Subject

Introduction to the Outcomes of MEPC 64

ClassNK
Technical Information

No. TEC-0944
Date 15 February 2013

To whom it may concern

A summary of the decisions taken at the sixty-fourth session of the Marine Environment Protection Committee (MEPC 64) held from 1 to 5 October 2012 is provided below for your information.

1. Ballast Water Management Convention

Adopted in 2004, the Ballast Water Management Convention will enter into force 12 months after ratification by 30 states, representing 35% of the world merchant shipping tonnage. As of the end of December 2012, it has not yet come into effect with ratification by 36 countries, representing 29.07% of the world merchant fleet tonnage.

(1) Review of the availability of ballast water treatment technologies and status of progress in their installation

MEPC has been continuously conducting technical reviews to address issues regarding the status of development and installation of ballast water management systems.

Further, responding to information concerning the current status of installation of ballast water management systems submitted to MEPC63 (March 2012) by Japan, member states were requested to submit information on ships under their flag to MEPC 64.

At the session, based on reports from Japan, China, South Korea, Hong Kong, China, and others, it was recognized that the installation rate of approved BWMS remains quite low worldwide. Accordingly, it was agreed to establish a correspondence group (e-mail based discussion group) to develop a draft IMO Assembly resolution with a view to adoption by the twenty-eighth session of the Assembly in 2013 concerning the provision of the installation of ballast water management systems.

(To be continued)

(2) Approval of ballast water management systems using active substances

Under the Convention, ballast water management systems should be type approved by the Administration based on IMO Guidelines. In cases where "active substances" are used to sterilize harmful aquatic organisms and pathogens, the approval of the active substances itself by the IMO (Basic Approval) and the comprehensive approval of the systems using such substances by the IMO (Final Approval) are needed prior to type approval by the Administration.

At the session, five basic approvals and three final approvals were granted to ballast water management systems using active substances. Consequently, the number of systems granted final approval by the IMO has reached twenty- eight in total.

At this moment, the total number of systems that can be actually installed on board, i.e., which are type-approved by the Administration, including systems that do not use active substances, has reached twenty-eight in total (Attachment 1).

(3) Definition of "major conversion"

In interpreting the Annex to the Ballast Water Management Convention, it is unclear whether the new installation of ballast water management systems to existing ships is considered a "major conversion" as stipulated in the Annex to the Convention. At the session, Japan suggested that modifications for the installation of ballast water management systems are not to be considered as a "major conversion", which was agreed after discussion. It was also agreed that a MEPC Circular on this matter is to be developed for consideration and approval at MEPC 65 (May 2013).

2. Ship Recycling Convention

Adopted in May 2009, the Ship Recycling Convention will enter into force 24 months after ratification by 15 countries, representing 40% of the world merchant shipping tonnage, and their combined maximum annual ship recycling volume exceeds 3% of their combined merchant shipping tonnage. As of the end of December 2012, five countries (France, Italy, the Netherlands, Turkey, and Saint Kitts and Nevis) have expressed that they are preparing to ratify the Convention, although actual ratification has not yet been achieved.

(1) Guidelines for the implementation of the Convention

Currently, the IMO is developing six guidelines essential to the implementation of the Convention, four of which had been adopted by the time of the previous session (MEPC 63). At the 64th session, the remaining two draft guidelines, i.e. "2012 Guidelines for the Survey and Certification of Ships under the Hong Kong Convention" (Attachment 2) and "2012 Guidelines for the Inspection of Ships under the Hong Kong Convention" (Attachment 3) were adopted. Consequently, all six guidelines pertaining to the Convention have been adopted.

Shipping industry organizations, such as ICS (The International Chamber of Shipping) and BIMCO (The Baltic and International Maritime Council) amongst others, have suggested that threshold values be clarified for all the hazardous materials and exemptions of only small amounts of hazardous materials be applied in developing the Inventory of Hazardous Materials. It was agreed that this matter would be discussed by correspondence group and brought up at MEPC 65.

(To be continued)

3. Greenhouse Gases (GHG)

The Kyoto Protocol, a protocol to the United Nations Framework Convention on Climate Change (UNFCCC), aiming at the reduction of greenhouse gases (GHG) worldwide, excludes ocean going vessels from its scope and stipulates that the IMO should examine the countermeasures against GHG emissions from international shipping.

