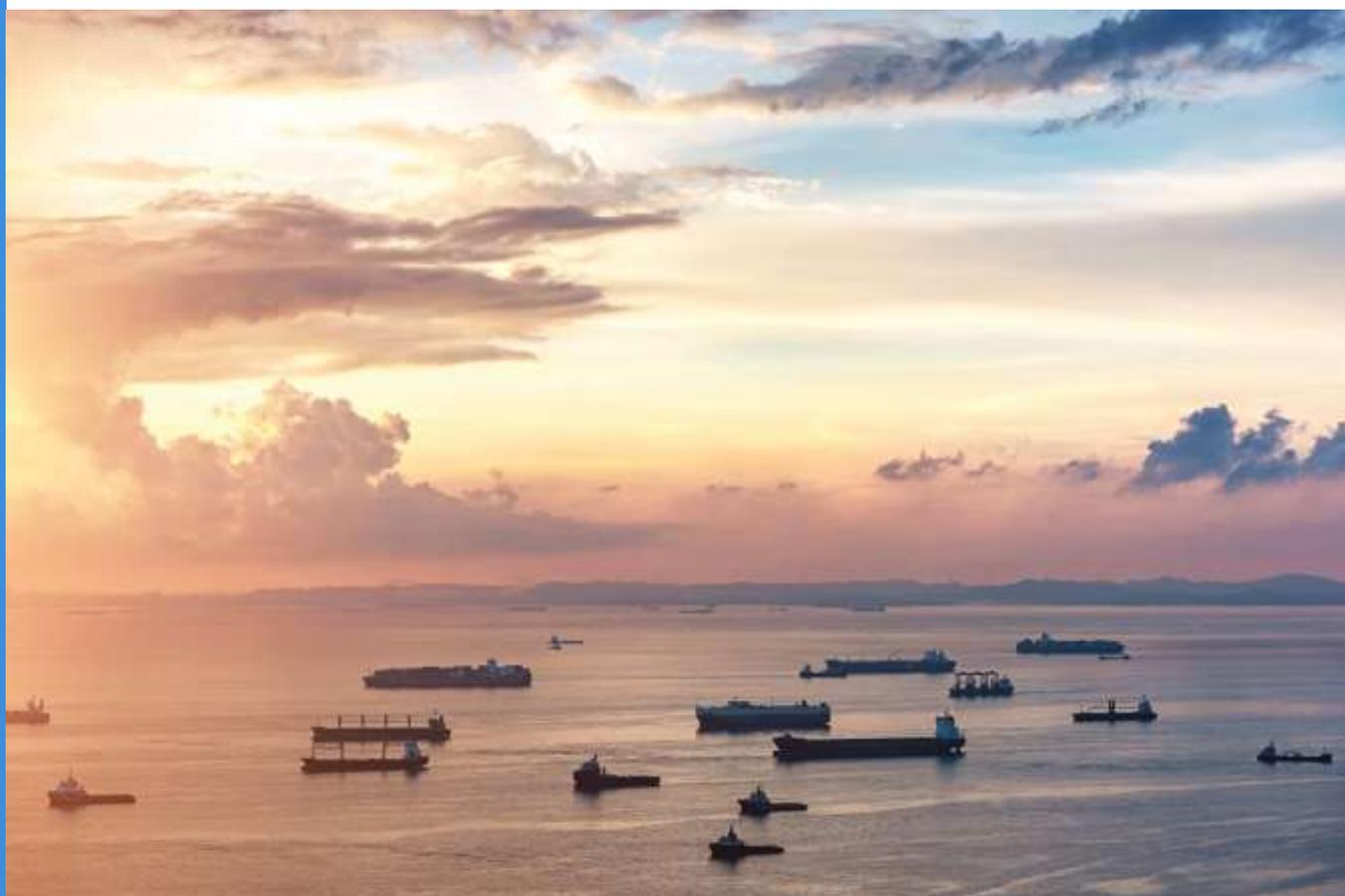

IMO Marine Environment Protection Committee Seventy-Fifth Session (MEPC 75)

Summary Report



Overview of outcomes

Below are some of the discussions and decisions from MEPC 75 which have greater significance for current practices. More detail, and other discussions, are given under the relevant subject headings in the report.

