

Type of newsletter: **STATUTORY NEWSLETTER, REPORTS FROM MEPC SESSIONS**
Number: **QC-T-308, revision 0**

APPLICATION:

Subject: **Draft report from MEPC 71**

Type of ships: **All ships**

Flag(s): **All flags**

0. GENERAL NOTES

The 71st session of IMO MEPC 71 was held from 3 to 7 July 2017, at the IMO Headquarters in London.

The following document contains draft report, only, while full narrative report will be developed pending list of adopted documents to be published by the Secretariat.

The following main decisions taken at MEPC 71 are to be taken into account:

With regard to the retrofitting schedule of the Ballast Water Treatment Systems (BWTS) given in regulation B-3 of the BWM Convention, MEPC 71 decided on a further two years' delay compared to the previously agreed retrofitting schedule, given in resolution A.1088(28) - Application of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 – (Adopted on 4 December 2013). Fitting date for new building remains unchanged, i.e., new construction (keel laid) on or after 8 September 2017.

With regard to ships engaged in voyages where Ballast Water Exchanges are not possible (e.g. very short near coastal voyages), MEPC 71 approved BWM.2/62 to provide guidance. The guidance recommends that until the date that a ship is required to meet D-2 standards for ships operating in above areas, it is not required to fit a BWMS. If the port State establishes a designated area for Ballast Water Exchange (BWE), then the ship can conduct BWE in accordance with the approved Ballast Water Management Plan.

MEPC 71 adopted amendments to regulation 13 of the Annex VI which establishes a new NO_x Emission Control Area for the Baltic Sea, and the North Sea including the English Channel. The proposed entry into force date is 1 January 2019.

With regard to development of guidelines for use of more than one Engine Operational Profile (Map), MEPC 71 still did not conclude if this can be qualified as a new work programme. PPR 5 was tasked to further investigate this subject.

MEPC 71 approved a new work on 2020 Global Low Sulphur implementation plan. The work will start at PPR 5 and an intersessional work is proposed. Completion of work should be in 2019.

On ro-ros, MEPC 71 agreed to increase the reference line by 20% and the introduction of a DWT threshold value for larger ro-ro cargo ships of 17,000 DWT and ro-pax of 10,000 DWT.

MEPC 71 concluded on Guidelines for Administration data verification procedures. It is expected that this will facilitate implementation of the Data Collection under regulation 22A of MARPOL Annex VI.

On the GHG reduction side, MEPC 71, discussed how to progress the matter of reduction of GHG emissions from ships and developed an outline for the structure of the draft initial IMO strategy. Two additional intersessional meetings were agreed prior to MEPC 72.

1. ADOPTION OF AMENDMENTS TO IMO MANDATORY INSTRUMENTS

Instrument: **MARPOL 73/78, Annex VI**

Resolution: **MEPC.286(71)**

Subject: **Amendments to MARPOL Annex VI:**

– **Designation of the Baltic Sea and the North Sea ECA for NO_x Tier III control**

Amendments to Regulation 13 of MARPOL Annex VI were adopted that establish both the North Sea area (including the English Channel) and the Baltic Sea area as new NO_x Tier III Emission Control Areas (ECAs) for nitrogen oxides. Accordingly, marine diesel engines will be required to comply with the NO_x Tier III emission standard when installed on ships that:

- are constructed on or after January 1, 2021; and
- operate in either of these two new ECAs,

except for ships having:

- a length less than 24m and specifically designed/used for recreational purposes; or
- a combined propulsion power less than 750kW that cannot comply due to design or construction limitations.

Additionally, temporary exemption provisions are included with the amendments for the purpose of allowing ships fitted with dual-fuel engines or with only Tier II engines to be built, converted, repaired and/or maintained at shipyards or repair facilities located within NO_x Tier III ECAs. Under the exemption:

- these engines must meet NO_x Tier II emission standards;
- the ship is only permitted to sail directly to and from the shipyard or other repair facility and must follow any additional specific routing requirements specified by the relevant port State; and
- the ship is not permitted to load or unload cargo.

– **Amendment to Bunker delivery note to accommodate a case to allow delivery of non-compliant fuel to a ship which has a scrubber**

Amendments to the bunker delivery note include a new entry (selection box) "Purchaser's specified limit value" of the sulphur content, so that even fuels with higher sulphur content than those regulated in regulation 14 of the MARPOL Annex VI can be delivered to a ship where the ship uses equivalent measures, such as a scrubber.

The amendments are expected to prevent ambiguities and problems arising during port State control inspections as well as a review of the BDN as a part of IAPP survey. The amendments were adopted by resolution MEPC.286(71) and will enter into force on 1 January 2019.

Instrument: **Ballast Water Management Convention**

Subject: **Harmful aquatic organisms in ballast water**

Following acceptance (ratification) by Finland, the condition for entering into force of the Convention was met on 8 September 2016. In accordance with Article 18(1) of the Convention, it will enter into force on 8 September 2017.

MEPC 71 approved the draft amendment to regulation B-3, subject to final adoption by MEPC 72 scheduled for April 2018. Expected entry into force date is 1 November 2019.

The deadline for installing Ballast Water Management System (BWMS) for **existing ships** are either:

– No later than the first IOPP renewal survey on or after 8 September 2017. Providing that this survey takes place on or after 8 September 2019; or that the vessel has undertaken an IOPP renewal survey on or after 8 September 2014 but prior to 8 September 2017; or

– No later than the second IOPP renewal survey on or after 8 September 2017. Providing that the first IOPP renewal survey on or after 8 September 2017 takes place before 8 September 2019, and the vessel has not undertaken an IOPP renewal survey on or after 8 September 2014 but prior to 8 September 2017. For the definition of IOPP renewal survey refer to MEPC.297(71).

For **new ships** (keel laid on or after 8 September 2017) installation of a BWMS is required by the delivery of the ship;

For ships (less than 150 GT for oil tankers, and less than 400 GT for other ships), and/or those which do not hold IOPP certificates, the installation deadline is the date determined by the flag Administration but not later than 8 September 2024.

2. LIST OF ADOPTED/APPROVED DOCUMENTS ON MEPC 71

Documents are still pending to be available (depending on the Secretariat).

2.1 List of resolutions

List of resolutions adopted at MEPC 71 will be developed in full narrative report.

2.2 List of circulars

List of circulars adopted at MEPC 71 will be developed in full narrative report.

3. ENCLOSURES

List of enclosures (MEPC Resolutions adopted at MEPC 71) will be developed in full narrative report.

Any Inquiries?

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