İstanbul : 31.07.2017
Sayı
Our Reference : 2913
Konu
Subject : **Deniz Çevresini Koruma Komitesi'nin (MEPC) 71. Oturumu Sonuç Raporu Hk.**

Sirküler No: 499 /2017

İlgi: Uluslararası Deniz Ticaret Odası'nın (ICS) 14.07.2017 tarihli ve MC(17)35 sayılı yazısı.

İlgi yazıda; 03 – 07 Temmuz 2017 tarihleri arasında Londra'da gerçekleştirilen Uluslararası Denizcilik Örgütü (International Maritime Organization – IMO) Deniz Çevresini Koruma Komitesi'nin (Marine Environment Protection Committee – MEPC) 71. Oturumu'nun sonuçları bildirilmekte olup, söz konusu Oturumun sonuçlarına ilişkin ICS raporunun Odamızda yapılan Türkçe özet çevirisi Ek-1'de, ilgi yazı Ek-2'de sunulmaktadır.

Bilgilerinizi arz ve rica ederiz.

Saygılarımızla,

İsmail ASASOĞLU
Genel Sekreter V.

EKLER
Ek-1: İlgi yazının Türkçe özet çevirisi (3 sayfa)
Ek-2: İlgi yazı (15 sayfa)

DAĞITIM

Gereği:
- Tüm Üyelerimiz (WEB Sayfasında)
- Türk Armatörler Birliği
- S.S. Gemi Armatörleri Mot. Taş. Koop.
- Vapur Donatanları ve Acenteleri Derneği
- TÜRKLİM
- GİSBİR
- Yalova Altınova Tersane Gir. San.ve Tic. A.Ş.
- GESAD
- Türk Loydu Vakfı
- RODER
- UND
- GEMTAC
- UTİKAD
- S.S. Deniz Tankerleri Akaryakıt Taş. Koop.
- S.S İstanbul Anadolu Yakası Kumcular Koop.
- Gemi Yakıt İkmalcileri Derneği
- Koster Armatörleri Derneği
- Türk Uzakyol Gemi Kaptanları Derneği
- Gemi Sahibi Firmalar

Bilgi:
- Sn. Sefer KALKAVAN
  TOBB DTO'ları Konsey Başkanı
- Meclis Başkanlık Divanı
- Yönetim Kurulu Başkanı ve Üyeleri
- Sn. Erol YÜCEL
  TOBB Türkiye Denizcilik Meclisi Bşk.
- İMEAK DTO Çevre Komisyonu
- İMEAK DTO Meslek Komite Bşk.
- İMEAK DTO Şube Y.K. Başkanları
- TAİS
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EK-1

(Serbest Çeviridir)

Uluslararası Denizcilik Örgütü (International Maritime Organization – IMO) Deniz Çevresini Koruma Komitesi'nin (Marine Environment Protection Committee – MEPC) 71. Oturumu, Sn. Arsenio Dominguez (Panama) başkanlığında Londra'da (03 – 07 Temmuz 2017) gerçekleştirilmiştir.

ZORUNLU DOKÜMANLARDA DEĞİŞİKLİKLERİN DEĞERLENDİRİLMESİ VE KABULÜ

MARPOL Ek VI'da Değişiklikler

Komite, NOx Tier III emisyon sınırlamasının Kuzey Denizi ve Baltık Denizi Emisyon Kontrol Alanlarında yürürlüğe girmesine ilişkin MARPOL Ek VI'da değişiklik yapılmasını kabul etmiştir. Kuzey Denizi ve Baltık Denizi Emisyon Kontrol Alanlarında NOx Tier III emisyon sınırlaması için uygulama tarihi 1 Ocak 2021'dir.

MARPOL Ek VI Kural 18'in gerektirdiği bunker irsaliyesinde değişiklik yapılmasına karar verilmiştir. Bahse konu bunker irsaliyesindeki değişiklikler 1 Ocak 2019'da yürürlüğe girecektir.

BALAST SUYUNDAKİ ZARARLI SUCUL CANLILAR

Balast Suyu Sözleşmesi B-3 Kuralı için D-2 standardına uyum amacıyla uygulama programına ilişkin önerilen değişiklikler

D-2 standardıyla uyum tarihlerine ilişkin Balast Suyu Sözleşmesi'nin uygulama programı konusunda Komite'nin son kararı aşağıdaki tabloda olduğu gibidir:

Uygulama:	**D-2 Standardı ile Uyum Sağlanması İstenen Tarihler:**
Yeni Gemiler – 08 Eylül 2017 ve sonrasında inşa edilen	Yeni gemiler-teslimde D-2 standardını sağlamalı
Mevcut Gemiler – 08 Eylül 2017 öncesinde inşa edilen ve IOPP yenileme sörveyi Sözleşme'nin 08 Eylül 2017'de yürürlüğe girmesini takiben 08 Eylül 2017 ve 07 Eylül 2019 arasında tamamlananlar ve 08 Eylül 2014 ve 08 Eylül 2017 arasında IOPP yenileme sörveyi **yapılmamış olanlar**	Sözleşme'nin yürürlüğe girmesini takiben ikinci IOPP yenileme sörveyinde D-2 standardını sağlamalı
Mevcut Gemiler – 08 Eylül 2017 öncesinde inşa edilen Sözleşme'nin yürürlüğe girmesini takiben ilk IOPP yenileme sörveyi 08 Eylül 2019'da veya sonrasında tamamlanalar veya IOPP yenileme sörveyi 08 Eylül 2014 ve 08 Eylül 2017 arasında **tamamlananlar**	Sözleşme'nin yürürlüğe girmesini takiben ilk IOPP yenileme sörveyinde D-2 standardını sağlamalı
IOPP yenileme sörveyine tabi olmayan gemiler	08 Eylül 2024 tarihine kadar D-2 standardını sağlamalı

ICS Üyelerine; Sözleşme'nin yürürlüğe giriş tarihinden itibaren geminin D-2 standardına uyum sağlaması gereken tarihe kadar gerçekleştirilmesi gereken temel hususun, geminin balast suyu değişiminin D-1 kuralına göre yapılması olduğu hatırlatılmaktadır.

