IMO MEPC 63

Agenda preview – External version for clients

Introduction

The 63rd session of the IMO Marine Environment Protection Committee (MEPC 63) will be held from 27 February to 2 March 2012, at the IMO headquarters in London. This briefing summarises subjects under discussion which are relevant to the work of Lloyd’s Register. Documents made available up to 27 January 2012 have been taken into consideration. Due attention should be made to the “Advice” and “Application” sections given under each subject.

Overview of agenda items

The following agenda items are relevant to the work of Lloyd’s Register:

Harmful aquatic organisms in ballast water (Agenda item 2)

MEPC 63 will continue to address the approval of the new products and various interpretations for the implementation of the BWM Convention.

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

Recycling of ships (Agenda item 3)

MEPC 63 will address the following:
- Draft Guidelines for Safe and Environmentally Sound Ship Recycling (Facility guideline);
- Draft 2012 Guidelines for authorization of ship recycling facilities; and
- Draft Guidelines for Survey and Certification of Ships.

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

Air pollution and energy efficiency (Agenda item 4)

MEPC 63 will consider:
- the outcome of the intersessional meeting of the Working Group on Energy Efficiency Measures for Ships tasked with developing the guidelines for implementation of the Regulations on Energy Efficiency for Ships in MARPOL Annex VI, such as various technical guidelines that are required for the implementation of the EEDI and SEEMP and other technical initiatives, such as EEOI (Energy Efficiency Operational Indicator);
- the report of the Correspondence Group on the Review of the Status of the Technological Developments to Implement the Tier III NOx Emissions Standard;
- an MEPC resolution on technology transfer and the development of alternative technologies to enable all Member States to meet the challenge of climate change;
- the issue concerning assessment of availability of fuel oil under MARPOL Annex VI; and
- the procedures for the purchasing of HCFCs (Hydrochlorofluorocarbons) in foreign (European) ports. MEPC 63 may be invited to consider a draft MEPC circular on the matter following liaison with the Ozone Secretariat.

For details, please refer to Annex 3 to this document.

Reduction of GHG emissions from ships (Agenda item 5)
MEPC 63 will consider:

- the outcome of UNFCCC COP 17 (Durban, November/December 2011), as well as outcomes of other relevant UNFCCC meetings;
- the market-based measures for reduction of GHG emissions from ships. In this connection, the Committee will consider the documents submitted to MEPC 62, which were not considered at that session due to time constraints, including the report of the third intersessional meeting of the Working Group on GHG Emissions from Ships (MEPC 62/5/1), together with any new submissions; and
- the reduction target for international shipping, taking into account documents MEPC 60/4/23 (Norway) and MEPC 60/4/28 (WSC).

The discussion includes elements of consideration on the application of EEDI to existing ships.

For details, please refer to Annex 4 to this document.

**Consideration and adoption of amendments to mandatory instruments (Agenda item 6)**

MEPC 63 will adopt the following instruments for which the expected entry into force date is 1 July 2013:

- Amendments to MARPOL Annexes I, II, IV and V (Regional arrangements for port reception facilities); and
- Amendments to the NOx Technical Code on certification of marine diesel engines fitted with Selective Catalytic Reduction systems under the NOx Technical Code 2008.

For details, please refer to Annex 5 to this document.

**Interpretations of, and amendments to, MARPOL and related instruments (Agenda item 7)**

Primary discussion points under this agenda item are:

- Guidelines for regional reception facility plan
- Incinerator capacity to be recorded on the certificate
- Application of MARPOL Annex I Regulation 12
- MARPOL Annex IV certificate
- MARPOL Annex V guidelines
- Cargo residue under MARPOL Annex V
- MARPOL Annex VI chapter VI - some clarifications
- MARPOL Annex VI - the way of making entries in the supplement to the IAPP Certificate.

For details, please refer to Annex 6 to this document.

**Inadequacy of reception facilities (Agenda item 10)**

MEPC 62 did not have time to address this issue. The matter will be addressed, together with submissions made to this session.

**Reports of sub-committees (Agenda item 11)**

MEPC 63 will consider the outcomes of DSC 16, BLG 16 and DE 56 (urgent matters only).

MEPC 63 will also consider a number of documents submitted to MEPC 62, which were not considered at that session due to time constraints, including documents concerning the following issues:

- a proposed mandatory Polar Code, including the outcome of DE 55 on the matter and the legal opinion of the Legal Office relating thereto (MEPC 62/11/4 and Add.1);
- the juridical status of the Guidelines and specifications for oil discharge monitoring and control systems (resolution MEPC.108(49)) and draft amendments to the Guidelines, as the outcome of DE 54; and
- manually operated alternatives in the event of pollution prevention equipment malfunction, as the outcome of DE 54 (MEPC 62/11/1).

For details, please refer to Annex 7 to this document.
Work of other bodies (Agenda item 12)

MEPC 63 will review the outcome of the

- 27th Session of the IMO Assembly

Lloyd’s Register’s reports on the above meeting are available on the following website: http://www.lr.org/sectors/marine/Compliance/LRIMO.aspx

In addition, MEPC 63 will also review outcome of other meetings, such as IMO Council.

Harmful anti-fouling systems for ships (Agenda item 14)

MEPC 62 did not have time to address this issue. The matter will be addressed, together with submissions made to this session.

Role of the human element (Agenda item 17)

MEPC 62 did not have time to address this issue. The matter will be addressed, together with submissions made to this session. Primary discussion will be:

- work arrangements of the Joint MSC/MEPC Working Group on the Human Element
- critical role of “Just culture” (MEPC 62/17/2 - United Kingdom)

Noise from commercial shipping and its adverse impacts on marine life (Agenda item 18)

MEPC 62 did not have time to address this issue. The matter will be addressed, together with submissions made to this session.

Any other business (Agenda item 22)

Various issues, such as matters concerned about the Basel Convention, will be discussed under this agenda items.

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Annex 1 - Harmful aquatic organisms in ballast water (Agenda item 2)

Overview

MEPC 63 will address the following issues:

- Approval (basic and final) of new products
- G8 Guideline
- G12 guideline - the Guidelines on design and construction to facilitate sediment control on ships
- Status of the previous Guidelines adopted by resolution A.868(20) and equipment and plans approved in accordance with those guidelines
- Information to be included in the proposals for approval of ballast water management systems that use Active Substances
- Application to specific ship type and specific type of water kept in ballast tanks
- Availability of the treatment systems in the market
- Entry into force - practical solution
- Compatibility between ballast water management systems and ballast tank coatings

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 (3 January 2012), 33 States representing 26.46% of the world merchant shipping tonnage have ratified this convention. Lloyd’s Register has produced a guideline on BWM Convention and available technologies. They are available on Lloyd’s Register website: [http://www.lr.org/documents/202264-ballast-water-treatment-systems--guidance-for-ship-operators-on-procurement-installation-and-operation.aspx](http://www.lr.org/documents/202264-ballast-water-treatment-systems--guidance-for-ship-operators-on-procurement-installation-and-operation.aspx)

Lloyd’s Register’s position

In general, Lloyd’s Register supports various initiatives being taken by members. Among others, specific comments are given as follows:

Status of the previous Guidelines adopted by resolution A.868(20) and equipment and plans approved in accordance with those guidelines
Lloyd’s Register appreciates the paper submitted by the Secretariat (MEPC 63/2/15) which clarifies the position of the resolution A.868 (20).

