

Report of the MEPC on Its 77th Session

Relevant for ship owner and managers

TI - 22- 01

Jan. 2022

The seventy-seventh session of the Marine Environment Protection Committee was held remotely from 22 to 26 November 2021.

A brief outcome on the meeting decisions gathered in this document.

1. Introduction

The seventy-seventh session of the Marine Environment Protection Committee was held remotely from 22 to 26 November 2021.

A summary of principal decisions alluded below:

2. BALLAST WATER

- ✚ Approval of ballast water management systems that make use of Active Substances
- ✚ Unified interpretation of regulations E-1.1.1 and E-1.1.5 of the BWM Convention.

3. AIR POLLUTION PREVENTION

- ✚ Adoption of 2021 Guidelines for exhaust gas cleaning systems
- ✚ Adoption of Revised Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the exhaust gas cleaning system (EGCS) fails to meet the provisions of the EGCS Guidelines.
- ✚ Discharge of Discharge Water from EGCS into the Aquatic Environment (with a target completion year of 2022.) Evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas

- ✚ Adoption of 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI.

4. REDUCTION OF GHG EMISSIONS FROM SHIPS

- ✚ Cross-referencing tables between the versions of MARPOL Annex VI

5. THE REVISION OF THE INITIAL IMO GHG STRATEGY

- ✚ The Committee agreed to initiate the revision of the Initial IMO Strategy on Reduction of GHG Emissions from Ships (the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG) in the first half of 2022, prior to MEPC 78)

6. STRATEGY TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS

- ✚ Adoption of Strategy to address marine plastic litter from ships

7. POLLUTION PREVENTION AND RESPONSE

- ✚ Adoption of Protecting the Arctic from shipping Black Carbon emissions (MEPC.342(77))

8. REPORTS OF OTHER SUB-COMMITTEES

- ✚ Approval the Draft Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2021, for submission to the thirty-second session of the Assembly for adoption.

- ✚ Approval the draft 2021 Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code) and the associated draft Assembly resolution, as amended by MSC 104, for submission to the thirty-second session of the Assembly for adoption.
- ✚ Approval the Model agreement for the authorization of recognized organizations acting on behalf of the Administration (MSC-MEPC.5/Circ.16)

The Committee noted that MEPC 78 and MEPC 79 had been tentatively scheduled to take place from 6 to 10 June 2022 and from 12 to 16 December 2022, respectively.

2. Ballast Water

2.1. Approval of ballast water management systems that make use of Active Substances:

Refer to the output of the meeting, the basic & final approvals to the following BWTS granted:

1. Basic approval to RADClean® BWMS submitted by the Islamic Republic of Iran
2. Final Approval to JFE BallastAce® That Makes Use of NEO-CHLOR MARINE® submitted by Japan
3. Final Approval to HiBallast NF™ submitted by the Republic of Korea

2.2. Unified interpretation of regulations E-1.1.1 and E-1.1.5 of the BWM Convention

The Committee approved a unified interpretation to regulations E-1.1.1 and E-1.1.5 of the BWM Convention concerning the clarification of the date to be used for determining the implementation of mandatory commissioning testing of individual ballast water management systems.

- a) Irrespective of new ships under construction subject to regulation E-1.1.1 or existing ships retrofitting ballast water management system(s) (BWMS) on board subject to regulation E-1.1.5, the commissioning testing of individual BWMS taking into account the guidelines developed by the IMO should be conducted if the initial or additional survey is completed on or after 1 June 2022.
- b) If the initial or additional survey is completed before 1 June 2022, the commissioning testing of individual BWMS remains subject to the specific requirements of the Administration(s).

Mandatory implementation of the commissioning testing in accordance with regulations E-1.1.1 and E-1.1.5 of the BWM Convention		
Initial or additional survey date	on or after 1 June 2022.	Before 1 June 2022
Implementation of the commissioning testing	Is mandatory	Is optional & based on the administration's decision

Note: Refer to the 2020 Guidance for the commissioning testing of ballast water management systems(BWM.2/Circ.70/Rev.1), as amended.

"Date installed" in relation to "Method of ballast water management used"

To fill the "Date installed" field in BWM Certificate as pointed below, the date when commissioning has been completed in accordance with section 8 of the BWMS Code (resolution MEPC.300(72)) should be used.

"Method of ballast water management used"
Date installed (if applicable)"
Name of manufacturer (if applicable)"

3. AIR POLLUTION PREVENTION

3.1. 2021 Guidelines for exhaust gas cleaning systems

The committee adopted resolution MEPC.340(77) on “2021 Guidelines for exhaust gas cleaning systems”.