- EEDI - MEPC 75 strengthened **EEDI phase 3 requirements** and confirmed the application dates for qualifying ships as 1 April 2022, but encouraged early application. The amendments to MARPOL Annex VI now require mandatory reporting of verified attained EEDI values and related information for ships that are already subject to phase 0 and phase 1. A **Correspondence Group on air pollution and energy efficiency was established** to continue revision work on guidelines and procedures including, but not limited to the interim minimum power guidelines, method of calculation of attained EEDI, and transport work proxies for passenger ships and offshore vessels.
- BWM Convention – **Amended Regulation E-1 mandating commissioning testing for Ballast Water Management Systems** was adopted; revised Guidance on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2) was approved and final approvals and extension of approvals for use in fresh water were granted.
- SOx and Fuel – 2020 Guidelines for monitoring the worldwide average **sulphur content of fuel oils** were approved. Application **criteria for the carriage and use of heavy fuel in Arctic waters** were clarified. **MARPOL Annex VI fuel oil sampling and fuel verification procedures** and MEPC circular on **Guidelines for on board sampling of fuel oil** were approved.
- GHG Emissions Reduction – The Fourth IMO GHG Study was approved together with the draft amendments to MARPOL Annex VI for the **reduction of carbon intensity of existing ships**. Agreements on the impact assessment to be conducted on the **adoption of short-term measures**; work on the development of technical guidelines on carbon intensity reduction and proposals in relation to the International Maritime R&D Board were discussed.
- AFS Convention - Amendments to annexes of the AFS Convention requiring ships to stop using anti-fouling systems containing cybutryne from 1 January 2023 were approved, with a view to adopting the amendments at MEPC 76.

Introduction

MEPC 75 took place 16 – 20 November 2020 and was hosted remotely from the IMO in London. This briefing summarises the discussions and outcomes which are relevant to the work of Lloyd's Register.

Due to time constraints, no working groups were established during MEPC 75. A virtual drafting group on amendments to mandatory instruments was established to conduct an editorial review of the draft amendments to MARPOL Annex VI and BWM Convention. This is covered under [agenda item 3](#).

The following briefing summarises the discussions which are relevant to the work of Lloyd's Register.

Additional Information

Lloyd's Register's [MEPC 75 Agenda Preview](#)

Decisions of other bodies

(Agenda item 2)

Additional Information

Lloyd's Register's [MSC 101 Summary Report](#) and [Assembly 31 Summary Report](#)

MEPC 75 considered the outcomes of LC 41/LP 14, LEG 106, FAL 43, MSC 101, TC 69, C 123 and A 31 on matters of relevance to its work, some of which are outlined below:

- LEG 106
 - Facilitation of the entry into force and harmonised interpretation of the 2010 *Hazardous and Noxious Substances* (HNS) Protocol. With the addition of Denmark, the number of contracting states to the 2010 HNS Protocol are now four, with eight more states needing to ratify to fulfil the entry into force requirements. Designed for compensation, the 2010 Protocol goes beyond the original 2000 Protocol which was mainly about preparedness and response to chemical spill.
 - The framework for regulatory scoping exercise for Maritime Autonomous Surface Ships (MASS), including the plan of work and procedures was approved.
- FAL 43
 - Concurrently approved draft amendments to the *List of certificates and documents required to be carried on board ships, 2017* (FAL.2/Circ.131-MEPC.1/Circ.873-MS.C.1/Circ.1586-LEG.2/Circ.3 refers).
- MSC 101
 - Concurrent approval of MSC-MEPC.2/Circ.17 on 2019 *Guidelines for the carriage of blends of biofuels and MARPOL Annex I cargoes* was undertaken.
 - Concurrently endorsed PPR.1/Circ.7 on *Decisions with regard to the categorisation and classification of products*.
 - Adopted amendments to the IBC and BCH Codes by resolutions MSC.460(101) and MSC.463(101) respectively.
 - Approved MSC.1/Circ.1604 *Interim guidelines for MASS trials*.
 - Approved draft Assembly resolution on Interim safety measures for ships not certified under the SOLAS Convention, operating in polar waters, for submission to the Assembly for adoption.
 - Adopted resolution MSC.465(101) on *Recommended interim measures to enhance the safety of ships relating to the use of oil fuel*.
 - Concurrently approved MSC-MEPC.5/Circ.15 on *Delivery of compliant fuel oil by suppliers*.
- LC 41/LP 14 discussed the following topics:
 - Development of further guidance on disposal site selection and on assessment of marine cumulative effects.
 - Marine geoengineering including ocean fertilisation.
 - CO₂ sequestration in sub-seabed geological formations.
 - Marine litter and microplastics.
 - Approved the *Revised specific guidelines for assessment of platforms or other man-made structures at sea*.
 - Disposal of fibreglass vessels.
 - Disposal of wastes and other matter in the marine environment from mining operations, including marine mineral mining.
 - Current practices of dumping of sewage sludge at sea.

