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**Outcomes of MEPC 62 Meeting**

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**نتایج جلسه ۶۲ MEPC**



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## Respectful ICS Customers & Surveyors

With my gratitude, respectfully,  
Regarding to establishment of 62<sup>nd</sup> meeting of MEPC at the IMO Headquarters in London from 11 to 15 July 2011 a brief report on the outcomes of the meeting is announced via this circular.

Enclosed to this Circular, the adopted Resolutions in this Committee are submitted.

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**A. Jamaly**

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Department  
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## مشتریان و بازرسان محترم ICS

با سلام

احتراماً پیرو برگزاری جلسه ۶۲ از کمیته اصلی MEPC در دفتر سازمان بین‌المللی دریانوردی در لندن مورخ ۲۰ لغایت ۲۴ تیرماه سال جاری، بدینوسیله گزارش خلاصه‌ای از نتایج آن به شرح این بخشنامه به استحضار می‌رسد.

به پیوست این بخشنامه مقرره‌های تأیید شده در این کمیته ارائه شده است.

نسخه الکترونیکی بخشنامه مذکور در شبکه داخلی موسسه با آدرس ذیل قابل دسترسی می‌باشد:

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همچنین نسخه الکترونیکی این سند از طریق پست الکترونیکی به کلیه مشتریان و بازرسان محترم موسسه ارسال می‌گردد.

**عبدالله جمالی**

**مدیریت واحد کنوانسیون‌ها و مقررات دریایی**

**موسسه رده‌بندی ایرانیان**

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### **1. Introduction**

The Marine Environment Protection Committee held its 62<sup>nd</sup> session (MEPC.62) at the IMO Headquarters in London from 11 to 15 July 2011.

It was attended by representatives from 91 member states and 2 associate members, observers from 7 United Nations Entities, from 11 Inter-Governmental Organizations and from 60 Non-Governmental Organizations. Iran had 2 representatives in the meeting including Mr. Ali Akbar Marzban, Deputy Permanent Representative of the Islamic Republic of Iran to IMO, Ports and Maritime Organization (PMO) and the adviser Mr. Seyed Ali Mousavi, Liaison Officer, Embassy of the Islamic Republic of Iran, London.

### **2. Agenda Items**

The Provisional Agenda Items for the meetings of MEPC 62, was identified

within document MEPC 62/1 including the following topics:

1. Harmful aquatic organisms in ballast water (RG)
2. Recycling of ships (WG)
3. Prevention of air pollution from ships
4. Reduction of GHG emissions from ships (WG)
5. Consideration and adoption of amendments to mandatory instruments (DG)
6. Interpretations of, and amendments to, MARPOL and related instruments
7. Implementation of the OPRC Convention and the OPRC-HNS Protocol and relevant Conference resolutions
8. Identification and protection of Special Areas and Particularly Sensitive Sea Areas
9. Inadequacy of reception facilities
10. Reports of sub-committees
11. Work of other bodies
12. Status of conventions
13. Harmful anti-fouling systems for ships
14. Promotion of implementation and enforcement of MARPOL and related instruments
15. Technical Co-operation Sub-program for the Protection of the Marine Environment
16. Role of the human element
17. Formal safety assessment (WG)

### **3. Outcomes**

#### **3.1 MARPOL Annex VI:**

##### **3.1.1 Designation of the United States Caribbean Sea as a new emission control area (ECA)**

MEPC 62 adopted MARPOL amendments to designate certain waters adjacent to the coasts of Puerto Rico (United States) and the Virgin Islands (United States) as an ECA for the control of emissions of nitrogen oxides

(NO<sub>x</sub>), sulphur oxides (SO<sub>x</sub>), and particulate matter under MARPOL Annex VI Regulations for the prevention of air pollution from ships.

Another amendment will make old steamships exempt from the requirements on sulphur relating to both the North American and United States Caribbean Sea ECAs.

These amendments are expected to enter into force on 1 January 2013, with the new ECA taking effect 12 months later.

### **3.2 Reduction of GHG Emissions From Ships**

#### **3.2.1 Mandatory measures to reduce emissions of greenhouse gases (GHGs) from international shipping**

A new chapter 4 (Regulation of Energy Efficiency For Ships) making mandatory the Energy Efficiency Design Index (EEDI), for new ships, and the Ship Energy Efficiency Management Plan (SEEMP) for all ships is added to MARPOL Annex VI. Consequential amendments to Annex VI (reg.2, 5, 6 and 10) are adding new definitions and the requirements for survey and certification, including the format for a new certificate, the International Energy Efficiency Certificate.