ICS Üyelerine ayrıca, 08 Eylül 2017'den itibaren gemilerinde;
- B-1 kuralına uygun onaylı bir Balast Suyu Yönetim Planı,
- B-2 kuralına uygun bir Balast Suyu Kayıt Defteri bulundurmaları gerektiği hatırlatılmaktadır.

B-4.1 kuralı ve D-1 standardına göre balast suyu değişimi mümkün olmayan sularda seyreden gemiler için Sözleşme'nin uygulanması

Komite, B-4.1 kuralı ve D-1 standardına göre balast suyu değişimi mümkün olmayan sularda, gemiler B-3 kuralı uyarınca D-2 standardında belirtilen balast suyu performans standartlarını sağlayıncaya kadar aşağıdaki hususları önermektedir:

1. D-2 standardı istenmemeli,
2. Gemi, Sözleşme'nin B-3.6 (atık alım tesisine deşarj), B-3.7 (diğer yöntemler) veya A-4 (istisnalar) kuralını yerine getirmiyorsa mutlaka D-2 standardını karşılaması istenmemeli,
3. Sözleşme'nin B-3.6, B-3.7 veya A-4 kuralını devam ettirmesi istenmemeli,
4. B-4.5 kuralına göre balast suyu değişimini yapmamış olmasının sebeplerini belirtmeli.

HAVA KİRLİLİĞİ VE GEMİLERİN ENERJİ VERİMLİLİĞİ

EEDI safha 3'ün erken uygulamasının ve gelecekteki safha 4'ün değerlendirilmesi amacıyla yazışma grubunun tekrar oluşturulması

Japonya'nın, EEDI düzenlemeleri ile ilgili teknolojik gelişmeleri tekrar gözden geçiren yazışma grubunun yeniden oluşturulması önerisi değerlendirilerek bir çalışma grubu oluşturulmuştur. Bu çalışma grubu EEDI safha 3'ün erken uygulaması da dahil olmak üzere EEDI değerlerinin 2022'den itibaren azaltılması için ileri ölçümlerin gözden geçirilmesi amacıyla kurulmuştur.

IMO EEDI Veri tabanı

Komite, Sekretarya tarafından 71/5/5 dokümanında sunulan IMO EEDI veri tabanı için gerekli olan EEDI verileri ve tanımlamaları ile ilgili önerileri uygun bulmuş olup, bu veriler için bir GISIS modülü kullanılmasına karar vermiştir.

MARPOL Ek-VI Kural 14.1.3 uygulamasının devamlılığı

Komite, 1 Ocak 2020'den itibaren uygulanacak olan gemi yakıtlarında % 0,5 m/m'lik sülfür içeriği zorunluluğuyla ilgili önerileri değerlendirmiş ve aşağıdaki kararları almıştır:
- PPR alt komitesinin 2018-2019 yıllık ajandasında yer alması için "MARPOL Ek-VI Kural 14.1.3 uygulamasının devamlılığı" konusuyla ilgili yeni çalışmalar kabul edilmiştir,
- Güvenlilik gereklilikleri konusunda MSC 98 tarafından kararlaştırılan ilave hususlarla birlikte, %0,5 m/m'lik sülfür limitini sağlamak için yakıt karışımı alternatifleriyle ilgili PPR 4 tarafından hazırlanan çalışma kapsamı kabul edilmiştir,
- PPR alt komitesi, düşük sülfürlü yakıtlarla ilgili olabilecek herhangi bir güvenlik sorununda MSC'ye raporlama yapmak amacıyla görevlendirilmiştir,
- ISO'dan, denizcilik yakıtlarıyla ilgili ISO standartları ve MARPOL Ek-VI Kural 14.1.3 uygulaması arasında tutarlılık sağlamak amacıyla ISO 8217 standardının değerlendirilmesi istenmiştir.

MARPOL EK-VI Kural 14.1.3 uygulamasının devamlılığı ile ilgili, Konsey'in onayına bağlı olarak, 2018 yılının ikinci yarısında PPR alt komitesi yönetiminde oturumlar arası görüşme yapılması kabul edilmiştir. Ayrıca Komite PPR 5'e, bahse konu oturumlar arası toplantı için görev tanımları hazırlanması yönünde talimat vermiştir.

NOx Teknik Kod Rehberleri

Komite, seçici katalitik indirgeme (Selective Catalytic Reduction-SCR) sistemlerle donatılan dizel deniz motorlarıyla ilgili belirli gerekliliklere ilişkin, NOx Teknik Kod 2008'e ilave hususlara değinilen 2017 rehberlerini kabul etmiştir.

ULUSLARARASI DENİZCİLİĞİN ENERJİ VERİMLİLİĞİNİ ARTIRMAK İÇİN İLERİ TEKNİK VE OPERASYONEL ÖNLEMLER

IMO Veri Toplama Sistemi

Hava kirliliği ve enerji verimliliği ile ilgili çalışma grubu, Sekretarya tarafından 71/6 dokümanında IMO gemi yakıt tüketimi veri tabanı hakkındaki gelişmeler için önerilen rehberi değerlendirmiştir. Bu rehber, anonim kalmaya yönelik olarak veri tabanının Küresel Entegre Denizcilik Bilgi Sistemi (GISIS) platformunun bir modülü olması ile birlikte yuvarlama faktörleri ve ölçümleri içermektedir.

Çalışma grubu buz sınıfı gemiler ve bunların işaretlemesi ile ilgili konuları detaylı olarak tartışmış olup; bir geminin buz sınıfı işaretlemesinin İdare veya İdare'nin veri tabanına bildirmiş olması gereken onaylı bir kuruluş tarafından yapılmasına karar vermiştir.