Entry into force - practical solution
Lloyd’s Register shares concerns expressed by the paper submitted by the industry members (MEPC 62/2/20).

Compatibility between ballast water management systems and ballast tank coatings
Lloyd’s Register shares concerns expressed by IPPIC (MEPC 63/INF.9). While revision of G9 guideline (MEPC.169 (57) - Procedure for approval of ballast water management systems that make use of active substances) will be needed, the detail may be addressed by a sub-committee which has expertise on technical details of coatings.

Advice to clients

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 except for:

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

Documents submitted (relevant to activities of Lloyd’s Register only)

MEPC 63/2 (China) - Application for Basic Approval of DMU ·OH Ballast Water Management System
This document contains non-confidential information related to the application for Basic Approval of the Dalian Maritime University (DMU) ·OH Ballast Water Management System in accordance with the “Procedure for approval of ballast water management systems that make use of Active Substances (G9)” adopted by resolution MEPC.169(57).

MEPC 63/2/1 (Greece) - Application for Final Approval of ERMA FIRST Ballast Water Management System
This document contains non-confidential information related to the application for Final Approval of the ERMA FIRST Ballast Water Management System submitted in accordance with the “Procedure for Approval of Ballast Water Management Systems that make use of Active Substances (G9)” adopted by resolution MEPC.169(57).

MEPC 63/2/2 (Japan) - Application for Final Approval of MICROFADE™ Ballast Water Management System
This document contains an application for Final Approval of MICROFADE Ballast Water Management System under the Procedure for approval of ballast water management systems that make use of Active Substances (G9) adopted by resolution MEPC.169(57). This document contains a summary for translation purposes.

MEPC 63/2/3 (Republic of Korea) - Application for Final Approval of the AquaStar™ Ballast Water Management System
This document contains the non-confidential information related to the application for Final Approval of the AquaStar™ BWMS developed by AQUA Eng. Co., Ltd. in accordance with the “Procedure for approval of ballast water management systems that make use of Active Substances (G9)” adopted by resolution MEPC.169(57). The AquaStar™ BWMS consists of Smart Pipe unit, Electrolyzer unit, Neutralization unit and Control system unit to manage the ballast water. This document contains a summary for translation purposes.

MEPC 63/2/4 (Republic of Korea) - Application for Basic Approval of the EcoGuardian™ Ballast Water Management System
This document contains the non-confidential information related to the application for Basic Approval of the EcoGuardian™ Ballast Water Management System in accordance with the Procedure for approval of ballast water management systems that make use of Active Substances (G9) adopted by resolution MEPC.169(57). The document contains a summary for translation purposes.
MEPC 63/2/5 (Republic of Korea) - Application for Basic Approval of the HS-BALLAST Ballast Water Management System
This document contains the non-confidential information related to the application for Basic Approval of the HS-BALLAST developed by HWASEUNG R&A Co., Ltd. in accordance with the "Procedure for approval of ballast water management systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57). The HS-BALLAST consists of electrolysis module, neutralization module, system monitoring and control module and accessories to treat the ballast water.

MEPC 63/2/6 (Republic of Korea) - Application for Final Approval of Samsung Heavy Industries Co., Ltd. (SHI) Ballast Water Management System (Neo-Purimar™)
This document contains the non-confidential information related to the application for Final Approval of Samsung Heavy Industries Co., Ltd. (SHI) Ballast Water Management System (Neo-Purimar™), in accordance with the "Procedure for approval of ballast water management systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57).

MEPC 63/2/7 (Denmark) - Application for Final Approval of the DESMI Ocean Guard Ballast Water Management System (DOG BWMS)
This document contains the non-confidential information related to the application for Final Approval of the DESMI Ocean Guard Ballast Water Management System (DOG BWMS) developed by DESMI Ocean Guard A/S in accordance with the "Procedure for approval of ballast water management systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57). The DOG BWMS comprises a filter, low pressure ultraviolet treatment, generation of ozone and system control panel unit to manage the ballast water. This document contains a summary for translation purposes.

MEPC 63/2/8 (Republic of Korea) - Application for Basic Approval of the KTM-BWMS Ballast Water Management System
This document contains the non-confidential information related to the application for Basic Approval of the KTM-BWMS designed by Korea Top Marine (KT Marine) Co., Ltd. in accordance with the "Procedure for approval of ballast water management systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57). The KTM-BWMS consists of Plankill pipe™, electrolyzer, neutralizer and system control unit to manage the ballast water. This document contains a summary for translation purposes.

MEPC 63/2/9 (Netherlands) - APPLICATION FOR BASIC APPROVAL OF THE HAMWORTHY AQUARIUS™-EC BALLAST WATER MANAGEMENT SYSTEM (HAMWORTHY AQUARIUS™-EC BWMS)
This document contains the non-confidential information for Basic Approval of the Hamworthy Aquarius™-EC Ballast Water Management System in accordance with the "Procedure for approval of Ballast Water Management Systems that make use of Active Substances (G9)" adopted by resolution MEPC.169(57). The relevant documents and application dossier will be provided to the Marine Environment Division of the Organization for review by the GESAMP-Ballast Water Working Group. This document contains a summary for translation purposes.

MEPC 63/2/10 (Secretariat) - Report of the eighteenth meeting of the GESAMP-Ballast Water Working Group
This document contains the report of the eighteenth meeting of the GESAMP-Ballast Water Working Group (GESAMP-BWWG) and includes the evaluation of proposals submitted for approval by the Republic of Korea, Japan and Germany, together with an updated version of the GESAMP-BWWG Methodology. Following the decision of MEPC 58, only the main body of the GESAMP-BWWG report is translated in all the three working languages with the annexes being submitted in English only.

MEPC 63/2/11 (Secretariat) - Report of the nineteenth meeting of the GESAMP-Ballast Water Working Group
This document contains the report of the nineteenth meeting of the GESAMP-Ballast Water Working Group (GESAMP-BWWG) and includes the evaluation of proposals submitted for approval by China, Greece, Japan and the Republic of Korea. Following the decision of MEPC 58, only the main body of the GESAMP-BWWG report is translated in all the three working languages with the annexes being submitted in English only.
MEPC 63/2/12 (Secretariat) - Draft resolution for the adoption of the revised Guidelines on design and construction to facilitate sediment control on ships (G12)
This document contains a draft MEPC resolution for the adoption of the revised Guidelines on design and construction to facilitate sediment control on ships (G12) agreed upon at MEPC 62.

MEPC 63/2/13 (Netherlands) - Ballast water treatment by internal circulation
This document provides a description of the principles of the treatment by internal circulation considered to represent a practical solution for some types of ships, in particular for semi-submersibles.