- Outcome of A 31
 - MEPC 75 agreed with MSC 101 that resolutions A.739(18) on *Guidelines for the authorization of organizations acting on behalf of the Administrations* and A.789(19) on *Specifications on the survey and certification functions of recognized organizations acting on behalf of the administration* should be revoked at a future session of the Assembly.

Consideration and Adoption of Amendments to Mandatory Instruments

(Agenda item 3)

The following instruments, which were approved previously during MEPC 74, were considered for adoption by MEPC 75.

Amendments to MARPOL Annex VI

Following amendments to MARPOL Annex VI concerning procedures for sampling and verification of the sulphur content of fuel oil and the Energy Efficiency Design Index (EEDI) were adopted:

Regulation 1 – Clarifies application to all ships, unless where expressly stated otherwise.

Regulation 2 – Provides new definitions such as “MARPOL delivered sample”, “In-use sample”, “On board sample” etc.

Regulations 14 and 18 – Introduces new text referring to the requirements for sampling points and around in-use and onboard sampling and testing and consequent changes to Appendix I, Form of the IAPP Certificate and Appendix VI - *Fuel Verification Procedure for MARPOL Annex VI fuel oil samples*.

Regulation 20 – The amendments require mandatory reporting of verified attained EEDI values and related information for ships already subject to phase 0 and phase 1; and verified EEDI values and related information for any future new ship covered by regulation 21 of MARPOL Annex VI.

Regulation 21 – With a view to strengthening EEDI phase 3 requirements it was agreed that Phase 3 of EEDI for containerships, with reduction factors differentiated further by size; general cargo ships, LNG carriers, gas carriers of 15,000 DWT and above and cruise passenger ships having non-conventional propulsion will start ahead of the scheduled Phase 3 date of 1 January 2025 which will continue applying to other ships under this regulation.

The above amendments will take the form of Resolution MEPC.324(75) *Amendments to MARPOL Annex VI (Sampling and verification of the sulphur content and EEDI)*, and will enter into force on 1 April 2022. However, MEPC 75 encouraged all States which are parties to MARPOL Annex VI to implement the amendments earlier, as appropriate.

Ballast Water Management Convention (BWM)

MEPC 75 adopted the amendments to BWM regarding commissioning testing of ballast water management systems (Regulation E-1) and the form of the International Ballast Water Management Certificate (Appendix I). These amendments will be released as Resolution MEPC.325(75) *Amendments to regulation E-1 and Appendix I*

of the International Convention for the control and management of ships' ballast water and sediments, 2004, and enter into force on 1 June 2022.

Consequently, revised Guidance for the commissioning testing of ballast water management systems was approved and will be circulated as BWM.2/Circ.70/Rev.1. This is covered under [agenda item 10](#) further on in this report.

Harmful aquatic organisms in ballast water

(Agenda item 4)

MEPC 75 considered the following topics:

Outcome of the thirty-ninth and fortieth meetings of the GESAMP-Ballast Water Working Group (BWWG)

Final approvals of BWMS that make use of active substances to treat ballast water prior to discharge into the marine environment are subject to expert review by the GESAMP-BWWG. The proposals are reviewed on a risk-based approach on factors such as the risk quotient of discharge water to the environment, human health, property or resources in accordance with the criteria specified in the Procedure for approval of ballast water management systems that make use of active substances (G9) adopted by IMO.

MEPC noted the expert group's preference of Total Residual Oxidants (TRO) measurement over Oxidation-Reduction (redox) Potential (ORP) measurements for the dosing of active substance and control of the remaining TRO in the discharged ballast water. It was considered that ORP is a qualitative indication and, therefore, should not be used for monitoring TRO in the discharge ballast water.

Approval of ballast water management systems (BWMS)

MEPC 75 agreed:

- Final Approval be granted to:
 - CleanBallast® - Ocean Barrier System
 - SeaCURE® BWMS
- The original Final Approval of the Ballast Water Management System be granted an extension for use in fresh water for:
 - EcoGuardian™
 - HiBallast™
 - Electro-Cleen™
 - BALPURE®
 - NK-O3 BlueBallast II
- Final Approval not be granted to the FlowSafe ballast water management system, in this instance. There were divergent views expressed in relation the BWWG review on FlowSafe BWMS, leading to a decision from MEPC 75 for the GESAMP- BWWG to revisit the proposals submitted by a member State, with a view to presenting any new findings to MEPC 76.

