

IMO

**MARINE ENVIRONMENT
PROTECTION COMMITTEE**

(MEPC)

80th Session, 3 July – 7 July 2023

Session Outcome



IRCLASS
Indian Register of Shipping

MEPC 80: Important Outcome

The 80th session of the Marine Environmental Protection Committee was held at IMO Headquarters from 3rd to 7th July 2023. A summary of important outcome of MEPC 80 is given in the following.

Agenda item 3 : Amendments to mandatory instruments

1. The Committee adopted amendments to appendix II of the BWM Convention concerning the form of the Ballast Water Record Book (MEPC 369(80)) with an entry into force date of 01 February 2025

It is now clarified that Multi-use tanks are to be covered in the diagram identifying the ballast tanks in the ballast water management plan. Further the following items are to be covered in the Ballast water record book:

- a) BWT method and affected tanks are to be indicated
- b) BWM failures and inoperabilities are to be recorded
- c) Tank cleaning/ Flushing and disposal of sediments are to be recorded

Agenda item 4: Harmful aquatic organisms in Ballast Water

1. The Committee approved BWM.2/Circ.79 '*Convention Review Plan under the experience-building phase associated with the BWM Convention*'.

This outlines the steps in the convention review resulting in determination of any amendments required to be made to the convention, development of the package of specific amendments and submission to the Committee for approval.

The timeline for review is specified with target date of adoption of the amendments in autumn 2026. The aspects to be considered during the review are also listed in the plan.

2. The Committee approved BWM.2/Circ.80 *Guidance for completing entries in the Ballast Water Record Book (BWRB)*.

The Guidance document is prepared in three parts:

- a) The first part, which is intended for ship crews, explains how ballast water operations should be recorded by making mandatory entries in the Ballast Water Record Book (BWRB).
- b) The second part, intended for ship crews and port States, contains an example ballast water reporting form (BWRF) together with instructions for completing it for submission to port states.
- c) The third part, intended for ship crews, explains how to maintain voluntary tank-by-tank records of ballast water operations that may facilitate completion of a BWRF

The Committee also adopted consequential amendments to the G4 and G6 guidelines for implementation of the above Circular.

3. The Committee adopted MEPC.372(80) '*Guidelines for the use of electronic record books under the Ballast Water Management Convention*'.

These Guidelines are applicable to the use of electronic record books on board to meet the requirements of the Ballast Water Record Books and recording under the BWM Convention. This guidance aims to provide standardized information on approving an electronic record book to ensure the obligations of the BWM Convention are met and that there is a consistent approach to approving such systems.

In addition, the Committee approved draft amendments to regulations A-1 and B-2 of the BWM Convention concerning the use of electronic record books under the Convention.

4. The Committee approved BWM.2/Circ.78 '*Protocol for verification of ballast water compliance monitoring devices*'.

The purpose of this protocol is to provide a framework that can be used to verify the ability of a compliance monitoring device (CMD) to assess the following:

- a) non-compliance with the standard described in regulation D-2 (the D-2 standard) of the BWM Convention,
- b) ability to operate, as claimed by the manufacturer, with regard to the degree or level of non-compliance that can be detected and the stated intended use of the device.

This protocol is intended to support effective implementation of the BWM Convention by enabling the use of ballast water CMDs that satisfy a common level of quality.

5. The Committee approved BWM.2/Circ.66/Rev.5 *Unified Interpretation to the BWM Convention* - form of the International Ballast Water Management Certificate and regulations B-3.5 and B-3.10 of the BWM Convention.

The interpretation to the certificate specifies that in the case of a vessel which has undergone major conversion, the date of commencement of conversion should be reported as date of construction in the certificate.

The interpretation on application of the D-2 standard specifies that a ship constructed before 8 September 2017 which has undergone a major conversion on or after 8 September 2017 should be deemed as a ship constructed on or after 8 September 2017 and comply with regulation B-3.5. If the major conversion has occurred before the renewal survey specified in regulation B-3.10, the said ship should meet the D-2 standard from the date of completion of the major conversion. If the major conversion has occurred after the renewal survey specified in regulation B-3.10, the said ship should meet the D-2 standard from the date of completion of the renewal survey specified in regulation B-3.10.