MEPC 63/2/14 (Australia, Germany and the Republic of Korea) - Information to be made available in proposals for Basic Approval and Final Approval of ballast water management systems that make use of Active Substances or Preparations
This document proposes the minimum information necessary for a proposal for Basic Approval and Final Approval. The document is structured based on the Methodology for information gathering and the conduct of work of the GESAMP-BWWG as presented in document BWM.2/Circ.13.
The Committee is invited to:
1. endorse the proposal in the annex to this document for relevant information to be included in proposals for approval of ballast water management systems that make use of Active Substances;
2. invite the GESAMP-BWWG to include in its report a statement if the additional data it received pursuant to Procedure (G9), paragraph 8.1.2.8 (i.e. the confidential application dossier), contains "information related to the safety and environmental protection" that had not been part of the proposal for approval; and
3. reiterate that Member States are invited to submit information relevant to the evaluation of proposals for approval in accordance with Procedure (G9), paragraph 8.1.2.6.

MEPC 62/2/15 (Secretariat) - BWM Convention and associated Guidelines
This document clarifies the relationship between the 1997 Guidelines for the control and management of ships' ballast water to minimize the transfer of harmful aquatic organisms and pathogens (resolution A.868(20)) and the Guidelines for the uniform implementation of the BWM Convention developed by the MEPC after the adoption of the convention in 2004
In order to avoid any confusion regarding the provisions of the Guidelines developed after the adoption of the BWM Convention and the ones contained in the previous Guidelines adopted by resolution A.868(20), the Committee is invited to agree that the latter were effectively superseded by the newly adopted Guidelines and instruct the Secretariat to reflect this agreement in the future editions of the BWM Convention by updating the footnote mentioned in paragraph 2 above as appropriate.

MEPC 63/2/16 (Norway and Singapore) - Proposed amendment to the Guidelines for approval of ballast water management systems (G8)
This document seeks the Committee's consideration on determination of the holding time in ballast water tanks during land-based testing that should include evaluation on effect of factors such as temperature to allow for an adequate and comparable assessment of ballast water management systems tested under different climatic conditions.

MEPC 63/2/17 (Japan) - Present status of availability of the Ballast Water Management Systems
This document proposes criteria to allow an informed and focused review of the availability of the ballast water management technology, as requested by MEPC 62 (MEPC 62/24, paragraph 2.34.9). This document also presents data of availability of ballast water management systems in ships controlled by Japanese interests.

MEPC 63/2/18 (Norway) - Clarification of application of the Ballast Water Management Convention to waters stored in the ballast tanks
This document seeks clarification from the MEPC with regards to whether grey water and sewage water generated on board and stored in ballast water tanks is ballast water and, hence, is or is not covered by the Ballast Water Management Convention.

MEPC 63/2/19 (IACS) - Re-approval of Ballast Water Management Plans previously approved under resolution A.868(20)
This document considers the continuing acceptability of Ballast Water Management Plans approved under resolution A.868(20), since the adoption of resolution MEPC.127(53)
This document discusses the challenges the industry will face when the entry-into-force provisions of the BWM Convention are satisfied and offers some alternative ways forward.

MEPC 63/INF.4 (Republic of Korea) - Information on the Type Approval of the HiBallastTM Ballast Water Management System
This document provides information on the Type Approval Certificate of the HiBallastTM Ballast Water Management System manufactured by Hyundai Heavy Industries Co., Ltd.

MEPC 63/INF.5 (Republic of Korea) - Information on the Type Approval of the EcoBallastTM Ballast Water Management System
This document provides information on the Type Approval Certificate of the EcoBallastTM Ballast Water Management System manufactured by Hyundai Heavy Industries Co., Ltd.

MEPC 63/INF.9 (IPPIC) - Compatibility between ballast water management systems and ballast tank coatings
This document provides information about ongoing tests on representative epoxy coatings according to ISO 2812-2 with the aim of establishing a test protocol for ballast water management systems. The document proposes that the effect of some ballast water management systems need not be tested for their corrosivity as regards the ballast water tank coating. IPPIC also offers to provide coating expert opinions at any meeting or for any working group aiming to facilitate the development and approval of ballast water management systems.

MEPC 63/INF.11 (IMarEST) - Preview of global ballast water treatment markets
This document provides information on the scope of the world commercial market for ballast water management systems required to comply with the standard for ballast water treatment contained in regulation D-2 of the BWM Convention

MEPC 63/INF.12 (Japan) - Information on the Type Approval of FineBallast® OZ (the Special Pipe Hybrid Ballast Water Management System combined with Ozone treatment version)
This document contains the notification by the Japanese Administration to the International Maritime Organization that the Administration has type approved FineBallast® OZ (the Special Pipe Hybrid Ballast Water Management System combined with Ozone treatment version) in accordance with the Guidelines for approval of ballast water management systems (G8), and regulation D-3.1 of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004
Annex 2 - Recycling of ships (Agenda item 3)

Overview

MEPC 63 will address the following:

- Draft Guidelines for Safe and Environmentally Sound Ship Recycling (Facility guideline)
- Draft 2012 guidelines for authorization of ship recycling facilities
- Draft Guidelines for Survey and Certification of Ships

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 (3 January 2012).

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’s position

The following is the views of Lloyd’s Register

Draft Guidelines for Safe and Environmentally Sound Ship Recycling (Facility guideline)

- Enclosed space entry - labelling requires a careful approach
- Hazardous Material Inventory (IHM) - overdependence on IHM inventory prepared by a ship is causing concerns.

RO Guideline

Lloyd’s Register is of the view that such guideline should follow the framework of the work being carried out by the FSI Sub-Committee in order to avoid any confusion and prevent incompetent organizations taking up responsibilities imposed by the convention.

Advice to clients

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.

Applicability

All ships of 500 gt or over, including MODUs, FPSOs, FSOs, etc.
Documents submitted (relevant to activities of Lloyd’s Register only)

**MEPC 63/3 (Japan) - Report of the intersessional Correspondence Group on Ship Recycling Guidelines – Guidelines for Safe and Environmentally Sound Ship Recycling**
This document reports the consideration of the intersessional Correspondence Group on Ship Recycling Guidelines established by MEPC 62, regarding the Guidelines for Safe and Environmentally Sound Ship Recycling.

**MEPC 63/3/1 (Japan) - Report of the intersessional Correspondence Group on Ship Recycling Guidelines – Guidelines for Authorization of Ship Recycling Facilities**
This document reports the consideration of the intersessional Correspondence Group on Ship Recycling Guidelines established by MEPC 62.

**MEPC 63/3/2 (Japan) - Report of the intersessional Correspondence Group on Ship Recycling Guidelines – Guidelines for Survey and Certification of Ships under the Hong Kong Convention**
This document reports the consideration of the intersessional Correspondence Group on Ship Recycling Guidelines established by MEPC 62.

**MEPC 63/3/3 (Japan) - Report of the intersessional Correspondence Group on Ship Recycling Guidelines – Guidelines for Inspection of Ships under the Hong Kong Convention**
This document reports the consideration of the intersessional Correspondence Group on Ship Recycling Guidelines established by MEPC 62.

**MEPC 63/3/4 (Republic of Korea) - Clarification on requirements for existing ships in regulation 5.2 of the Hong Kong Convention**
This document calls for clarification regarding whether or not ships issued with Statement of Compliance on Inventory of Hazardous Materials (IHM SOC) shall comply with the requirements for existing ships stated in regulation 5.2, after the Hong Kong Convention enters into force.