Çalışma grubunun bu önerisinin akabinde Komite, Taslak MEPC Kararı'nın (IMO gemi yakıt tüketimi veri tabanının yönetimi ve geliştirilmesi için 2017 rehberleri) kabul edilmesine karar vermiştir.

Veri Doğrulama Yöntemlerine İlişkin İdare için Rehberler

Hava kirliliği ve enerji verimliliği ile ilgili çalışma grubu tarafından yapılan değerlendirme ve metindeki bazı düzeltmeler sonrası Komite, "Gemi Yakıt Tüketimi Verilerinin Doğrulanmasına ilişkin İdare için 2017 Rehberleri"ni kabul etmiştir.

GEMİLER KAYNAKLI SERA GAZI EMİSYONLARININ AZALTILMASI

Ön Strateji Taslağı

Komite 2018'deki MEPC 72'de kabul edilmek üzere, IMO sera gazlarının azaltımı ön stratejisi için aşağıda detaylandırılan temel bir taslağa karar vermiştir.

1. Önsöz/ Giriş/ Emisyon senaryolarını da içeren kapsam
2. Vizyon
3. Amaçlar, yol gösterici ilkeler
4. Muhtemel zaman çizelgeleri ile birlikte kısa, orta ve uzun vadeli önlemler listesi ve devletler üzerindeki etkileri
5. Engeller ve destekleyici önlemler; inşa kapasitesi ve teknik işbirliği, Ar-Ge
6. Stratejinin periyodik gözden geçirmesi
7. Güncel stratejinin gelişimine yönelik eylemlerin izlenmesi

MEPC 72. Oturumun 09-13 Nisan 2018'de, MEPC 73. Oturumun ise 22-26 Ekim 2018'de yapılması planlanmıştır.

İngilizceden Çeviren:

Gizem Mataracı, İMEAK DTO Çevre Sorumlusu

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14 July 2017

To: MARINE COMMITTEE **MC(17)35**
Copy: ALL FULL AND ASSOCIATE MEMBERS (for information)

MEPC 71 - ICS REPORT

Action required: ***Members are invited to note the ICS report on the outcome of MEPC 71.***

The 71st session of the IMO Marine Environment Protection Committee was held in London (3 – 7 July 2017) under the Chairmanship of Mr Arsenio Dominguez (Panama). The session was well attended with representation from 99 Member Governments, 2 Associate Members, 3 UN and Specialized Agencies, 7 IGOs and 49 NGOs. For details, see the list of participants contained in document MEPC 71/INF.1.

CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS.

1. Amendments to MARPOL Annex VI

The Committee adopted amendments to MARPOL Annex VI which make the NOx Tier III emission limit applicable in the North Sea and Baltic Sea emissions control areas. The Committee also agreed to make editorial changes to the text of the regulations as proposed by IMarEST (MEPC 71/3/1) which will make it easier to extend the NOx Tier III emission limit to further emissions control areas should this be agreed at future sessions.

Changes to the bunker delivery note (BDN) required by MARPOL VI Regulation 18 were agreed. A proposal by IBIA (MEPC 71/3/2) to make further changes to the amendments pertaining to the form of the BDN was not supported.

The above amendments will enter into force on 1 January 2019, however it should be noted that the implementation date for the NOx Tier III emission limit in the North Sea and Baltic Sea emissions control areas is 1 January 2021.

HARMFUL AQUATIC ORGANISMS IN BALLAST WATER.

1. Status of entry into force and ratification of the BWM Convention.

Noting that the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (BWM Convention) will enter into force on the 8 September 2017 the Committee was advised that at the time of the meeting the number of Contracting Governments was 60, representing 68.45% of the world's merchant fleet tonnage.

2. Proposed amendments to regulation B-3 of the BWM Convention concerning the implementation schedule for compliance with the D-2 standard.

The Committee recalled the outcome of MEPC 70 which agreed to:

- Maintain the decision of MEPC 69 on the approved amendments, in line with resolution A.1088(28), to regulation B-3 for circulation upon entry into force of the BWM Convention;

- Include the draft alternate amendments to regulation B-3 and an associated draft MEPC resolution, developed by delegations who supported further amendments to regulation B-3, as an annex to the final report of MEPC 70; and

- Revisit the issue at MEPC 71 with a view to making a final decision before the date for circulation (8 September 2017) of the draft amendments to regulation B-3.

The Committee considered 4 submissions to MEPC 71 on this subject including the compromise proposal drafted by Norway contained in MEPC 71/4/12 which ICS supported in line with the decision of the ICS Marine Committee made in March 2017. Following discussion the Committee agreed by consensus to the compromise proposal with the inclusion of an amendment proposed by Japan in relation to the implementation schedule for ships to which an IOPP renewal survey does not apply giving those ships until 8 September 2024 as a deadline to comply with the D-2 standard. In line with the above the Committee further agreed, for circulation on 8 September 2017 and for adoption at MEPC 72, the following:

- One set of amendments to regulation B-3 of the BWM Convention and an associated MEPC resolution on determination of the date referred to in regulation B-3; and

- An MEPC resolution on the Implementation of the BWM Convention, with the view to facilitating the smooth and uniform implementation of the agreed amendments.

In summary the final agreement of the Committee with respect to the implementation schedule of the BWM Convention concerning compliance dates with D-2 standard and therefore effectively being required to fit a BWMS is as per the following table:

Application:	**Date Required to Comply with D-2 Standard:**
Ships constructed on or after 8 September 2017.	Must comply with the D-2 Standard from date of delivery.
Ships constructed prior to 8 September 2017 with their 1st IOPP renewal survey following entry into force of the Convention due in the period 8 September 2017 to 7 September 2019 and which **have not** conducted an IOPP renewal survey on or after 8 September 2014 and prior to 8 September 2017.	Must comply with the D-2 Standard by the date of their 2nd IOPP renewal survey following entry into force of the BWM Convention.
Ships constructed prior to 8 September 2017 with their 1st IOPP renewal survey following entry into force of the Convention due on or after 8 September 2019 or ships that **have** conducted an IOPP renewal survey on or after 8 September 2014 and prior to 8 September 2017.	Must comply with the D-2 Standard by the date of their 1st IOPP renewal survey following entry into force of the BWM Convention.
Ships to which an IOPP renewal survey is not applicable.	Must comply with the D-2 Standard by 8 September 2024.