Air pollution prevention

(Agenda item 5)

<p style="text-align: center;">Additional Information Lloyd's Register's PPR 7 Summary Report</p>
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A correspondence group (CG) on Air Pollution and Energy Efficiency was formed during MEPC 75 to progress the work intersessionally and report to MEPC 76. Discussions within this agenda item primarily focussed on finalising the following terms of reference (TOR) for the CG and consideration of other proposals:

TOR for the CG on Air Pollution and Energy Efficiency

[Review the indicative example of a license for fuel oil supply, with a view to adding such a provision in the *Guidance for best practice for member State/coastal State* \(MEPC.1/Circ.884\)](#)

MEPC 74 recognised the need for introducing licensing schemes for bunker suppliers as an important first step to help ensure quality and compliance of fuel oil. This was followed by proposals encouraging member States to implement such a scheme within their jurisdiction. The CG will review one such indicative sample of a bunker licence and report their findings to MEPC 76.

[Proposed amendment to MEPC.1/Circ.883 regarding recommended actions to take when the EGCS system malfunctions](#)

MEPC 75 recalled the decision to consider approval of the draft revised MEPC.1/Circ.883 to MEPC 76. It was agreed for discussions on this proposal to be deferred to MEPC 76 and consequently removed from the TOR for the intersessional CG on Air Pollution and Energy Efficiency.

MEPC 75 considered the following topics separately:

[Approved the consolidated version of the revised Guidelines for monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships](#)

The primary objective of the guidelines is to establish an agreed method to monitor the average sulphur contents of fuel oils supplied for use on board ships taking into account the different sulphur limits as required by regulation 14 of the revised MARPOL Annex VI. Following the entry into force of the 0.50% m/m sulphur limit on 1 January 2020, the supply of distillate fuels is expected to be in two distinct sulphur bands - the existing 0.00% to 0.10% and in the 0.40% to 0.50% bands. Similarly, for residual fuel oils the reporting band will be extended from the current 0.50%. That is, the three following categories should be used for monitoring the worldwide average sulphur contents of fuel oil:

1. fuel oil not exceeding 0.10%;
2. fuel oil not exceeding 0.50%, but above 0.10%; and
3. fuel oil exceeding 0.50%.

Consequently Resolution MEPC.326(75) *2020 Guidelines for Monitoring the Worldwide Average Sulphur Content of Fuel Oils Supplied for Use On Board Ships*, amending the 2010 Guidelines (resolution MEPC.192(61) as amended by resolution MEPC.273(69)) was approved.

Monitoring of the worldwide average sulphur content of residual and distillate fuel oils supplied for use on board ships in 2019

MEPC 75 noted that in 2019 the yearly average sulphur content of the tested residual fuel oils was 2.34% and has decreased by 0.26 percentage points since 2018.

Implementation of Tier III NOx emissions regulations for large yachts of 24m load line length or over and less than 500 gross tonnage

Yachts of 24m load line length or over and below 500 GT, fall under a temporary exemption granted from 1 January 2016 to 1 January 2021*. This was agreed by IMO on the basis of demonstrated implementation challenges specific to such vessels, with fitting Selective Catalytic Reduction (SCR) technology.

MEPC 75 considered a proposal that engines used specifically on yachts differentiate themselves from those in other applications, including commercial shipping applications due to their high-power density, thus requiring larger SCR units and/or additional in-engine NOx reductions. It was debated that since abatement technology which was appropriate to be installed in these yachts was yet to materialise, it therefore, made it unlikely for the full portfolio of engines and vessels to comply by the extended 1 January 2021 deadline.

There was considerable support for the proposal which also suggested an extension in deadline to comply with the Tier III requirements. However, no decision was taken on the matter and MEPC 75 decided to note the concerns in this instance.

*The formal proposal to amend the entry into force date for Tier III application to yachts greater than 24m load line length and less than 500 GT was due to be discussed at MEPC 76 originally scheduled for October 2020, which due to the COVID-19 pandemic is now scheduled for June 2021, after the 1 January 2021 deadline for the application. Any formal proposals submitted are now expected to be discussed at MEPC 76 in June 2021.