**MEPC 63/3/5 (France) - Guidelines for Authorization of Ship Recycling Facilities - Proposal for amending paragraph 10.2 on violations and sanctions**
Paragraph 10.2 of the draft Guidelines for Authorization of Ship Recycling Facilities deals with violations and sanctions. France considers that the current text of paragraph 10.2 needs to be amended, so as not to constitute a repetition of the text of the convention but instead to provide actual guidance and to address the issue of sanctions in relation to the aim of paragraph 10 (Communication of information).

**MEPC 63/3/6 (Secretariat of the Basel Convention) - Report of the tenth meeting of the Conference of the Parties to the Basel Convention**
This document provides an overview of the decision on the environmentally sound dismantling of ships taken at the tenth meeting of the Conference of the Parties to the Basel Convention (COP 10).

**MEPC 63/3/7 (IACS) - Draft framework for the “Guidance to facilitate the delegation by Competent Authorities to Recognized Organizations for the authorization of Ship Recycling Facilities”**
This document conjoins the framework of the “RO Code” (currently under development in the FSI Sub-Committee) with the elements required for guidance, as identified in MEPC 62/3/3, and proposes at annex a suitable framework to include all the necessary elements in a manner consistent with the RO Code, but tailored to ship recycling.

**MEPC 63/3/8 (Secretariat) - Outcome of the tenth meeting of the Conference of the Parties to the Basel Convention**
This document examines the outcome of the discussions of the tenth meeting of the Parties to the Basel Convention on whether the Hong Kong Convention establishes an equivalent level of control and enforcement as that established under the Basel Convention.

**MEPC 63/3/9 (Denmark) - Guidelines for Safe and Environmentally Sound Ship Recycling and Guidelines for Authorization of Ship Recycling Facilities – Proposal to ensure environmentally sound management of hazardous waste**
This document is a proposal to ensure environmentally sound management of hazardous waste in the draft Guidelines for Safe and Environmentally Sound Ship Recycling (MEPC 63/3) and the draft Guidelines for
Authorization of Ship Recycling Facilities (MEPC 63/3/1) which were further developed by the intersessional Correspondence Group on Ship Recycling Guidelines established by MEPC 62.

**MEPC 63/3/10 (ILO) - Comments on the draft Guidelines for Authorization of Ship Recycling Facilities**

This document provides comments and a proposal on the draft Guidelines for Authorization of Ship Recycling Facilities, as presented in the report of the intersessional correspondence group, document MEPC 63/3/1.

[Return to overall summary at start of document]
Annex 3 - Air pollution and energy efficiency (Agenda item 4)

Overview

Introduction

MEPC 63 will consider:

- the outcome of the intersessional meeting of the Working Group on Energy Efficiency Measures for Ships tasked with developing the guidelines for implementation of the Regulations on Energy Efficiency for Ships in MARPOL Annex VI, such as various technical guidelines that is required for the implementation of the EEDI and SEEMP and other technical initiatives, such as EEOI (Energy Efficiency Operational Indicator);
- the report of the Correspondence Group on the Review of the Status of the Technological Developments to Implement the Tier III NOx Emissions Standard.
- an MEPC resolution on technology transfer and the development of alternative technologies to enable all Member States to meet the challenge of climate change.
- the issue concerning assessment of availability of fuel oil under MARPOL Annex VI.
- the procedures for the purchasing of HCFCs (Hydrochlorofluorocarbons) in foreign (European) ports. MEPC 63 may be invited to consider a draft MEPC circular on the matter following liaison with the Ozone Secretariat.

Outcome of the Intersessional Working Group on Energy Efficiency

MEPC 63 will address various outcome suggested by the intersessional working group. (MEPC 63/4/11), inter-alia:

- the guidelines on the method of calculation of attained EEDI for new ships
- the guidelines for survey and certification of EEDI
- the guidelines for the development of a ship energy efficiency management plan (SEEMP)
- the guidelines on the survey and certification of the energy efficiency design index for new ships

Background

At MEPC 62, new MARPOL Annex VI chapter 4 mandating EEDI (Energy Efficiency Design Index) and SEEMP (Ship Energy Efficiency Management Plan) was adopted by resolution MEPC.203(62).

Lloyd’s Register’s position

The procedures for the purchasing of HCFCs in foreign (European) ports
Lloyd’s Register is of the view that, while the matter is considered an environmental issue, the issue has serious safety implications to a ship. There is a case where there was an explosion of the refrigeration unit caused by the mishandling of refrigerant.

EEDI implementation/calculation technical (detailed) guidance related discussions (MEPC 63/4/4, MEPC 63/INF.8 (ITTC))
In general, Lloyd’s Register welcomes these initiatives.

Advice to clients

It is expected that further discussion and finalisation of the Guidelines for EEDI will continue with a view to getting these adopted at this session. It is unclear whether this will be achieved in the timeframe, noting that, whilst progress at the intersessional meeting was good, it avoided concluding on a number of key technical matters that will likely be carried over to MEPC 64. Guidelines on SEEMP, however, have progressed well
although similarly, it is likely that additional finalisation of aspects relating to non-deep-sea traders will be required as well as issues relating to the calculation of Energy Efficiency Operational Indicator (EEOI) for some vessel types (notably container ships).

**Applicability**

EEDI will apply to all ships constructed on or after 1 January 2013. SEEMP will be applicable to all ships.

**Documents submitted (relevant to activities of Lloyd’s Register only)**

**MEPC 63/4 (Secretariat) - Guidelines for calculation of reference lines for use with the EEDI**
This document presents draft guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI).

**MEPC 63/4/1 (Secretariat) - Estimated CO2 emissions reduction from introduction of mandatory technical and operational energy efficiency measures for ships Executive summary**
This document presents a study carried out by Lloyd’s Register and DNV on estimated CO2 emission reductions associated with the mandatory technical and operational measures adopted at MEPC 62 as resolution MEPC.203(62) by adding a new chapter 4 on energy efficiency to MARPOL Annex VI. The executive summary of the report is set out as annex 1 and the Terms of Reference for the study are set out as annex 2.

**MEPC 63/4/2 (Secretariat) - Designated ports at which VOC emissions are regulated**
This document provides information on notifications for designated ports or terminals at which volatile organic compound (VOC) emissions from tankers are regulated.

**MEPC 63/4/3 (CLIA) - Development of an EEDI reference line for new cruise passenger ships**
This document is submitted in response to the Committee’s request to further the development of an EEDI reference line for certain passenger ships with non-conventional propulsion.

**MEPC 63/4/4 (ITTC) - ITTC Specialist Technical Committee established as a reaction to MEPC 62/5/32**
This document identifies that the International Towing Tank Conference (ITTC) has established a new committee with a mandate directly linked to the IMO’s activities. The purpose of this new committee is “to improve the performance predictions for service conditions of the ship taking into account the EEDI and EEOI developments within IMO, and to review the existing methods for sea trial measurements and evaluations including, ISO 15016:2002 and produce recommendations for improving them.”

**MEPC 63/4/5 (Secretariat) - Consideration of a draft IMO model course for energy efficient operation of ships**
This document provides information on the further development of a draft IMO model course for energy efficient operation of ships prepared by the World Maritime University.

**MEPC 63/4/6 (India) - Unified interpretation regarding applicability of different phases of EEDI**
This document contains a proposal for issuance of a unified interpretation regarding applicability of different phases of EEDI reduction rates of new ships and the application of Phase 0 for those ships, which have been granted waiver as per regulation 19.5.