As there will be only one set of amendments to regulation B-3 circulated upon entry into force of the BWM Convention on 8 September 2017 for adoption at MEPC 72 in April 2018 then the implementation schedule described above will be applied by Administrations.

Members are reminded that from the date of entry into force of the Convention up until the date a ship is required to comply with the D-2 standard the basic requirement is for a ship to conduct ballast water exchange in accordance regulation D-1.

Members are also reminded that from 8 September 2017 Ships shall have onboard and use the following:

- *An approved Ballast Water Management Plan in accordance with regulation B-1;*
- *A Ballast Water Record Book in accordance with regulation B-2.*

3. Draft Code for approval of Ballast water Management systems (BWMS Code).

At MEPC 70 the Committee agreed that the 2016 revised Guidelines (G8) should be made mandatory and renamed as the "Code for approval of ballast water management systems". The IMO Secretariat was instructed to prepare consequential amendments to the Code, and prepare draft amendments to regulation D-3 of the BWM Convention, to reflect its mandatory status, for circulation upon entry into force of the Convention.

The Committee, at MEPC 71, approved the draft BWMS Code with a view to adoption at MEPC 72 along with an associated MEPC resolution and associated amendments to regulations A-1 and D-3 of the BWM Convention. The Committee also confirmed

through paragraph 5 of the draft MEPC resolution adopting the BWMS Code that systems approved in accordance with the 2016 Guidelines (G8) will be deemed to be in accordance with the BWMS Code and will not require re-approval.

4. Application of the BWM Convention to ships operating in sea areas where ballast water exchange in accordance with regulations B-4.1 and D-1 is not possible.

The Committee finalised and approved guidance to be circulated by the IMO Secretariat in the form of a BWM.2 circular on the application of the BWM Convention to ships operating in sea areas where ballast water exchange in accordance with regulation B-4 is not possible. The circular retains all the key points contained in the submission drafted by ICS (MEPC 71/4/27) and states:

Quote

The Committee recommends that, until the date a ship is required to meet the ballast water performance standard described in regulation D-2 (D-2 standard) in accordance with regulation B-3, a ship operating in a sea area where ballast water exchange in accordance with regulation B-4.1 and D-1 is not possible:

1. Should not be required to meet the D-2 standard;

2. Should not be required to meet the D-2 standard regardless if the ship does not comply with regulation B-3.6 (discharge to a ballast water reception facility), B-3.7 (Other methods) or A-4 (Exemptions) of the BWM Convention;

3. Should not be required to proceed under regulation B-3.6, B-3.7 or A-4 of the BWM Convention; and

4. Should record the reasons why ballast water exchange was not conducted in accordance with regulation B-4.5.

Unquote

With respect to the above the entire Committee, with the exception of the Republic of Ireland, were in total agreement with the wording of the circular (see MEPC 71/WP.9 annex 5 for full text). The Republic of Ireland requested the Committee to insert into the circular "this guidance will not relieve ships or Parties from the obligations of the BWM Convention" however this was not agreed.

As a result of the decision of the Committee the Republic of Ireland, which it is believed will ratify the BWM Convention shortly, has to decide as to whether it will impose on ships requirements that run contrary to the clear guidance of the Committee. The secretariat believes from discussions with the Irish delegation at MEPC 71 that the Republic of Ireland may take 2 differing approaches to ships based on their operating patterns, as follows:

1. ***For ships operating continuously in the Irish Sea and which will not be able to conduct BWE in accordance with regulation B-4.1 and D-1 at any time***. It is believed that Ireland may not be guided by the IMO BWM.2 circular referred to above;

2. ***For ships operating normally or partly in other areas where BWE in accordance with regulation B-4.1 and D-1 is possible and can demonstrate through their approved Ballast Water Management Plan that they normally conduct BWE except for the periods they are operating in the Irish Sea.*** It is believed that Ireland will be guided by the IMO BWM.2 circular referred to above.

5. Guidelines (G7) and the Same Risk Area (SRA) approach.

The Committee considered a submission from Belgium, Denmark, Singapore and INTERFERRY (MEPC 71/4/24) concerning proposed amendments for the inclusion of the SRA concept to risk assessment in the Guidelines (G7) and adopted a draft MEPC resolution on the 2017 Guidelines for risk assessment under regulation A-4 of the BWM Convention (G7) including draft amendments to the Guidelines.

6. Other matters.

In addition to the matters relating to the BWM Convention described in more detail previously the Committee also took the following actions:

1. Approved Guidance on contingency measures under the BWM Convention and instructed the Secretariat to disseminate the Guidance as a BWM.2 circular (detailed in MEPC 71/WP.9 annex 4);

2. Adopted an MEPC resolution on the agreed experience-building phase (EBP) associated which will follow entry into force of the BWM Convention (detailed in MEPC 71/WP.9 annex 12). The Committee encouraged Member States and interested parties to commence the data gathering associated with the EBP at their earliest convenience, in anticipation of the future approval of the data gathering and analysis plan. As part of the EBP shipowners are encouraged to report, using the template in annex E to the annex of the resolution, through their flag States issues relating to:

- Obtaining, fitting, commissioning and surveying a BWMS;
- Maintaining and operating a BWMS; and
- Any other aspect relating to the BWM Convention.

AIR POLLUTION AND ENERGY EFFICIENCY OF SHIPS.