The following topics were deferred to MEPC 76

- Discussion on a correspondence group report on Data Collection and Analysis under regulation 18 of MARPOL Annex VI and further enhancement of the GISIS MARPOL Annex VI module
- Discussions on the nature of Very Low Sulphur Fuel Oils and their potential impact on Black Carbon emissions and proposal for switching to distillates in the Arctic
- Report on the environmental impact assessment of discharge water from exhaust gas cleaning systems
- Evaluation and harmonisation of rules and guidance on the discharge of liquid effluents from EGCS into waters, including conditions and areas

Energy efficiency of ships

(Agenda item 6)

Additional Information

[Lloyd's Register CO₂ Verifier: One simple way to comply with two regulations](#)

As noted for the preceding agenda item, a common correspondence group (CG) on Air Pollution and Energy Efficiency was formed during MEPC 75 to progress the work intersessionally and report to MEPC 76.

Discussions within this agenda item focussed on finalising the following terms of reference (TOR) for the CG:

TOR for the CG on Air Pollution and Energy Efficiency

Draft amendments to Appendix IX of MARPOL Annex VI

This will take into consideration transport work proxies for cruise passenger ships and offshore vessels. It is proposed that for passenger vessels, being a non-cargo carrying sector, to aid the development of a defined calculation methodology and a meaningful measurement of carbon intensity, the ship's Available Lower Berth (ALB) passenger capacity, could be a suitable alternative. Similarly, for offshore and marine contracting vessels, two different approaches; one based on yearly energy consumption and the other based on the operational time of the vessel is expected to be discussed.

MEPC 75 noted the views suggesting that this would fit in well with the TOR for CG on the Development of Technical Guidelines on Carbon Intensity Reduction.

Review performance indicators in relation to regulation 22A.10 of MARPOL Annex VI (Collection and Reporting of Ship Fuel Oil Consumption Data)

Proposals for the development of a methodology for conducting the analysis of ship fuel oil consumption data will be reviewed by the CG. Recommendations include the use of a range of Performance Indicators (PIs) in the data analysis to be undertaken by the IMO. The proposal recognises that this data is being provided in an aggregated and anonymised manner and therefore analysis of the performance of individual ships is not proposed.

Develop a work plan to progress the work on the shaft power limitation concept

The CG will consider updated proposals for the use of shaft power limitation concept (SHaPoLi) in calculating the attained Energy Efficiency Design Index (EEDI) for new ships and alternative approaches to calculating the effect of power limits which can be overridden, on the attained EEDI; including responses to concerns raised at MEPC 74 that engine shaft power limitation should not affect the minimum propulsion power; that they're two separate matters and that the introduction of engine shaft power limitation need not depend on the finalisation of the Interim minimum power guidelines.

Finalise the revision of the interim minimum power guidelines

The consolidated version of the 2013 Interim guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions (MEPC.1/Circ.850/Rev.2) is seen as the only statutory guidance which addresses the safety critical matter of ensuring that ships are provided with sufficient power to manoeuvre safely in adverse conditions. The Guidelines, when initially drafted, were concerned with minimum power required for tankers and bulk carriers, and provided two assessment methods:

1. Level 1 minimum power lines based on installed power of the existing fleet taking the form $(a \times \text{Deadweight}) + b$; and
2. Level 2 simplified assessment method considering added power in waves together with assumptions regarding severe weather likely to be encountered.

Based on data and analysis of minimum powering levels at a range of weather conditions and advance speeds, it was shown that the level 2 simplified assessment method was very sensitive to the conditions used for the assessment. Consequently, this challenged assumptions that the simplified assessment method would lead to a reduction in the required level of power. The CG is expected to focus on revising this simplified assessment method.

Finalise the draft amendments to the 2018 Guidelines on the method of calculation of the attained EEDI for new ships

Under the draft amendments to the *2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.308(73)), as amended by Resolution MEPC.322(74)), mandatory reporting of EEDI values will be reviewed.

Finalise draft amendments to MEPC.1/Circ.795/Rev.4 to clarify the application date for EEDI Phase 3

MEPC 74 approved draft amendments to table 1 and table 2 of regulation 21 of MARPOL Annex VI with an aim to accelerate EEDI Phase 3 by applying reduction factors of the required EEDI to certain ships from 2022 and others from 2025.

Clarification of the ship types that are subject to the provisions for "Attained EEDI" and "Required EEDI"

The CG will consider the merits of a proposal referring to the 2013 *Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI)* (resolution MEPC.231(65)). The paper argues that the current listing of table 1, which notes the ship types to which Attained and Required EEDI apply, and table 2, which excludes calculation of EEDI reference line for the ship types noted, does not allow of consistent application of EEDI based calculations as the designation of the ship types are up for interpretation.