**MEPC 63/4/7 (CLIA) - Progress on the method of calculation of attained energy efficiency design index for new cruise passenger ships**
This document responds to the Committee’s request to further the development of an attained EEDI formula for certain passenger ships with non-conventional propulsion.

**MEPC 63/4/8 (CSC) - A transparent and reliable hull and propeller performance standard**
In this document, the Clean Shipping Coalition (CSC) offers updated estimates of the impact of hull and propeller performance on individual vessel efficiency and on world fleet GHG emissions. The new data is based on an in-depth study of changes in hull and propeller performance on 32 vessels over 48 sailing intervals. Most major sub-vessel types and antifouling technologies were covered. CSC argues that a transparent and reliable
standard for measuring hull and propeller performance will offer shipowners a more informed basis for their investments in seeking a better vessel performance and reduce overall greenhouse gas (GHG) emissions. Finally, CSC calls on MEPC to take an active role in the establishment of a standard for measuring hull and propeller performance that should be both transparent and reliable.

**MEPC 63/4/9 (China) - Clarifications on MARPOL Annex VI regulations on energy efficiency for ships**
This document comments on document MEPC 62/24 and seeks clarifications on MARPOL Annex VI regulations on energy efficiency for ships as set out in resolution MEPC.203(62). It addresses:
- Definition and inspection requirements of “Major Conversion”
- Relationship between target years of four phases and definition of new ship
- Proposed definition of new ship

**MEPC 63/4/10 - this document has not been made available yet.**

The second Intersessional Meeting of the Working Group on Energy Efficiency Measures for Ships took place from 9 to 13 January 2012 under the chairmanship of Mr. Koichi Yoshida (Japan). More than 200 representatives from Member Governments and observer organizations participated in the five-day meeting.
The Committee is invited to approve the report in general and, in particular, to:
- 1 adopt the draft guidelines on the method of calculation of attained EEDI for new ships, as set out in annex 1 (paragraph 2.44);
- 2 adopt the draft guidelines for the development of a ship energy efficiency management plan (SEEMP), as set out in annex 2 (paragraph 2.53);
- 3 adopt the draft guidelines on the survey and certification of the energy efficiency design index for new ships, as set out in annex 3 (paragraph 2.66);
- 4 note that the draft guidelines for calculation of reference lines should clearly indicate that 70 per cent deadweight had been used for the calculation of estimated index values for containerships and that these estimated index values had been plotted against 100 per cent deadweight in order to obtain the values of parameters a and c (paragraph 2.27);
- 5 endorse the view of the Intersessional Meeting that additional guidance with respect to innovative energy efficiency technologies, supporting the guidelines on the method of calculation of attained EEDI and guidelines on the survey and certification of the EEDI, should be developed as separate documents from the guidelines (paragraph 2.34);
- 6 note that ITTC will develop a standard for assessment of speed and power performance by analysis of speed trial data in time for MEPC 64 (paragraph 2.57.1);
- 7 note that IACS will develop a new iteration of the draft guidelines for determining minimum propulsion power to enable safe manoeuvring in adverse weather conditions in time for MEPC 64 (paragraph 2.73.6);
- 8 endorse the view of the Intersessional Meeting that the guidelines for the voluntary use of the ship energy efficiency operational indicator (EEOI) in MEPC.1/Circ.684 should be kept under review and invite members to provide information to the Committee on their experiences in applying the guidelines with a view to improving them (paragraph 6.4);
- 9 note that Japan will further develop draft guidelines for the calculation of fw (paragraph 2.17.4);
- 10 note that Japan will further develop draft guidance for the assessment of innovative energy efficiency technologies in calculation and verification of the attained EEDI in cooperation with interested members (paragraph 5.4);
- 11 note the challenges identified by the Intersessional Meeting in applying the current reference line approach to new ship types where no historical ship data exist (paragraph 4.12);
- 12 note the consideration on EEDI frameworks for passenger ships and ro-ro ships as well as the progress made by Member States and observers in identifying possible approaches to these ship types, and that further progress should be made in accordance with the work plan agreed by MEPC 62 (paragraphs 4.5 to 4.11);
- 13 note the information by the Secretariat on its technical co-operation activities related to the new energy efficiency measures and that the Intersessional Meeting was invited to indicate other areas in which capacity-building activities may be needed and to identify experts for delivering technical co-operation activities (paragraphs 7.1 and 7.2); and
note that consultation between the Secretariat and the MEPC Chairman, in accordance with paragraph 6.15 of the Committee's guidelines, a relaxed deadline was set for documents of maximum two pages commenting on the report of the Intersessional Meeting (paragraph 8.2).

MEPC 63/4/12 (IACS) - Proposed interpretation of the term "major conversion"
This document proposes an interpretation of the term "major conversion" for use in survey and certification of EEDI for new and existing ships

MEPC 63/INF.2 (Secretariat) - Estimated CO2 emissions reduction from introduction of mandatory Technical and Operational Energy Efficiency Measures for ships.
This document presents a study carried out by Lloyd's Register and DNV on estimated CO2 emission reductions associated with the mandatory technical and operational measures adopted at MEPC 62 as resolution MEPC 203(62) by adding a new chapter 4 on energy efficiency to MARPOL Annex VI. The EEDI and SEEMP is estimated to reduce emissions by 23% in 2030 and by 39% in 2050.

MEPC 63/INF.7 (OCIMF) - GHG Emission-Mitigating Measures for Oil Tankers
This document presents the study carried out by OCIMF and interested parties on estimated CO2 emission reductions associated with the technologies currently available in support of mandatory technical and operational measures

MEPC 63/INF.8 (ITTC) - Additional information on the recommended procedures and guidelines of the International Towing Tank Conference
The respondents offer additional information on the prediction and the verification of the Energy Efficiency Design Index (EEDI). The International Towing Tank Conference (ITTC) has developed a comprehensive package of procedures and guidelines which could provide technical support in the prediction of the EEDI and Energy Efficiency Operational Indicator (EEOI), as well as for planning, performing and evaluating sea trials for the verification of EEDI.

MEPC 63/INF.10 (Secretariat)- Draft model course for energy efficient operation of ships
This document provides the draft of an IMO model course for energy efficient operation of ships prepared by the World Maritime University.

MEPC 63/INF.15 (CLIA) - Information on the progress on the method of calculation of attained energy efficiency index for new cruise passenger ships
This document responds to the Committee’s request to further the development of an attained EEDI formula for certain passenger ships with non-conventional propulsion.

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Annex 4 - Reduction of GHG emissions from ships (Agenda item 5)

Overview

MEPC 63 will consider:
- the outcome of UNFCCC COP 17 (Durban, November/December 2011), as well as outcomes of other relevant UNFCCC meetings.
- the market-based measures for reduction of GHG emissions from ships. In this connection, the Committee will consider the documents submitted to MEPC 62, which were not considered at that session due to time constraints, including the report of the third intersessional meeting of the Working Group on GHG Emissions from Ships (MEPC 62/5/1), together with any new submissions.
- the reduction target for international shipping, taking into account documents MEPC 60/4/23 (Norway) and MEPC 60/4/28 (WSC).

The discussion includes elements of consideration on the application of EEDI to existing ships.