This guideline will supersede the previous 2015 guideline and will be implemented to:

- EGCSs installed on ships with keel laying date or similar stage of construction on or after 26 May 2022; or
- EGCSs installed on ships keel laying date or similar stage of construction before 26 May 2022, which have a contractual delivery date of EGCS to the ship on or after 26 May 2022 or, in the absence of a contractual delivery date, the actual delivery of the EGCS to the ship on or after 26 May 2022; or
- amendments to the EGCS Technical Manual "Scheme A" or "Scheme B" which affect the performance of the EGCS with respect to emissions to air and/or water that are undertaken on or after 26 May 2022.

3.2. Revised Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the exhaust gas cleaning system (EGCS) fails to meet the provisions of the EGCS Guidelines.

The Committee approved MEPC.1/Circ.883/Rev.1 on Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the exhaust gas cleaning system (EGCS) fails to meet the provisions of the EGCS Guidelines.

This revision is issued to comply with the latest EGCS guideline (2021 guideline).

3.3. Adoption of 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI.

The Committee approved MEPC.1/Circ.896 on 2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI.

The purpose of this guidance is to assist manufacturers, shipbuilders, ship owners, verifiers and other interested parties relating to Energy Efficiency Design Index (EEDI) and Energy Efficiency Existing Ship Index (EEXI) of ships to treat innovative energy efficiency technologies for calculation and verification of the attained EEDI, in accordance with regulations 5, 6, 7, 8, 9 and 20 of Annex VI to MARPOL.

In summary, this guidance categorizes the Innovative Energy Efficiency Technologies to category (A), (B) and (C), based on their effectiveness on the EEDI value. Furthermore, innovative energy efficiency technologies of category (B) and (C) are categorized to two sub-categories (category (B-1) and (B-2), and (C-1) and (C-2), respectively).

Category (A): Technologies that shift the power curve.

Category (B): Technologies that reduce the propulsion power,

- **Category (B-1):** Technologies which can be used at any time during the operation
- **Category (B-2):** Technologies which can be used at their full output only under limited condition.

Category (C): Technologies that generate electricity.

- **Category (C-1):** Technologies which can be used at any time during the operation
- **Category (C-2):** Technologies which can be used at their full output only under limited condition.

Innovative Energy Efficiency Technologies				
Reduction of Main Engine Power			Reduction of Auxiliary Power	
Category A	Category B-1	Category B-2	Category C-1	Category C-2
Cannot be separated from overall performance of the vessel	Can be treated separately from the overall performance of the vessel		Effective at all time	Depending on ambient environment
	$f_{eff} = 1$	$f_{eff} < 1$	$f_{eff} = 1$	$f_{eff} < 1$
-low friction coating -Bare optimization -Rudder resistance -propeller design	-hull air lubrication system (air cavity via air injection to reduce ship resistance) (can be switched off)	-wind assistance (sails, Flattener-Rotors, kites)	-waste heat recovery system (exhaust gas heat recovery and conversion to electric power)	-photovoltaic cells

Table 2 – A summary to Innovative Energy Efficiency Technologies

The evaluation of the benefit of any innovative technology is to be carried out in conjunction with the hull form and propulsion system with which it is intended to be used.

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4. Cross-referencing tables between the versions of MARPOL Annex VI

The Committee approved MEPC/Circ.897 on Cross-reference tables for amendments to MARPOL Annex VI (2021 Revised MARPOL Annex VI) providing the correlation between the 2021 Revised MARPOL Annex VI and the previous MARPOL Annex VI.

For more information, see the TI-21-09 issued by Iranian Classification Society.

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5. THE REVISION OF THE INITIAL IMO GHG STRATEGY

The Committee agreed to initiate the revision of the Initial IMO Strategy on Reduction of GHG Emissions from Ships (the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG) in the first half of 2022, prior to MEPC 78) with the following terms of reference:

"Taking into account the progress made by the Organization since the adoption of the Initial GHG Strategy, the "key stages" for the adoption of a Revised IMO GHG Strategy, as set out in section 6.2 of the Initial GHG Strategy, relevant data, and in accordance

with the timeline described in the Programme of follow-up actions of the Initial IMO Strategy on Reduction of GHG Emissions from Ships up to 2023, conduct a revision of the Initial GHG Strategy with a final draft Revised IMO GHG Strategy to be considered by MEPC 80 (spring 2023), with a view to adoption."

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6. STRATEGY TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS

The Committee adopted resolution MEPC.341(77) on Strategy to address marine plastic litter from ships.

This strategy specifies an international framework on the IMO instrument to eliminate the plastic waste discharging from ships by 2025.

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7. Adoption of Protecting the Arctic from shipping Black Carbon emissions

Based on the adopted MEPC. 342(77) the committee encourages the members to use the cleaner fuels or alternative methods to decrease the black carbon emission from shipping near or within the arctic waters.

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