The EEDI is a non-prescriptive, performance-based mechanism that leaves the choice of technologies to use in a specific ship design to the industry. As long as the required energy-efficiency level is attained, ship designers and builders would be free to use the most cost-efficient solutions for the ship to comply with the regulations. The SEEMP establishes a mechanism for operators to improve the energy efficiency of ships. These new regulations apply to all ships of 400 gross tonnage and above.

In order to facilitate the adoption of the amendments, a specific clause allowing a delay in the implementation of these measures was added. Regulation 19 allows the Administration to waive the requirement for new ships of 400 gross tonnage and above from complying with the EEDI requirements. This waiver applies to ships above 400 gross tonnage:

- For which the building contract is placed less than four years after the entry into force date of chapter 4;
- The keel of which is laid or which is at a similar stage of construction less four

years and six months after the entry into force;

- The delivery of which is less than six years and six months after the entry into force;
- Or in cases of the major conversion of a new or existing ship, less than four years after the entry into force date.

This amendment is expected to enter into force from 1 January 2013.

**3.2.2** An intercessional meeting of the Energy Efficiency Working Group (EE WG 2) should be held before MEPC 63 but the date have not yet been fixed. The terms of reference are the following:

- 1) Further improve the following Guidelines, with a view to finalization at MEPC 63:
  - Draft Guidelines on the method of calculation of the Energy Efficiency Design Index (EEDI) for new ships;
  - Draft Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP);
  - Draft Guidelines on Survey and Certification of the EEDI;
  - Draft interim Guidelines for determining minimum propulsion power and speed to enable safe maneuvering in adverse weather conditions;
- 2) Consider developing EEDI frameworks for other ship types and propulsion systems not covered by the draft Guidelines on the method of calculation of the Energy Efficiency Design Index (EEDI) for new ships;
- 3) Identify the necessity of other Guidelines or supporting documents for technical and operational measures;
- 4) Consider EEDI for larger size segments of tankers and bulk carriers;
- 5) Consider improvement of guidelines on Ships Energy Efficiency Operational Indicator (EEOI) (MEPC.1/Circ.684); and
- 6) Submit a written report to MEPC 63.

### **3.3 NOX Technical Code 2008 under MARPOL Annex VI**

#### **3.3.1 Amendments to the NOX Technical Code 2008 and the draft SCR Guidelines**

The Committee agreed to retain paragraph 7.7 of the draft SCR guidelines that the confirmation test should be conducted only for the parent engine system of a 'group' of engines.

The Committee subsequently approved amendments to the NO<sub>x</sub> Technical Code that allow the certification under the 'Scheme B'.

The Committee also adopted the SCR guidelines as an MEPC resolution.

The MEPC approved, for future adoption, draft amendments to the NO<sub>x</sub> Technical Code 2008, relating to engines not pre-certified on a test bed and to NO<sub>x</sub>-reducing devices.

### **3.3.2 Status of the technological developments to implement the Tier III NOX standards**

In addition, the Committee instructed the BLG Sub-Committee to:

- consider the "feasibility, availability and reliability of continuous or periodical NOX monitoring systems to demonstrate compliance with Tier III NOX emission limits, using MEPC 62/4/13 (Ireland and the USA) as the basis";
- consider "procedures to certify gas fuelled engines, where engines operated solely on gas fuels are used to comply with Tier III NOX emission limits, possibly via amendments to MARPOL Annex VI and the NOX Technical Code, using MEPC 62/4/13 as the basis."

## **3.4 MARPOL Annex IV**

### **3.4.1 Designation of the Baltic Sea as a Special Area**

The MEPC adopted amendments to MARPOL Annex IV Prevention of pollution by sewage from ships to include the possibility of establishing "Special Areas" for the prevention of such pollution from passenger ships and to designate the Baltic Sea as a Special Area under this Annex.

The amendments are expected to enter into force on 1 January 2013.

## **3.5 MARPOL Annex V**

### **Revised Annex V (garbage) adopted**

The MEPC adopted the revised MARPOL Annex V Regulations for the prevention of pollution by garbage from ships, which has been developed following a comprehensive

review to bring the Annex up to date. The amendments are expected to enter into force on 1 January 2013.

The main changes include the updating of definitions; the inclusion of a new requirement specifying that discharge of all garbage into the sea is prohibited, except as expressly provided otherwise (the discharges permitted in certain circumstances include food wastes, cargo residues and water used for washing deck and external surfaces containing cleaning agents or additives which are not harmful to the marine environment); expansion of the requirements for placards and garbage management plans to fixed and floating platforms engaged in exploration and exploitation of the sea-bed; and the addition of discharge requirements covering animal carcasses.