Background

Owing to the time constraint, MEPC 62 was not able to address documents submitted to the session. Reference is to be made to Lloyd’s Register agenda preview document for MEPC 62 available at the following URL. (http://www.lr.org/sectors/marine/Compliance/LRIMO.aspx)

Lloyd’s Register’s position

Lloyd’s Register continues to monitor the political debate and provides independent technical evaluation of proposals to our clients and industry stakeholders if requested.

Advice to clients

Discussion on Market Based Measures, clients should maintain awareness this is going on against the background of the:
- EC consultation (just launched) on GHG and ships in EU waters;
- UNFCCC process, specifically the Durban Platform for a global encompassing deal by 2015 which shifts the discussion on common but differentiated responsibility to a broader approach; and
- remaining question under UNFCCC of financial contribution to climate adaptation in the developing world.

Consider how a possible regime based on fuel monitoring would impact local and organisational systems.

Should discussion on the Bahamas proposal move forward, clients should note that it is a proposed amendment to Annex VI of MARPOL and hence if adopted in the future would not need ratification.

Applicability

MBM discussion all commercial ships over 100GT (as the assume threshold).
Documents submitted (Relevant to activities of Lloyd’s Register only)

MEPC 63/5 (Secretariat) - Documents deferred from MEPC 62 for consideration at MEPC 63
This document sets out information and action to be taken on matters related to Market-Based Measures, UNFCCC and a possible reduction target for international shipping, based on documents submitted to MEPC 62 under agenda items 4 and 5, which could not be considered at that session due to time constraints. Consideration of the documents was therefore postponed and these were referred for consideration at MEPC 63.

MEPC 63/5/1 (Bahamas) - Draft regulations to be included in MARPOL Annex VI for the control of CO2 emissions from ships
Following the decisions at MEPC 62, the Bahamas have developed proposed draft amendments to MARPOL Annex VI which include a new chapter 5. These amendments can be found in annex 2 to this document. The draft amendments incorporate phased mandatory CO2 cuts for all ships dependent upon their age. They also establish the right to technical co-operation and assistance, and a procedure for the approval of alternative reduction compliance methods. The intent of this proposal is to show that an alternative to an MBM is entirely practical, feasible and will result in deep cuts in CO2 emissions from ships.

MEPC 63/5/2 (Chairman) - Further work on Market-Based Measures towards MEPC 65 Impact assessments of proposed MBMs to continue
This document is submitted to facilitate further progress on development of a suitable Market-Based Measure for international maritime transport to complement the technical and operational measures adopted as a new chapter of MARPOL Annex VI. It sets out proposals on how an impact assessment may be undertaken, to determine the possible effects of introduction of a Market-Based Measure for international shipping, including establishment of the method and criteria for the assessment.

MEPC 63/5/3 (Japan and WSC) - Efficiency Incentive Scheme (EIS)
This document offers further information concerning the Efficiency Incentive Scheme (EIS) proposed by Japan and the World Shipping Council. The document outlines unique attributes of the EIS, how the system would work in practice, management and use of funds, as well as pros and cons associated with the proposal.

The Efficiency Incentive Scheme or EIS is a proposal to stimulate significant improvements in the fuel and carbon efficiency of the world’s maritime fleet. The proposal recommends the establishment of explicit efficiency standards for both new and existing ships in the world fleet. Vessel efficiency would be measured using the Energy Efficiency Design Index (EEDI) developed and adopted by the IMO. Those ships that fall short of the specific standards would be required to pay a fee (or penalty) that is based on the amount of fuel consumed and how far short of the standard the specific ship falls.

MEPC 63/5/4 (Chairman) - Draft MEPC resolution on capacity-building, technical assistance and transfer of technology related to energy efficiency measures for ships
This document sets out annex a draft MEPC resolution on capacity-building, technical assistance and transfer of technology related to energy efficiency measures for ships, which has been prepared by the Chairman based on work undertaken at MEPC 62 and input from delegations during that session.

MEPC 63/5/5 (Secretariat) - Outcome of the United Nations Climate Change Conference held in Durban, South Africa from 28 November to 11 December 2011
This document reports on the United Nations Climate Change Conference 2011 – COP 17 and CMP 7 – held in Durban, South Africa, from 28 November to 11 December 2011. The positive outcomes of the Conference include the agreement on a second commitment period under the Kyoto Protocol and on a process to develop and adopt a universal legal agreement on climate change as soon as possible, but not later than 2015, as well as the establishment of the Green Climate Fund and a work programme on long-term finance to identify funding sources.

MEPC 63/5/6 (WWF) - Ensuring no net incidence on developing countries from a global maritime Market-Based Mechanism
This document provides information that suggests a potential growing convergence of views of a growing number of governments and civil society actors around the need for a global Market-Based Mechanism (MBM) to reduce greenhouse gas (GHG) emissions, which takes account of the UNFCCC ultimate objective to prevent
dangerous anthropogenic interference with the climate system, and the UNFCCC principle of "common but differentiated responsibilities and respective capabilities" (CBDR) through the allocation of revenue generated to developing countries, principally to support climate change actions. It also provides an analysis of current MBM proposals that are compatible with ensuring no net incidence on developing countries through a rebate mechanism, if so decided.

**MEPC 63/5/7 (France) - G20 – Report of the World Bank and IMF on "Mobilizing climate finance"
**
This document presents the report on mobilizing climate finance, prepared at the request of G20 Finance Ministers in June 2011 and submitted to the G20 Cannes Summit in November 2011. This report, coordinated by the World Bank and IMF, states that a combination of financial sources could contribute to climate finance and, inter alia, establishes the technical feasibility of financial contribution by the international shipping and aviation sectors.

**MEPC 63/5/8 (India) - Market Based Measures – Impact on India's shipping trade
**
This document discusses the possible impact of Market-Based Measures (MBM) for international shipping on India’s shipping trade. The document also suggests maintaining consonance in GHG reduction measures between IMO and UNFCCC to protect the interest of the shipping industry.

**MEPC 63/5/9 (Germany) - Design and Implementation of a worldwide maritime Emission Trading Scheme Results of a scientific study
**
In order to provide further input for the discussion on Market-Based Measures (MBM), Germany presents the results of a scientific study that looks into the possible implementation of a worldwide maritime Emission Trading Scheme (ETS). An ETS ensures that emissions are reduced and that this is achieved in a cost-effective way. Additionally, an ETS will generate revenues through auctioning. The Study draws special attention to the organization and operations of shipping companies. The Study found that there is general openness among ship operators towards an ETS and that an ETS is applicable in practice in the maritime sector. Linking the ETS to other schemes and banking of allowances would increase the supply of allowances. Both provisions extend the cost-efficiency benefit to a cross-sectoral and intertemporal dimension thus making the ETS even more flexible. A trial period preceding the full implementation of the cap-and-trade scheme is advisable. Overall, the Study shows that an ETS can be designed to be an effective, cost-efficient and applicable instrument to reduce international shipping emissions.

**MEPC 63/5/10 (Russian Federation) - Measures to reduce greenhouse gas emissions from ships
**
The position and proposals of the Russian Federation on GHG emission issues related to international shipping are presented in the document.

In this document, it is stated that Regulations related to GHG reduction measures from ships, from the Russian Federation’s point of view, should include only technical and operational measures but not market-based or economic measures.