1. Ozone depleting substances.

The Committee noted information on the decision by the Parties to the Montreal Protocol on the treatment of ozone-depleting substances to include hydrofluorocarbons (HFCs) within the scope of that protocol. The IMO secretariat will continue to continue liaise with the Ozone Secretariat and will provide an update to MEPC 72.

2. Energy Efficiency Design Index (EEDI).

The Committee considered a number of papers concerned with the EEDI, including correction factors for ice class ships and large Ro-Ro ships, minimum power and possible early implementation of EEDI phase 3.

2.1. EEDI – Minimum power.

The Committee considered an update on the draft guidelines for determining the minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions submitted by Denmark, Germany, Japan, Spain and IACS and agreed that these draft guidelines were not sufficiently mature to be finalised at this session and agreed to extend the 2013 Interim Guidelines to EEDI phase 2. This will be further discussed at MEPC72, and MSC will be kept informed of progress following that Committee's concerns that this work had implications for ship safety.

2.2. Re-establishment of correspondence group to consider possible early implementation of EEDI phase 3 and possible future EEDI phase 4.

A working group was established to consider air pollution and energy efficiency considered a proposal from Japan to re-establish the correspondence group which reviewed the status of technological developments on the EEDI regulation, along with draft terms of reference (ToR), to review further measures to reduce EEDI values from 2022, including possible early implementation of EEDI phase 3.

The proposed ToR included making recommendations on the time period and the reduction rates for EEDI phase 3 and a possible future EEDI phase 4 with an intention to deliver a final report to MEPC 74 in 2018. A submission from the Clean Shipping Coalition (CSC) commented on a CE Delft study which had concluded that many ships already meet phase 2 & phase 3 EEDI requirements and that efficiency gains have stalled since 2016. CSC wanted to strengthen the EEDI requirements, including development of phases 4 and 5 and alleged that many ships do not meet the required EEDI based on CE Delft's review of EIVs.

The CSC, supported by the European Commission and some European delegations wanted to make a decision on early implementation of EEDI phase 3 at MEPC 72, ICS along with a wide range of other delegations objected to this and stressed that the correspondence group was intended to review the status of technology and readiness to implement phase 3 early and that this was to be an evidence based decision making process which should not be pre-empted.

Following extensive deliberations the working group proposed that although the correspondence group on EEDI review beyond phase 2 would deliver a final report to MEPC74, it would make recommendations on early implementation of EEDI phase 3 to MEPC73. ICS emphasised that there are still unresolved issued around minimum power and that experience gained from operating ships designed to comply with EEDI requirements had to be considered by the correspondence group. The latter was re-emphasised by an ICS plenary statement when the working group's report was considered by the Committee. ICS requested that no decision on early implementation should be taken until the new guidelines for minimum power have been finalised and reviewed by MSC. This statement received wide support. The correspondents groups ToR were agreed, ICS will be participating in this group.

2.3. IMO EEDI database.

The Committee endorsed proposals on EEDI data and definitions which are needed for the IMO EEDI database submitted by the secretariat in 71/5/5 and agreed to use a module of GISIS for this data.

2.4. EEDI correction factors for ice class ships.

The Committee considered submissions from Russia, Finland and Sweden regarding EEDI and ice class ships.

In MEPC 71/5/2 and MEPC 71/5/7 the Russian Federation argued that proposals to extend energy efficiency regulations to ships of ice classes higher than 1A Super and equivalent national ice classes (MEPC 70/WP.8, MEPC 70/18 and MEPC 70/5/17) should be rejected, pointing out that many energy saving devices are either not practicable for ice class ships or, offer more modest gains. Russia requested that a margin of 5 to 6% should be added to the EEDI baselines for all ice classes and that the minimum propulsion power for all ice-class ships should be the highest of that offered by the IMO guidelines on minimum power requirement to maintain propulsion and manoeuvrability in adverse conditions and that of the applicable ice class classification rules.

In MEPC 71/5/6. Sweden and Finland proposed replacing the existing ice class capacity correction factors in the 2014 Guidelines with new factors, which would be applicable to all Finnish–Swedish Ice Class Rules (FSICR) or equivalent ice strengthened ships. The proposed changes were hoped to address concerns about the existing ice class correction factors raised by industry. They also proposed a ship specific voluntary structural enhancement correction factor, to enable a more accurate ice class capacity correction factor to be determined.

The proposals were discussed in the working group on air pollution and energy efficiency and generally supported. The Committee agreed to include these issues in the ToR for the correspondence group which was established for EEDI review beyond phase 2.

2.5 EEDI reference line parameters for Ro-Ro cargo ships and Ro-Ro passenger ships.

The Committee considered the proposal by Denmark et al (MEPC 71/5/14 and INF.31) proposing amendments to regulation 21 of MARPOL Annex VI on Required EEDI. The amendments are based on an assessment of the root cause of systemic issues with the estimated index values (EIV) for ro-ro cargo and ro-ro passenger ship.

Following support for further consideration of the proposal, the submission was referred the working group for detailed review. Having found the proposal to be based on sound technical evidence, the working group finalised drafted amendments to regulation 21.3 of MARPOL Annex VI based on the Annex to MEPC 71/5/14. The amendments included the introduction of DWT threshold values for larger ro-ro cargo (17,000 DWT) and ro-ro passenger ship (10,000 DWT).
During consideration in the working group views were expressed that the draft amendments responded to an issue unique to ro-ro cargo and ro-ro passenger ship and that the amendments agreed should not be applied to all ship types. Other views were

expressed that the outcome should not be limited to larger size ro-ro cargo and ro-ro passenger ships given submissions by China to MEPC 61.

Following consideration of the working group report, the Committee approved the amendments to regulation 21.3 of MARPOL Annex VI on Required EEDI as proposed by Denmark et al, and including the introduction of DWT threshold values for larger ro-ro cargo and ro-ro passenger ships, for adoption at MEPC 72.