## **3.6 SHIP RECYCLING (Guidelines on recycling of ship)**

**3.6.1** The MEPC adopted the following Guidelines which are intended to assist in the implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, adopted in May 2009:

- The "2011 Guidelines for the development of the Ship Recycling Plan" and
- The "2011 Guidelines for the development of the Inventory of Hazardous Materials".

**3.6.2** A Working Group was set up and given huge terms of reference, i.e. to finalize:

- The "Guidelines for safe and environmentally sound ship recycling",
- The "Guidelines for the authorization of Ship Recycling Facilities"

**3.6.3** The work is to be continued through an intercessional Correspondence Group which was also tasked to commence the development of:

- The "Guidelines for survey and certification under the Hong Kong Convention" and
- The "Guidelines for inspection of ships under the Hong Kong Convention".

## **3.7 BALLAST WATER MANAGEMENT (Ballast water management systems)**

**3.7.1** The MEPC granted final approval to two and basic approval to seven ballast water management systems that make use of active substances.

Final Approval to:

- HHI Ballast Water Management System HiBallast (Filter Version), proposed by the Republic of Korea
- Samsung Heavy Industries Co., Ltd. (SHI) Ballast Water Management System (Purimar™), proposed by the Republic of Korea

Basic Approval to:

- ERMA FIRST Ballast Water Management System, proposed by Greece
- BlueSeas Ballast Water Management System, proposed by Singapore
- Ballast Water Management System with PERACLEAN® OCEAN (SKY-SYSTEM®), proposed by Japan
- JFE BallastAce Ballast Water Management System that makes use of NEO-CHLOR MARINETM, proposed by Japan
- GEA Westfalia Separator BallastMaster Ballast Water Management System, proposed by Germany
- BlueWorld Ballast Water Management System, proposed by Singapore
- Samsung Heavy Industries Co., Ltd. (SHI) Ballast Water Management System (Neo-Purimar™), proposed by the Republic of Korea

**3.7.2 Compliance date with the D-2 Standard:**

According to IACS Proposal, Reg. B-3.4 of the Convention should be interpreted such that

*“Ships constructed during or after 2009, but before 2012, with a ballast water capacity of 5,000 cubic meters or more would be required to comply with the D-2 standard not later than the first intermediate or renewal survey, whichever occurs first, after the anniversary date of delivery of the ship in 2016.”*

**3.7.3 Guidelines on design and construction to facilitate sediment control on ships (G12):**

Taking into account a IACS proposal, it was decided to change the text in paragraph 4.5 of section 4 of Guidelines (G12) to read:

*“The design of ballast water systems should, as far as practicable, facilitate installation of high sea suction points on each side of the ship.”*

**3.7.4 Hopper Dredger, Water in hopper area:**

The Committee agreed that the provisions of the Ballast Water Management Convention are not applicable to the water in the hopper area of the hopper dredgers.

**3.7.5 Review of the current status of ballast water management technologies:**

It was noted that the number of ballast water treatment technologies available to the market continued to increase (17 ballast water management systems having received certification from their Administrations to date). Taking into account the two systems that had been granted Final Approval at this session, it was concluded that ballast water treatment technologies to meet the D-2 standard within the BWM Convention are available.

It was also acknowledged that, despite some expressed difficulties in identifying available ballast water management systems for certain types of vessels with ballast water flow rate between 5,000 and 15,000 cubic meters per hour, Ballast Water Management System are available and are currently being fitted on board some ships with large capacity and high flow rates.

**3.7.6** The MEPC also adopted the Procedure for approving other methods of ballast water management in accordance with regulation B-3.7 of the Ballast Water Management Convention, which will open the door for new methods and concepts to prevent risks arising from the transfer of invasive species, provided that such methods will ensure at least the same level of protection of the environment as set out in the Convention and are approved in principle by the MEPC.

Guidance on scaling of ballast water management systems was also approved.

To date, 28 States, with an aggregate merchant shipping tonnage of 26.37 per cent of the world total, have ratified the Convention. The Convention will enter into force twelve months after the date on which not fewer than 30 States, the combined merchant fleets of which constitute not less than 35 percent of the gross tonnage of the world's merchant shipping, have become Parties to it.

### **3.8 MARPOL Annex I and Annex II**

#### **3.8.1 Guidelines for the carriage of blends of petroleum oil and bio-fuels Bio fouling guidelines**

The MEPC approved Guidelines for the carriage of blends of petroleum oil and bio-fuels, which set out carriage and discharge requirements for bio-fuel blends containing 75% or more of petroleum oil (they are subject to Annex I of MARPOL); bio-fuel blends containing more than 1% but less than 75% of petroleum oil (subject to Annex II of MARPOL); and bio-fuel blends containing 1% or less petroleum oil (also subject to Annex II of MARPOL).

