting states to the Convention to work with international bodies to harmonise test methods.

It should be noted that the draft MEPC resolution on 2011 Guidelines for inspection of anti-fouling systems on ships the following output from FSI 19 will be addressed under agenda item 11.

While the discussions are on the protection of marine environment from harmful substances that may be included in the anti-fouling paint, the performance of anti-fouling paint, i.e., on reduction of resistances through water, is considered under agenda item 4 with a view to achieving improved EEDI figure by using fluoropolymer foul release coatings.

Background

The convention came into force on 17 September 2008. However, EU states implemented requirements from 1 January 2008 in accordance with EU Regulations.

Lloyd’s Register position

To monitor the discussion, especially items that may affect survey and certification of anti-fouling systems.

Advice for paint manufacturers, shipbuilders and designers

Paint manufacturers should take note of the development of these ISO standards and apply parts 1 and 2 as appropriate to paints they manufacture or develop. Manufacturers also should take note of part 3 in respect of any guidance or instructions they issue with regards to the application and, if applicable, removal of their AFS products.

Shipbuilders should take note of part 3 and update their procedures for the application of AFS paints as necessary.

Advice to Flag Administrations and Recognized Organizations

To note the development of these standards and consider updating or the development of any procedures and or guidance as appropriate.

Applicability

Parts 1, 2 and 3 of the ISO standard apply to paint manufacturers, shipbuilders, designers, Flag Administrations and Recognized Organizations. Part 3 applies to ship operators.
Documents submitted

- MEPC 62/14 (ISO) - Development of international standards on risk assessment of anti-fouling systems on ships
- MEPC 62/11/1 (Secretariat) - Outcome of FSI 19
- MEPC 62/INF.23 (United Kingdom) - Potential additional energy efficiency benefits arising from advanced fluoropolymer foul release coatings

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IMO MEPC 62

Annex 8 - Formal safety assessment (agenda item 18)

Overview

MEPC 62 is expected to complete the work on environmental aspects of IMO’s FSA guidelines at this session. One of the major issues that will be addressed will be “non-linear oil spill cost functions”.

Background

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

For guiding the decision on whether a specific risk control option for oil spill prevention is cost-effective, IMO has been referring to the concept of CATS (cost of averting a ton of oil spilt). There has been debate over whether this should be treated as a constant or linear measure for different spill volumes. FSAs covering the safety of people use the concept of GCAF (gross cost of averting a fatality). MEPC has been looking into methods of taking account of these two measures when risk control options affect both safety and environmental risk.

LR Position

To monitor the discussion.

Advice for all clients

Depending upon the FSA methodology under consideration, the outcome of the FSA study for oil tankers will be affected. Although IMO’s FSA is not for design approval of particular vessels but for regulation and rule development, the outcome of such FSA may indirectly impact on the design of ships, e.g., wider double hull spaces for oil tankers, via a tighter regulation.

Applicability

The discussion is not aimed at particular ship types or sizes.

Documents submitted

- MEPC 62/18 (Greece) - Combining environmental and safety criteria and selection of a severity matrix
- MEPC 62/18/1 (Greece) - Further experience with oil spill databases and update of non-linear oil spill cost Functions
- MEPC 62/18/2 (Japan) - Consideration on the Environmental Risk Evaluation Criteria
- MEPC 62/18/3 (Germany, Japan and United States) - Consolidated dataset on oil spills and further progress made with regard to the development of a CATS value
- MEPC 62/18/4 (Germany, Japan and United States) - Consideration on the Cost of Averting a Tonne of Oil Spilled (CATS) threshold Function
- MEPC 62/INF.24 (Germany, Japan and United States) - Consolidated dataset on oil spills

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Annex 9 - Noise from commercial shipping and its adverse impacts on marine life (agenda items 19 and 11 (outcome of DE Sub-Committee))

Overview

MEPC 62 will review the report of the Correspondence Group on this matter and the outcome of the discussion at the DE Sub-Committee.

The matter was also reviewed by the DE Sub-Committee which some comments has been submitted under agenda item 11. However, the report of the Correspondence Group has not been made available yet (as of 22 June 2011).

Background

Since the agreement on the new work programme at MEPC 58, IMO has been working on identifying and addressing the ways to minimize the introduction of incidental noise to the marine environment from commercial shipping to reduce the potential adverse impact on marine life with a view to developing voluntary technical guidelines for ship-quieting technologies as well as potential navigation and operational practices.

LR Position

To monitor the discussion.

Advices to all clients

While IMO is developing non-mandatory guidelines, various technical elements will be addressed in the guidelines. Particular attention has been paid to propeller cavitation.

Documents submitted

- MEPC 62/19 (ISO) Development of an international standard for measurement of underwater noise radiated from merchant ships
- MEPC 62/19/1 (Germany) - Information on the propeller as the main source for ship generated underwater noise
- MEPC 62/INF.22 (Spain) - Information on Shipping Noise Research and Marine Biodiversity, with a special focus on cetaceans
- MEPC 62/11/4 (Secretariat) - Outcome of DE 55
- MEPC 62/11/10 (United States) - Comments on the outcome of DE 55

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It is expected that the following instruments will be 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)**

- Draft 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**

- Draft MEPC resolution on Guidelines for the control and management of ships’ biofouling to minimize the transfer of invasive aquatic species

**MEPC circular**

- Draft MEPC circular on Guidelines for the carriage of blends of petroleum oil and bio-fuels (outcome of the BLG Sub-Committee)