ICS supported the proposal by Denmark et al and welcomes the outcome of the review which addresses the integrity of the determination of the EEDI requirements for ro-ro cargo and ro-ro passenger ship, and the challenges experienced in meeting the Phase 2 EEDI requirements.

2.6 Review of EEDI reduction factors for existing ships which have undergone major conversion.

The working group on air pollution and energy efficiency considered a proposal submitted by the Republic of Korea to apply EEDI phase 0 to new ships which have undergone a major conversion and to new or existing ships which have undergone a major conversion which is so extensive that the ship is regarded by the Administration as a newly-constructed ship. Currently, MARPOL VI Regulations 20 and 21 apply the EEDI phase which would be applicable to a new ship in these circumstances. The working group on air pollution and energy efficiency agreed that regulations intended to promote improved energy efficiency of ships should not prevent making existing ships more efficient, but also agreed that the meaning of major conversion was already clear enough and that no amendments were needed. Therefore the proposal from the Republic of Korea was not supported.

2.7 Alternative approval of EEDI.

Denmark proposed development of draft guidelines on how to use regulation 4 of MARPOL Annex VI for equivalent approval of the energy efficiency of ships to enable Administrations to approve a ship not meeting the EEDI requirement where the total emission reductions of that ship at least equal to those of an EEDI compliant ship of the same type (MEPC 71/5/10). Although supported by several delegations, including ICS, others expressed doubts and questioned how equivalence could be applied to the EEDI.

The Committee decided that the proposal constituted a new output and invited interested member governments to submit relevant proposals to a future session of the Committee.

3. Fuel related matters.

3.1 Fuel quality.

The Committee considered the correspondence group report on fuel oil quality (MEPC 71/5/3). Following extensive discussions in the working group, an improved version of the Fuel Oil Quality Guidelines was developed. However, the Committee decided that the proposed guidelines were still not mature enough to be finalized and invited interested Member Governments and international organizations to further consider this draft and submit comments and proposals to MEPC 72.

3.2 Unified fuel verification for different kinds of fuel oil samples.

A proposal submitted by China to develop a standard verification procedure for in-use fuel samples, similar to that already used for the MARPOL bunker sample (71/5/9) was supported and the Committee sent the Chinese submission to PPR 5 for consideration under its agenda item on "Amendments to regulation 14 of MARPOL Annex VI to require a dedicated sampling point for fuel oil".

3.3 Consistent implementation of regulation 14.1.3 of MARPOL Annex VI.

The Committee considered proposals related to the 1st January 2020 implementation for ships to comply with the 0.50% m/m sulphur content of fuel oil requirement and took the following decisions:

- Approved the new output on "Consistent implementation of regulation 14.1.3 of MARPOL Annex VI", for inclusion in the PPR Sub-Committee's biennial agenda for 2018-2019;
- Approved the scope of the work as prepared by PPR 4 (PPR 4/21, annex 13, paragraph 13) with the additional item agreed by MSC 98 on safety implications relating to the option of blending fuels in order to meet the 0.50% m/m sulphur limit;
- Instructed the PPR Sub-Committee to report to MSC any safety issues that may be identified with regard to low-sulphur oil fuels;
- Requested ISO to consider the framework of ISO 8217 with a view to ensuring consistency between the relevant ISO standards on marine fuel oils and the implementation of regulation 14.1.3 of MARPOL Annex VI; and
- Approved the holding of an intersessional meeting under the PPR Sub-Committee, on consistent implementation of regulation 14.1.3 of MARPOL Annex VI, in the second half of 2018, subject to endorsement by the Council; and instructed PPR 5 to prepare terms of reference for the above-mentioned intersessional meeting.

3.4 Measures to reduce risks of use and carriage of heavy fuel oil in the Arctic.

The Committee approved a new output on "Development of measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters" in its 2018-2019 biennial agenda and invited proposals to MEPC 72 on what type of measures should be developed. The mandatory/recommendatory nature of these measures would be decided at a later date after detailed consideration of the proposals and proposed measures.

3.5 IACS Unified Interpretation on engine test cycles required by the NOx Technical Code 2008.

IACS submitted a new Unified Interpretation (UI) for Regulation 3.2.1 of the NOx Technical Code 2008. This alters the earlier interpretation and now interprets Regulation 3.2.1 as only requiring that an engine be certificated against the test cycle applicable to the main purpose of the engine. So for example, in a diesel electric ship where the engine can supply propulsion motors or supply auxiliary loads such as hotel services according to switchboard modes, the engine would be certificated only against the E2 test cycle and not against both the E2 and D2 test cycles. ICS was supportive of this UI in substance but had some doubts as to whether it could be considered to be a UI or was actually an amendment to Regulation 3.2.1.

The Committee forwarded the IACS document to PPR 5 for consideration under its agenda item on "Unified interpretation to provisions of IMO environment-related Conventions".

3.6 Guidelines to the NOx Technical Code and consideration of more than one Engine Operational Profile ("multi-Map").

The Committee adopted the 2017 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.

Additionally the Committee considered documents from EUROMOT, USA and Australia with respect to the operation of engines with more than one Engine Operational Profile (Maps). After a brief discussion on the topic, the Committee decided not to take any action on this and forwarded the issue back to PPR for consideration and subsequent reporting to MEPC 72. This would include considering an alternate title for the output and the definition of "Map".

FURTHER TECHNICAL AND OPERATIONAL MEASURES FOR ENHANCING THE ENERGY EFFICIENCY OF INTERNATIONAL SHIPPING.

1. IMO Data Collection System.

1.1 IMO ship fuel oil consumption database

The working group on air pollution and energy efficiency considered the proposed guidance provided by the secretariat in 71/6 for the development of the IMO ship fuel oil consumption database. This included rounding factors and measures for anonymity as well as making the database a module within the Global Integrated Shipping Information System (GISIS) platform.