Agenda item 5: Air pollution Prevention

1. The Committee approved the draft amendments to regulations 2, 14, 18 and appendix I of MARPOL Annex VI related to low flash point fuels and other fuels.

In Regulation 2, the definition of fuel oil is modified deleting reference to combustion to make it technology neutral considering the possibility of non-combustion usage such as in fuel cells. A new definition for gas fuels has been added in line with the IGF Code. In Regulation 14 also, reference to combustion is deleted.

In Regulation 18, the required minimum content of BDN for low flash point fuels is indicated. It is specified that the BDN of low flash point fuels also should contain the sulphur content information.

2. The Committee approved MEPC 374(80) for amendments to the *2022 Guidelines on the survey and certification of the Energy Efficiency Design Index (EEDI)* by replacing the reference to "tank filling limit" by a reference to more appropriate term "tank loading limit in the IGF and/or IGC Codes" to clarify the calculation of the fuel availability ratio of gas fuel.
3. The Committee approved the draft amendments to regulation 13.2.2 of MARPOL Annex VI on a marine diesel engine replacing a steam system. For the purpose of this regulation, the installation of a marine diesel engine replacing a steam system shall be considered a replacement engine and the relevant requirements will be applied for such engines.
4. The Committee also approved unified interpretations to regulation 13.2.2 of MARPOL Annex VI regarding identical replacement engines.
5. The Committee also approved unified interpretations to regulations 18.5 and 18.6 of MARPOL Annex VI, concerning electronic bunker delivery notes. The electronic format should contain at least the information specified in appendix V to MARPOL Annex VI and to be retained and made available on board in accordance with regulation 18.6 and protected from unauthorized modification.

Agenda item 6: Energy Efficiency of Ships

1. The Committee adopted amendments to the *2021 Guidelines on the shaft/engine power limitation system to comply with the EEXI requirements and use of a power reserve* (MEPC.335(76)) by MEPC 375(80) for specifying the requirements for reporting usage of power reserve by the ship and annual reporting of such incidents to the IMO Secretariat by the Administration. This includes a format for reporting of EPL/Shapoli override activation, use of power reserve and deactivation by the Ship and for indicating the reasons for using power reserve.
2. The Committee approved the draft amendments to appendix IX of MARPOL Annex VI, to enhance the level of granularity of data in IMO DCS. This includes additional items to be reported such as fuel oil consumption for each energy converter (main engines, auxiliary engines, boilers and others), fuel oil consumption when ship is not under way,

the laden distance travelled (on a voluntary basis), total transport work as well as total onshore power supplied.

3. The Committee also approved amendments to Regulation 27 of annex VI to allow fuel oil consumption data to be shared by IMO with analytical consultancies and research entities on strict confidentiality basis, as well as sharing non-anonymized data of a company's ships with the general public when requested by the Company.

Agenda item. 7: Reduction of GHG emissions from ships

1. The Committee approved MEPC.1 Circular/905 on interim guidance on the use of biofuels under regulations 26, 27 and 28 of MARPOL Annex VI. This gives interim guidance pending further development of the methodology according to the LCA Guidelines.

This specifies that biofuels that have been certified by an international certification scheme, meeting its sustainability criteria, and that provide a well-to-wake GHG emissions reduction of at least 65% compared to the well-to-wake emissions of fossil MGO may be assigned a carbon emission factor Cf value corresponding to the well-to-wake GHG emissions of the fuel and its LCV.

Regarding the certification scheme, the guidance refers to ICAO's Approved Sustainability Certification Schemes and the CORSIA Sustainability Criteria (Chapter 2) for CORSIA Eligible Fuels.

2. Committee adopted the resolution MEPC.376 (80) on *Guidelines on lifecycle GHG intensity of marine fuels* (LCA guidelines). While adopting this resolution, the Committee noted the need for further work on methodologies, default emission factors, sustainability aspects and certification process and established a Correspondence Group for further development of the LCA framework.

The Committee also requested the IMO Secretariat to undertake a review of the existing practices on sustainability and certification issues and to hold an expert workshop for discussion of the results of the review.

3. The Committee adopted MEPC.377(80) on the *2023 IMO Strategy for the reduction of greenhouse gases from ships* outlining the Organization's continued and enhanced commitment to reducing GHG emissions from international shipping.