**MEPC 63/5/11 (China) - Comments on the Feasibility Study and Impact Assessment of the submitted MBMs
**
This document provides comments on the Feasibility Study and Impact Assessment of the submitted MBMs, highlighting the need to carry out further impact assessment on developing countries and proposing revised criteria for the assessment.

**MEPC 63/5/12 (INTERCARGO) - Application of the EEDI to Existing Ships
**
This document comments on document MEPC 63/5/3 (Japan and WSC) concerning "Efficiency Incentive Scheme (EIS)" raising a point of principle concerning the application of the Energy Efficiency Design Index (EEDI). It is proposed that the EEDI does not apply to, and hence it cannot and should not be used for, existing ships.

**MEPC 63/5/13 (WWF and CSC) - GHG Emissions from Existing Vessels
**
This document provides comments on MEPC 63/INF.2 and the need for action beyond SEEMP for vessels not subject to EEDI.
MEPC 63/INF.13 (Japan) - Cost analysis on the application of efficiency improvement measures in the maritime fleet
This document contains the outcomes of the cost analysis on the application of energy efficiency improvement measures in the maritime fleet, and suggests that the application of these measures could be improved through a Market-Based Measure focusing on in-sector GHG emission reductions, including Efficiency Incentive Scheme (EIS)

MEPC 63/INF.14 (Germany) - Design and Implementation of a Worldwide Maritime Emission Trading Scheme Full Report
With this document Germany transmits the full report of a study on "Design and Implementation of a Maritime Emission Trading Scheme". The analysis in the report is based on both a case study and a comprehensive survey of the related literature. Overall, the study shows that a worldwide maritime Emission Trading Scheme (ETS) can be designed to be an effective, cost-efficient and applicable instrument to reduce shipping emissions.
Annex 5 - Consideration and adoption of amendments to mandatory instruments (Agenda item (Agenda item 6))

Overview

MEPC 63 will adopt the following instruments which are expected to have an entry into force date of 1 July 2013:
- Amendments to MARPOL Annexes I, II, IV and V (Regional arrangements for port reception facilities)
- Amendments to the NOx Technical Code on certification of marine diesel engines fitted with Selective Catalytic Reduction systems under the NOx Technical Code 2008

Background

Amendments to MARPOL and the NOx Technical Code have been approved at MEPC 62 for final adoption at MEPC 63.

Lloyd’s Register’s position

In general, Lloyd’s Register supports the statutory development for improving the marine environment.

Amendments to the NOx Technical Code
The amendments will introduce the so called “Scheme B” of engine certification provided in the SCR Guidelines (MEPC 198 (62)). In other words, allowing modelling and simulation for testing engines. Lloyd’s Register has observed that the newly introduced scheme B certification still requires more work regarding the condition for applying the scheme B and how the scheme is actually applied.

Advice to clients

Dependent upon actual implementation by each Member State, introduction of “regional arrangement” of the reception facility may affect ship operation.

Applicability

All ships.

Documents submitted (relevant to activities of Lloyd’s Register only)

MEPC 63/6 (Secretariat) - Amendments to MARPOL Annexes I, II, IV and V (Regional arrangements for port reception facilities)
This document sets out the text of draft amendments to MARPOL Annexes I, II, IV and V on Regional arrangements for port reception facilities, which were circulated under cover of Circular letter No.3220 of 8 August 2011
MEPC 63/6/1 (Secretariat) - Amendments to MARPOL Annex VI and the NOx Technical Code 2008 (Regional arrangements for port reception facilities under MARPOL Annex VI and Certification of marine diesel engines fitted with Selective Catalytic Reduction systems under the NOx Technical Code 2008)

This document sets out the text of draft amendments to MARPOL Annex VI on Regional arrangements for port reception facilities and draft amendments to the NOx Technical Code 2008, which were circulated under cover of Circular letter No.3220 of 8 August 2011.

MEPC 63/6/2 (Secretariat) - Adoption of an MEPC resolution on the designation of the Baltic Sea as a Special Area under MARPOL Annex IV

MEPC 62 adopted amendments to MARPOL Annex IV, designating the Baltic Sea as a Special Area. In this respect, MEPC 62 also approved the outline for a draft MEPC resolution for further development and with a view to adoption at MEPC 63.

MEPC 63/6/3 (Marshall Island and United States) - Amendments to MARPOL Annexes I, II, IV, V and VI (Regional arrangements for port reception facilities)

This document proposes adjustments to the amendments of MARPOL Annexes I, II, IV, V and VI that were approved at MEPC 62 for institutionalizing regional arrangements for port reception facilities.

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Annex 6 - Interpretation of, and amendments to, MARPOL and related instruments (Agenda item 7)

Overview

Primary discussion points under this agenda item are:
- Guidelines for regional reception facility plan
- Incinerator capacity to be recorded on the certificate
- Application of MARPOL Annex I Regulation 12
- MARPOL Annex IV certificate
- MARPOL Annex V guidelines
- Cargo residue under MARPOL Annex V
- MARPOL Annex VI chapter VI - some clarification
- MARPOL Annex VI - the way making entries in the supplement to the IAPP certificate.

Background

This agenda has been set up to discuss various issues relating to MARPOL and other instruments.

Lloyd’s Register’s position

In general, Lloyd’s Register supports the various efforts for protecting the marine environment. Lloyd’s Register also supports various proposed interpretations submitted by IACS as it gives clarify for uniform application of the various requirements.

Advice to clients

Some of the discussion may result in amendments to existing IMO instruments. The details will be advised in Lloyd’s Register’s summary report on MEPC 63.

Applicability

To be advised in Lloyd’s Register’s summary report on MEPC 63.

Documents submitted (relevant to activities of Lloyd’s Register only)

MEPC 63/7 (United Kingdom) - 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

This document provides a progress report on the work of the intersessional Correspondence Group for Reviewing the Guidelines for the Implementation of MARPOL Annex V and the Guidelines for the Development of Garbage Management Plans. The Committee is invited to note the progress made in the development of the draft 2012 Guidelines for the Implementation of MARPOL Annex V and the draft 2012 Guidelines for the Development of Garbage Management Plans, and in particular to:
1. note the report of the correspondence group;
2. consider the draft 2012 Guidelines for the Implementation of MARPOL Annex V and the draft 2012 Guidelines for the Development of Garbage Management Plans; and
3. depending on the outcome of the discussion in plenary, to consider establishing a drafting group to finalize both sets of Guidelines for adoption at this session.
MEPC 73/7/1 (Australia, United States and SPREP) - Guidelines for the development of regional reception facilities plan
This document presents draft Guidelines for the Development of a Regional Reception Facilities Plan to complement the amendments to MARPOL on regional arrangements for port reception facilities which will be considered by MEPC 63. The co-sponsors have worked together to refine the text originally presented as annex 2 to document MEPC 62/7 and request that the Committee considers the draft Guidelines with a view to adoption at this session.

MEPC 63/7/2 (India) - International Sewage Pollution Prevention Certificate
This document contains a proposal for a unified interpretation regarding the number of persons a ship is certified to carry, as has to be specified in the Form of International Sewage Pollution Prevention Certificate. M Tsuchiya requested S James to comments on this. (9 Jan)

MEPC 63/7/3 - see MEPC 63/6/3

MEPC 63/7/4 (IACS) - Recording of incinerator capacity on the supplement to the IOPP Certificate
This document questions the need to record the capacity of the incinerator on the IOPP Certificate Supplement, Forms A and B. IACS is of the opinion that it is not necessary to record incinerator capacity on Form A or Form B at all, whether volumetric (noting the difficulty in obtaining, and potential variation in this figure) or a unit of heat or weight measurement (which serves no practical purpose) and therefore suggests its deletion from these documents.