The working group discussed the question of ice class ships and their notations in detail and agreed that the ice class notations assigned to a ship by its administration or by a recognized organization of that administration should be submitted to the database.

Following the recommendation of the working group, the Committee agreed to adopt the Draft MEPC Resolution *2017 guidelines for the development and management of the IMO ship fuel oil consumption database* (MEPC resolution number still to be assigned).

As a related item, the working group considered proposals for how parties who are not signatories to the MARPOL Convention could submit data to the IMO fuel oil database. Annex 3 of 71/6/1 included two options for text of a draft circular. Following discussion by the working group it was agreed to use elements of both options and the Committee approved the draft MEPC circular on *Submission of data to IMO data collection system of fuel oil consumption data from a ship that not entitled to fly the flag of a Party to MARPOL Annex VI* (MEPC circular number still to be assigned) proposed by the working group.

1.2. Guidelines for Administration data verification procedures.

The Committee decided in plenary that option 1 for verification procedures provided in 71/6/1 would be sent to the working group on air pollution and energy efficiency with instructions to finalise the draft Guidelines for Administration data verification procedures. The Committee emphasised to the working group that these guidelines could not go beyond the provisions of MARPOL VI Regulation 22A. Option 1 provided concise guidelines which were considered to be suitable and sufficient for the purposes of collecting data to inform the organisation as part of the agreed three step process. This was a positive outcome for the industry since option 2 included many elements of ISO14064 part 3 which is intended for land based emissions trading schemes and which would have been considerably more burdensome for both administrations and ship operators than option 1.

Following a review of option 1 by the working group and some editorial changes the Committee adopted the 2017 Guidelines for Administration verification of ship fuel oil consumption data (MEPC resolution number still to be assigned).

1.3. Transport work proxies for ships which do not carry cargo.

The Committee had received two submissions on transport work proxies for ships which do not carry cargo following the request of MEPC 71 that interested member states and/or international organizations submit proposals to a future session of the Committee (MEPC 70/18, paragraph 6.10).

In 71/6/2 IMCA requested that consideration of transport work proxies for offshore and marine contracting vessels be put into abeyance in recognition of the particular challenges of these vessels types which carry neither passenger nor cargo but which carry out work activities such as lifting, dive support, dredging and offshore construction. The Committee was supportive of the IMCA paper and sent it to the working group on air pollution and energy efficiency for further consideration. Following an extensive discussion, where it was recognised that trying to develop a range of transport work vessels for these vessels would be very difficult it was agreed to invite interested member governments and international organizations to work with IMCA to develop proposals which could be submitted to a future session.

In 71/6/3 CLIA proposed passenger numbers carried and distance, to be expressed in passenger – nm, as a suitable proxy for passenger cruise ships. Although the proposal received wide support several delegations questioned why they had been submitted to this session given that any amendments to the SEEMP guidelines agreed at MEPC70 could not be amended at this time. The group was reminded that the submission had been made in response to the request of MEPC70, the Committee noted the groups discussion and put consideration of CLIA's proposal into abeyance, agreeing that they should be considered as proposed amendments to the *2016 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)* at a relevant future session of the Committee.

REDUCTION OF GHG EMISSIONS FROM SHIPS.

MEPC 71 continued a discussion which commenced at the Intersessional Working Group (ISWG-GHG 1), tasked with developing a GHG reduction Strategy, which had been chaired by Mr Sveinung Oftedal (Norway) during the preceding week at IMO.

1. Draft outline of the structure of the initial strategy.

Most importantly and positively, the MEPC agreed a basic draft outline (list of headings), detailed below, for the structure of the initial IMO GHG reduction strategy, for adoption at MEPC 72 in 2018, which will be further considered at ISWG-GHG 2 which is scheduled to meet from 23-27 October 2017.

"Draft outline of the structure of the initial strategy"

1. *Preamble/introduction/context including emission scenarios;*
2. *Vision;*
3. *Levels of ambition,*
   Guiding principles;
4. *List of candidate short-, mid- and long-term further measures with possible timelines and their impacts on States;*
5. *Barriers and supportive measures; capacity building and technical cooperation; R&D;*
6. *Periodic review of the Strategy; and*
7. *Follow-up actions towards development of the revised Strategy*

However, no other decisions of substance were taken with respect to what the detailed Strategy should contain.

ICS, Bahamas and others tried to establish the need to adopt a vision statement at this meeting. However, despite quite widespread support the idea was strongly opposed by Brazil and several other member States.

2. Summary of discussions at ISWG-GHG 1.

Positively, few proposals have been ruled out and many of the ideas contained in the ICS *et al* submission (ISWG-GHG 1/2/9 / MEPC 71/7/12 – Elements for inclusion in the IMO Strategy) were well-received by several governments who appeared to be open to giving them further consideration. This included the proposed Aspirational Objectives, use of 2008 as a base line year, the concept of a review of progress in 2033, and the need to focus on the development of alternative 'fossil free' fuels as a central feature of the Strategy.

The first ISWG provided a useful opportunity for governments, industry and environmental NGOs to increase their understanding of each other's respective positions. The ISWG-GHG 1 report to MEPC 71 encouragingly suggests that ideas proposed by the industry (and similar but slightly different proposals by Japan) might be worthy of further consideration. The *possibility* of an MBM eventually being developed has also been left on the table. However, the report was really little more than a list of the various points made during meeting, with no attempt at identifying issues on which there was agreement.

While there seemed to be broad agreement among many governments that the IMO 'No More Favourable Treatment' (NMFT) principle should always apply to individual ships, several developing nations argued strongly that the UNFCCC principle of CBDR should also be taken into account.

The large developing nations – led by China, India, Saudi Arabia and Brazil – made clear their opposition to setting a binding cap for international shipping's total CO_2 emissions (a position shared by ICS). Less helpfully, they were also opposed in principle to 'Aspirational Objectives' being established for CO_2 emissions reductions, given their concern that these might develop into an absolute cap in the future. However, China in particular hinted that it might be more flexible in its approach.