The committee agreed the following levels of ambition for GHG reduction in the 2023 strategy:

- a) to reduce CO₂ emissions per transport work, as an average across international shipping, by at least 40% by 2030, compared to 2008
- b) uptake of zero or near-zero GHG emission technologies, fuels and/or energy sources to represent at least 5%, striving for 10%, of the energy used by international shipping by 2030;

- c) to peak GHG emissions from international shipping as soon as possible and to reach net-zero GHG emissions by or around, i.e. close to 2050, taking into account different national circumstances.

The following indicative check points were agreed for intermediate checks on the pathway to net zero:

- a) to reduce the total annual GHG emissions from international shipping by at least 20%, striving for 30%, by 2030, compared to 2008
 - b) to reduce the total annual GHG emissions from international shipping by at least 70%, striving for 80%, by 2040, compared to 2008
4. The Committee agreed on the timelines for a Comprehensive impact assessment of the proposed mid term measures with a target for interim report at MEPC 81 (spring 2024) and final report at MEPC 82 (autumn 2024). This will consider various proposed mid-term measures such as Goal based Fuel Standard for gradual reduction of GHG intensity of fuels with and without associated economic measure, a universal GHG Levy, an Emission trading system, a feebate system etc.

The finalized basket of mid-term measures are proposed to be adopted in 2025 with an implementation date of 16 months after adoption.

Agenda item 9: Pollution Prevention and Response

1. The Committee adopted MEPC.378(80) *“2023 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species”*. While adopting the Guidelines, the Committee invited Member States and international organizations to submit relevant information on best practices for biofouling inspections and cleaning actions to the Organization as it may become available in the future.
2. The Committee adopted MEPC.373(80) *‘2023 Guidelines for thermal waste treatment devices’* which includes emission limits of various pollutants and certification process.
3. The Committee adopted MEPC.379(80) *‘2023 Guidelines for the development of the Inventory of Hazardous Materials’*, which supersedes the guidelines adopted by resolution MEPC.269(68).
4. The Committee approved the *Operational Guide on the Response to Spills of Hazardous and Noxious Substances (HNS)*. This provides operational guidance for first responders and decision-makers during a maritime incident at sea or in port involving HNS. The manual specifically addresses relevant offshore and onshore spill response techniques.
5. The Committee agreed amendments to PPR.1/Circ.7 *‘Decisions with regard to the categorization and classification of products’*

Agenda item 10: Reports of other sub committees

CCC8 :

Reporting of loss of freight containers

1. The Committee approved the draft amendments to article V of Protocol I of MARPOL, having noted that MSC 107 had approved the related draft amendments to SOLAS chapter V, regarding reporting of loss of freight containers to ships in the vicinity, nearest coastal state and flag state. Flag state is required in turn to inform IMO and Ships observing drifting containers at sea are to report to nearest coastal states and ships in the vicinity.

SDC 9:

Reduction of Underwater noise from Shipping:

2. The Committee approved MEPC.1/Circ.906 '*Revised Guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life*' which supersedes MEPC.1/Circ.833.

Subsequently, the Committee endorsed the updated work plan for the continued work on underwater radiated noise. This includes encouraging Member States and observers to carry out outreach and awareness efforts to support uptake of the Guidelines and submit lessons learned/best practices in the implementation of the revised Guidelines by MEPC 85.

The Committee also approved MEPC.1/Circ.907 '*Guidelines for underwater radiated noise reduction in Inuit Nunaat and the Arctic*'.

Further, the Committee approved the convening of an expert workshop on the relationship between energy efficiency and underwater noise, with the participation of relevant experts.

Agenda item 11: Identification and protection of Special Areas, ECAs and PSSAs

1. The Committee adopted MEPC.382(80) '*Establishment of the date on which regulations 15.3, 15.5, and 34.3 to 34.5 of MARPOL Annex I, in respect of the Red Sea and Gulf of Aden Special Areas, shall take effect.*' (effective date is 01 January 2025)
2. The Committee adopted MEPC.381(80) '*Establishment of the date on which regulation 6 of MARPOL Annex V, in respect of the Red Sea Special Area shall take effect.*' (Effective date is 01 January 2025)
3. The Committee adopted MEPC.377(80) '*Designation of the north-western Mediterranean Sea as a Particularly Sensitive Sea Area*' to protect cetaceans from international shipping.

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