At MEPC 62 held in July 2011, amendments to MARPOL Annex VI were adopted, which make the calculation of Energy Efficiency Design Index (EEDI) and its compliance for the required EEDI and the Ship Energy Efficiency Management Plan (SEEMP) mandatory (entered into force on 1 January 2013).

(1) Unified Interpretations of GHG regulations

At the session, interpretations of regulations necessary for the implementation of the amended MARPOL Annex VI, were discussed. Consequently, the following interpretations were agreed and a MEPC Circular was approved, accordingly:
(Attachment 4).

(i) Definition of "new ships" in Phases 1 to 3, for which EEDI requirements are applied (Regulation 2.23 of the revised Annex VI):
Clarifications of the definition of "new ships" for each Phase, 1 to 3, where the more stringent EEDI requirements will be applied, are provided.

(ii) Definition of "major conversion" (Regulation 2.24 of the revised Annex VI):
Some concrete examples of "major conversion" are provided, and it is clarified that Administrations, in principle, have the prerogative to determine whether any conversions can be considered as "major conversions".

(iii) Date when SEEMP is required to be kept on board
(Regulation 22 of the revised Annex VI):
It is clarified that SEEMP is to be kept on board all existing vessels by the time of the first intermediate survey or renewal survey for IAPP Certificate on or after 1 January 2013, whichever comes earlier. (It is not necessarily to be kept on board on 1 January 2013.)

(2) Guidelines

At the session, the following guidelines essential to the calculation of EEDI were discussed:

(i) Guidelines for determining minimum propulsion power and speed to enable safe manoeuvring in adverse weather conditions
The subject guidelines, aiming to avoid the immoderate decrease in speed, were discussed, yet remained to be finalized. It was agreed to develop the interim guidelines at MSC91, which was held at the end of November 2012. Further, detailed consideration will be carried out through correspondence group by the time of MEPC65.

(ii) Guidelines for the calculation of the coefficient *fw* for decrease of ship speed in representative sea conditions:
The interim guidelines for the calculation of the coefficient *fw* taking into account of the impact of a representative sea condition for trial use were approved (Attachment 5).

(To be continued)

(3) Resolutions on technical co-operation and transfer of technology relating to the improvement of the energy efficiency of ships

Regulation 23 of the revised MARPOL Annex VI stipulates that technical cooperation and transfer of technology to developing countries for the improvement of energy efficiency of ships are to be promoted.

While MEPC is currently discussing resolutions to implement the technical cooperation and transfer of technology, member states have so far failed to reach a consensus on the application of the CBDR Principle[*1)] and the actual implementation of financial assistance. Consequently, it was agreed to continue discussions on this matter at MEPC 65.

*1) CBDR Principle: The Common but Differentiated Responsibility
CBDR Principle in part differentiates the responsibilities of developed countries and developing countries from the view that while the responsibility for global warming is a common challenge, developed countries should bear more responsibility because developed countries have emitted the majority of GHG into the atmosphere in the past.

(4) Market Based Measures

The IMO is developing Market Based Measures (MBM), such as bunker levy and emissions trading schemes, etc., to supplemental provisions of the technical and operational measures for GHG reduction stipulated by the amended MARPOL Annex VI.

At the session, concrete discussions on MBM were not conducted due to the shortage of time resulting from the time-consuming discussions on resolutions on technology transfer and cooperation as noted in 3.(3) above.

4. Guidelines for Implementation of MARPOL Annex V (Control of Pollution by Garbage from Ships)

In accordance with the revised MARPOL Annex V (Control of Pollution by Garbage from Ships) adopted at MEPC 62, the disposal of garbage from ships is to be prohibited in principle on and after 1 January 2013, with the exception of the disposal of cargo residues beyond 12 nautical miles from shore, provided that they do not include any substances harmful to the maritime environment.

Harmful cargo residues are broadly categorized into three groups: (1) toxic substances, (2) substances with long-term harmful health and environmental effects, such as carcinogenicity, mutagenicity, etc., and (3) plastics. The substances in (2) above have been under deliberation since it was pointed out at MEPC 63 that it would take much time to evaluate them and that implementation from 1 January 2013 would be difficult.