ICS also made progress in clarifying that its opposition to a binding cap did not mean that it was opposed to the development of additional mandatory measures as a part of the Strategy (in response to a misunderstanding on the part of the European Commission).

On the second day of ISWG-GHG 1, the Chairman attempted to summarise what had initially been a fairly productive discussion about possible ambitions and objectives. Even Brazil, which held very strong views on a number of political issues, initially seemed content for the ideas from industry (and Japan) to be taken forward for further consideration. However, as the debate progressed, other interventions from developing nations – especially Brazil – meant that the Chairman was unable to get agreement for his summary. Nevertheless, it should still be possible for ICS and others to reintroduce their proposals and pick up on the tentative progress that was made, at the next session of the ISWG.

While no clear agreements were reached, there is also now probably greater understanding of how the concept of adopting provisional objectives in 2018 might be compatible with the 'three step process' and adjusted prior to 2023 when the final Strategy is adopted. Many governments – on both sides of the debate – picked up on the emphasis given by ICS to the vital need for IMO to give a political signal to the rest of the world that it is seriously addressing CO_2 reduction.

With regard to the controversial paper submitted by WSC, BIMCO and IPTA concerning their idea for an 'International Maritime Research Board' (funded by a levy) and an 'Existing Fleet Improvement Programme' (whereby shipping companies would be mandated to invest money on inefficiency improvements in proportion to a ship's fuel consumption) the co-sponsors were careful to emphasise that they were opposed to the concept of operational efficiency indexing. Governments expressed no clear view, but these proposals will also remain on the table for consideration at ISWG-GHG 2.

The environmental NGOs sought to introduce the issue of further tightening of the EEDI (addressed elsewhere in this report) and the possibility of mandatory speed restrictions. However, there seemed to be little appetite among most governments for speed restrictions and, as a result of interventions by ICS and other industry associations, there is also perhaps a growing understanding (among non-EU governments at least) of what can realistically be expected from the EEDI in the future.

In conclusion, the second ISWG-GHG meeting, to be held 23 to 27 October 2017, will have to make much faster progress if a suitably robust initial strategy is to be finalised at MEPC 72 (9 to 13 April 2018) – which will be preceded by the third ISWG-GHG meeting in the week immediately before – especially if IMO wishes to discourage the European Union from incorporating shipping into the EU ETS as has been proposed by the European Parliament.

ICS (in conjunction with the Round Table) will draft a submission for ISWG-GHG 2 (23 to 27 October 2017) and will seek agreement from members over the summer prior to the document submission deadline of 22 September.

IDENTIFICATION AND PROTECTION OF SPECIAL AREAS AND PSSAs

1. Designation of the Tubbataha Reefs Natural Park as a PSSA

Taking into account that an area to be avoided (ATBA) as an associated protective measure was approved at NCSR 4 and adopted at MSC 98, the Committee adopted resolution MEPC.295(71) on Designation of the Tubbataha Reefs Natural Park as a PSSA.

2. Designation of Pulau Kukup (Kukup Island) and Tanjung Piai (Cape Piai) as a PSSA

A reservation was raised by Indonesia regarding the proposal by Malaysia (MEPC 71/8/1) to designate the Pulau Kukup (Kukup Island) and Tanjung Piai (Cape Piai) parks as a PSSA. The technical group did not assess the proposal and the Committee recommended that Malaysia and Indonesia address the reservation prior to any re-submission to MEPC at a future date.

It is anticipated that Malaysia will submit a proposal for the establishment of an area to be avoided (ATBA) and mandatory no-anchoring area (MNAA) in the vicinity of Pulau Kukup (Kukup Island) and Tanjung Piai (Cape Piai) to NCSR 5.

WORK PROGRAMME OF THE COMMITTEE AND SUBSIDIARY BODIES

1. Amendments to the 2013 Guidelines for the Designation of Special Areas under MARPOL

The Committee considered document MEPC 71/14/1 (Russian Federation), proposing a new output to amend the 2013 Guidelines for the Designation of Special Areas under MARPOL (resolution A.1087(28)) to establish a requirement to regularly evaluate the effectiveness of measures introduced in Special Areas.

During the discussion the majority of member States which did not support the proposal to introduce regular reviews to evaluate the effectiveness or efficiency of special areas were of the view that:

- The proposed timeframe was insufficient for a meaningful assessment;
- The proposal would cause unnecessary administrative burdens; and
- The proposal may act as a deterrent for proposing new special areas.

WWF did not support the proposal on the basis that monitoring of the effectiveness of special areas should be undertaken within the context of the UN Environmental Programme's Regional Sea Conventions. MEPC was considered not to be an appropriate forum for detailed review of the effectiveness of special areas adopted under MARPOL.

On this basis, the Committee did not approve the proposal for the new output and invited interested Member States to submit, on a voluntary basis, information on their evaluation of the effectiveness of existing protective measures in special areas to future sessions.

ICS supported the proposal by the Russian Federation, particularly on the basis that measures imposed on international shipping should continue to be reviewed to ensure that they remain effective and continue to be both necessary and proportionate. It is therefore with concern that we note that there is an unwillingness to monitor the effective implementation by member States of measures established to protect special areas.

ANY OTHER BUSINESS

1. Cruise ships and oil pollution

The Committee noted the information provided on oily waste discharge from cruise ships in MEPC 71/16/6/Rev.1 (FOEI) and encouraged Member States to continue implementation of, and full compliance with, the environmental protection measures required by IMO instruments.

NEXT MEETING OF THE COMMITTEE

Currently it is scheduled for MEPC 72 and MEPC 73 to take place from 9 to 13 April 2018 and from 22 to 26 October 2018, respectively.

Jonathan Spremulli
Technical Director