MEPC 63/7/5 (Denmark, Spain and BIMCO) - Scope of application of regulation 12 of MARPOL Annex I as amended by resolution MEPC.187(59)
This document seeks clarification on the scope of application of regulation 12 of MARPOL Annex I as amended by resolution MEPC.187(59) and its associated Unified Interpretations (UI) as detailed in document MEPC 62/24, paragraph 7.20.

Co-sponsors consider that it is clear from the proceedings of MEPC 59 and the preparatory work carried out at MEPC 58, DE 50 and DE 51, that the amendments to regulation 12 of MARPOL Annex I were intended to apply to all ships.

MEPC 63/7/6 (Japan) - Proposals for practical way of implementation of criteria for the classification of cargo residues harmful to the marine environment
This document proposes how to implement in a practical manner the regulation for the discharge of cargo residues under the revised MARPOL Annex V. Taking into account the envisaged date of entry into force (1 January 2013) of the revised MARPOL Annex V, Japan proposes, as a practical approach, to include only acute and chronic aquatic toxicity and plastics into the criteria for the classification of cargo residues harmful to the marine environment. Japan also proposes that the shipper should evaluate whether the cargo is harmful or not and provide appropriate information to the master of the ship or his representative.

MEPC 63/7/7 (IACS and ICS) - Implementation of MARPOL Annex VI, chapter 4
This document provides the co-sponsors' understanding of the implementation of MARPOL Annex VI, chapter 4 and seeks the Committee's advice on the understanding so as to facilitate uniform and consistent implementation to new and existing ships subject to new chapter 4.

The document requests clarification on the relation between IEEC and IAPPC in relation to SEEMP.

MEPC 63/7/8 (IACS) - Application of MARPOL Annex VI – Completion of section 2.3 of the Supplement to the IAPP Certificate
This document provides comments concerning the completion of section 2.3 of the Supplement to the IAPP Certificate on the basis of the intended operation of the ship to comply with the sulphur limits versus the use of bunker delivery notes retained on board.

MEPC 63/7/9 (IACS) - IACS Unified Interpretation (UI) MPC 99 on oil residue (sludge) tank discharge connections, and proposed amendment to regulation 12 of MARPOL Annex I
This document provides at annex 1 a copy of IACS UI MPC 99 on oil residue (sludge) tank discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators (regulation 12.2 of
MARPOL Annex I), and proposes amendments to regulation 12 of MARPOL Annex I following the issuing of MEPC.1/Circ.753.

**MEPC 63/7/10 (Secretariat) - Guidelines for the Implementation of MARPOL Annex V**
This document introduces a modified version of Table 1 of the draft 2012 Guidelines for the Implementation of MARPOL Annex V (MEPC 63/7) which provides a summary of the restrictions to the discharge of garbage into the sea under regulations 4, 5 and 6 of MARPOL Annex V.

**MEPC 63/7/11 (Republic of Korea) - Comments on the Guidelines for the implementation of MARPOL Annex V**
This document provides comments on the Report of the intersessional Correspondence Group on Reviewing the Guidelines for the implementation of MARPOL Annex V (MEPC 63/7) and introduces a case of a maritime casualty caused by abandoned fishing gear, in order to further develop the guidelines.
Annex 7 - Report of Sub-Committees (Agenda item 11)

Overview

MEPC 63 will consider the outcomes of DSC 16, BLG 16, and DE 56 (urgent matters only).

MEPC 63 will also be invited to consider a number of documents submitted to MEPC 62, which were not considered at that session due to time constraints, including documents concerning the following issues:

- a proposed mandatory Polar Code, including the outcome of DE 55 on the matter and the legal opinion of the Legal Office relating thereto (MEPC 62/11/4 and Add.1);
- the juridical status of the Guidelines and specifications for oil discharge monitoring and control systems (resolution MEPC.108(49)) and draft amendments to the Guidelines, as the outcome of DE 54; and
- manually operated alternatives in the event of pollution prevention equipment malfunction, as the outcome of DE 54 (MEPC 62/11/1).

Background

The various reports of IMO meetings are provided in Lloyd’s Registers website:
http://www.lr.org/sectors/marine/Compliance/LRIMO.aspx

Lloyd’s Register’s position

Resolution MEPC.108(49) on Revised guidelines and specifications for oil discharge monitoring and control systems for oil tankers (reference is to be made to agenda item 3 on this discussion in relation to the outcome of the ESPH Working Group.)
Lloyd’s Register will closely monitor the discussion as there will be significant impact on the possible re-approval of ODM Manuals.

Advice to clients

Some of the discussions may result in amendments to existing IMO instruments. The details will be advised in Lloyd’s Register’s summary report on MEPC 63.

Applicability

To be advised in Lloyd’s Register’s summary report on MEPC 63.

Documents submitted (relevant to activities of Lloyd’s Register only)

MEPC 63/11 (Secretariat) - Documents deferred from MEPC 62 for consideration at MEPC 63
This document provides information on documents submitted to MEPC 62 under agenda item 11 on Reports of Sub-Committees that could not be considered at that session due to time constraints. Consideration of the documents was therefore postponed and these were deferred for consideration at MEPC 63. They are:
DE 54/23, annex 10 - Draft MEPC resolution on Amendments to the revised Guidelines and specification for oil discharge monitoring and control systems for oil tankers (resolution MEPC.108(49))

MEPC 63/11/1 (Denmark) - Comments on the outcome of DE 54 regarding resolution MEPC.108(49) on Revised guidelines and specifications for oil discharge monitoring and control systems for oil tankers
This document comments on the outcome of DE 54 concerning the draft MEPC resolution on Amendments to Revised guidelines and specifications for oil discharge monitoring and control systems for oil tankers.
MEPC 63/11/2 (Norway) - Development of criteria for the evaluation of environmentally hazardous solid bulk cargoes in relation to the revised MARPOL Annex V
This document presents a set of criteria for the evaluation of substances harmful to the marine environment with respect to discharge requirements under MARPOL Annex V for cargo residues from solid bulk cargoes.

MEPC 62/11/4/Add.1 - Outcome of DE 55 – Legal opinion on making the Polar Code mandatory

MEPC 62/11/6 - Arctic Shipping and Cetaceans: Recommendations regarding mitigation measures and the development of the mandatory Polar Code

MEPC 63/11/1 (Denmark) - Comments on the outcome of DE 54 regarding resolution MEPC.108(49) on Revised guidelines and specifications for oil discharge monitoring and control systems for oil tankers
This document comments on the outcome of DE 54 concerning the draft MEPC resolution on Amendments to Revised guidelines and specifications for oil discharge monitoring and control systems for oil tankers. Denmark considers the new text forwarded by DE 54 to MEPC 62 still allows only for visual observation of the surface of the water adjacent to the effluent discharge in case of malfunctioning of the ODME, Denmark does not regard the issue as having been solved.

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