### **3.9 AFS Convention**

#### **3.9.1 Biofouling guidelines:**

The MEPC adopted the first set of international recommendations to address biofouling of ships, to minimize the transfer of aquatic species. The Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species will address the risks of introduction of invasive aquatic species through the adherence of sealife, such as algae and molluscs, to ships' hulls.

Research indicates that biofouling is a significant mechanism for species transfer by vessels. A single fertile fouling organism has the potential to release many thousands of eggs, spores or larvae into the water with the capacity to found new populations of invasive species such as crabs, fish, sea stars, molluscs

and plankton. Minimizing biofouling will significantly reduce the risk of transfer.

### **3.10 OTHER INSTRUMENTS**

#### **3.10.1 Fuel oil quality:**

The Committee instructed the BLG Sub-Committee to develop guidelines for a sampling procedure for fuel oil being used on board ships in order to verify compliance with MARPOL regulation VI/14.

#### **3.10.2 Black carbon:**

The MEPC agreed a work plan on addressing the impact in the Arctic of black carbon emissions from ships and instructed the Sub-Committee on Bulk Liquids and Gases (BLG) to:

- Develop a definition for black carbon emissions from international shipping
- Consider measurement methods for black carbon and Identify the most appropriate method for measuring black carbon emissions from international shipping
- Investigate appropriate control measures to reduce the impacts of black carbon emissions from international shipping in the Arctic
- And submit a final report to MEPC 65 (in 2014).

Black carbon is a strongly light-absorbing carbonaceous aerosol produced by incomplete combustion of fuel oil and is considered a constituent of primary particulate matter, as distinguished from secondary particulate matter pollutants formed in the atmosphere from sulphur dioxide emissions. In addition to harmful human health effects associated with exposure to particulate matter, Black carbon has effects on climate change. When deposited on snow and ice in the Arctic and lower latitudes, it darkens light surfaces and absorbs energy, causing snow and ice to melt.

#### **3.10.3 FSA environmental risk evaluation criteria endorsed:**

The MEPC endorsed environmental risk evaluation criteria, for inclusion in the Guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process, subject to approval by the Maritime Safety Committee (MSC).

#### **3.10.4 PSSA for Strait of Bonifacio designated**

The MEPC agreed to designate the Strait of Bonifacio as a Particularly Sensitive Sea Area (PSSA), following its approval in principle at the last session. The MEPC also agreed, in

principle, to designate the Saba Bank in the Caribbean Sea as a PSSA.

#### **4. References**

- ✓ [IMO Website](#)
- ✓ [IMODocs Website](#)

## **5. Approved Resolutions**

<b>Res. No.</b>	<b>Title</b>	<b>Reference</b>
MEPC 196(62)	2011 Guidelines for the Development of the Ship Recycling Plan	Hong Kong Convention
MEPC 197(62)	2011 Guidelines for the Development of the Inventory of Hazardous Materials	Hong Kong Convention
MEPC 198(62)	2011 Guidelines Addressing Additional Aspects to the NO <sub>x</sub> Technical Code 2008 with regard to Particular Requirements related to Marine Diesel Engines Fitted with Selective Catalytic Reduction (SCR) Systems	MARPOL Annex VI
MEPC 199(62)	2011 Guidelines for Reception Facilities under MARPOL Annex VI	MARPOL Annex VI
MEPC 200(62)	Special Area Provisions and the Designation of the Baltic Sea as a Special Area under MARPOL Annex IV	MARPOL Annex IV
MEPC 201(62)	Revised MARPOL Annex V	MARPOL Annex V
MEPC 202(62)	Designation of the United States Caribbean Sea Emission Control Area and exemption of certain ships operating in the North American Emission Control Area and the United States Caribbean Sea Emission Control Area under regulations 13 and 14 and Appendix VII of MARPOL Annex VI	MARPOL Annex VI
MEPC 203(62)	Inclusion of regulations on energy efficiency for ships in MARPOL Annex VI	MARPOL Annex VI
MEPC 204(62)	Designation of the Strait Of Bonifacio as a Particularly Sensitive Sea Area	PSSA
MEPC 205(62)	2011 Guidelines and Specifications for Add-on Equipment for Upgrading Resolution MEPC.60(33)-Compliant Oil Filtering Equipment	MARPOL Annex I
MEPC 206(62)	Procedure for Approving other Methods of Ballast Water Management in Accordance with Regulation b-3.7 of the BWM Convention	BWM
MEPC 207(62)	2011 Guidelines for the Control and Management of Ships' Biofouling to Minimize the Transfer of Invasive Aquatic Species	AFS Convention
MEPC 208(62)	2011 Guidelines for Inspection of Anti-Fouling Systems on Ships	AFS Convention