At the 64th session, a proposal from Japan was agreed in which cargo residues whose substances with long-term harmful health effects could not be evaluated would not be considered as harmful substances to the maritime environment for two years from 1 January 2013 to 31 December 2014. A Circular was approved to this effect (Attachment 6).

(To be continued)

5. Adopted mandatory requirements

At the session, amendments to Chapter 17, 18, and 19 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) were adopted. The amendments will be mainly addition of newly assessed products and re-assessment of some products to update electrical apparatus group. The amendments will enter into force on 1 June 2004 (Attachment 7).

6. Other matters

(1) Deletion of recording of waste oil incinerator capacity in the supplement to the International Oil Pollution Prevention (IOPP) Certificate

When a waste oil incinerator is installed on board, its capacity is to be recorded in the supplement to the IOPP Certificate. However, in some cases, the units of measurement used to record capacity differ from that recorded in the type approval certificate, which PSC finds problematic. At the 64th session, it was agreed that the units of measurement for the capacity of the incinerator need not be recorded in the supplement to the IOPP Certificate. Further, related amendments on the format of the supplement were approved (which will be adopted at MEPC 65).

(2) On-shore power supply (high voltage equipment)

At berth, ships usually use their auxiliary engines for power generation in order to keep the ship habitable, to manage water ballast, and for other essential functions. However, the operation of such engines causes air pollution, noise pollution and other adverse effects on the environment.

In order to reduce such harmful effects, a system for supplying high-voltage power from shore to ship was launched at the port of Los Angeles in 2004, which has since been discussed at IMO MEPC Committee.

At the 64th session, consideration was given to whether or not the IMO should develop standards for on-shore power supply (high voltage equipment).

It was agreed that development of any standard in MARPOL is premature at this point in time, noting that ports where ships can use on-shore power are limited.

However, it was agreed to develop a MEPC circular regarding the ports where the use of on-shore power supply is available and associated international standards and regulations. The Circular includes a list of industry circulars such as "Guidelines for High Voltage Shore Connection Systems" issued by ClassNK in May 2012.

A summary of the outcomes of MEPC 64 is also available on the IMO web-site (http://www.imo.org).

(To be continued)

For any questions about the above, please contact:

NIPPON KAIJI KYOKAI (ClassNK)
External Affairs Division, Administration Center, Head Office
Address: 4-7 Kioi-cho, Chiyoda-ku, Tokyo 102-8567, Japan
Tel.: +81-3-5226-2038
Fax: +81-3-5226-2024
E-mail: xad@classnk.or.jp

Attachment:

1. Status of BWMS approval
2. 2012 GUIDELINES FOR THE SURVEY AND CERTIFICATION OF SHIPS UNDER THE HONG KONG CONVENTION (Resolution MEPC.222(64))
3. 2012 GUIDELINES FOR THE INSPECTION OF SHIPS UNDER THE HONG KONG CONVENTION (Resolution MEPC.223(64))
4. UNIFIED INTERPRETATIONS TO MARPOL ANNEX VI (MEPC.1/Circ.795)
5. INTERIM GUIDELINES FOR THE CALCULATION OF THE COEFFICIENT *fw* FOR DECREASE IN SHIP SPEED IN A REPRESENTATIVE SEA CONDITION FOR TRIAL USE (MEPC.1/Circ.796)
6. IMPLEMENTATION OF MARPOL ANNEX V Provisional classification of solid bulk cargoes under the revised MARPOL Annex V between 1 January 2013 and 31 December 2014 (MEPC.1/Circ.791)
7. 2012 AMENDMENTS TO THE INTERNATIONAL CODE FOR THE CONSTRUCTION AND EQUIPMENT OF SHIPS CARRYING DANGEROUS CHEMICALS IN BULK (IBC CODE) (Resolution MEPC.225(64))
8. ON-SHORE POWER SUPPLY (MEPC.1/Circ.794)

Please refer to "Preliminary Report of MEPC64 (October 2012)" in ClassNK web-site "Information Services" > "Topics at IMO and IACS" > "Topics at IMO" for this Technical Information No. TEC-0944 with full attachments.