Detailed discussions on the following matters were postponed till MEPC 76

- A paper on technical consequences of ship machinery design in relation to the EEDI. It addresses the need to pay due attention to issues including engine de-rating, passing through the barred speed range, shaft alignment, propulsion improving devices and model tests, manoeuvrability in heavy seas, and alternative fuels
- EEDI Reduction beyond Phase 2 - Consideration of technical issues affecting future evolution of the EEDI regulation and decarbonising shipping
- Update to model course 4.05 on the Energy Efficient Operation of Ships
- Updated proposals on Shaft Power Limitation (SHaPoLi) and expedition of work to complete the revision of the Interim minimum power guidelines
- Updated proposal for an option to limit the shaft/engine power while ensuring a sufficient safety power reserve in adverse weather conditions
- Transport work for offshore and marine contracting vessels
- Transport work proxy for cruise passenger ships
- Proposed acquisition method of the wind propulsion system force matrix based on wind tunnel model test

Reduction of GHG emissions from ships

(Agenda item 7)

MEPC 75 arrived at the following conclusions for the themes covered under this agenda item:

Outcome of sixth and seventh Meetings of Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG)

Approved draft amendments to MARPOL Annex VI to reduce the carbon intensity of existing ships

Some of these draft amendments introduce a goal based short-term measure in which an Energy Efficiency Existing Ship Index (EEXI) and in-service carbon intensity management are functional requirements.

A new regulation 20A (attained EEXI) and 21A (required EEXI) will require existing ships to improve their technical efficiency, in general so that they catch up with an equivalent new ship of the same type and deadweight which would be required to comply with the applicable EEDI Phase.

A new regulation 22A (operational carbon intensity) which is expected to require a linear reduction in in-service carbon intensity of ships between 2023 and 2030, such that the global fleet achieves an average reduction of at least 40% by 2030, relative to 2008. Ships will also be rated (A – E) based on their attained annual carbon intensity reduction measures by a Carbon Intensity Indicator (CII). Data submitted under regulation 22A (collection and reporting of ship fuel oil consumption data) will be used as the basis of calculation and verification of CIIs and determination of a rating. Corrective actions will be required for ships which are rated D for three consecutive years, or E.

MEPC 75 approved these amendments with a view to adoption at MEPC 76.

Assessment of Impacts on States on adoption of short-term measures for reduction of GHG emissions

It was agreed that a comprehensive impact assessment of the draft amendments to MARPOL Annex VI on States will be undertaken prior to adoption of short-term measures. This assessment will, amongst others, aim to identify and address any disproportionate impacts on States, including developing countries, in particular Least Developed Countries (LDCs) and Small Island Developing States (SIDS) as well as countries remote from their export markets. The IMO will facilitate the impact assessment process with a view to having a report ready for the consideration of MEPC 76.

Correspondence Group (CG) on the Development of Technical Guidelines on carbon intensity reduction

MEPC 75 approved the following intersessional work to be completed by MEPC 76:

- Developing draft technical guidelines supporting the proposed EEXI framework, including method of calculation, survey and certification of the attained EEXI and the engine power limitation system.
- Develop draft technical guidelines supporting the requirement to manage in-service carbon intensity and achieve required reduction in carbon intensity. This will include work on reduction rates and the rating mechanism.
- Develop updates to the *2016 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)* (resolution MEPC.282(70)). This will include addressing the development of a plan of corrective actions for ships rated D for three consecutive years, or rated as E.
- Consider the need to update existing guidelines, procedures or guidance, including but not limited to those associated with the collection, reporting and verification of fuel oil consumption data, port State control procedures and the treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI.

Fourth IMO GHG Study

MEPC 75 approved this study and discussed some of the following key highlights of this work:

- GHG emissions including carbon dioxide (CO₂), methane (CH₄) and nitrous oxide (N₂O) of total shipping (international, domestic and fishing) calculated for 2018, have seen a 9.6% increase from 2012 values.
- The share of emissions as a result of shipping activity, in global emissions from anthropogenic activity, has increased from 2.76% in 2012 to 2.89% in 2018.
- Emissions are projected to increase from about 90% of 2008 emissions in 2018 to 90-130% of 2008 emissions by 2050 for a range of plausible long-term economic and energy scenarios.
- Heavy Fuel Oil (HFO) remains the dominant fuel in international shipping. The study however notes a significant shift in the fuel mix during the period of consideration, including a reduction in the consumption of HFO, uptakes in the share of marine diesel oil and LNG and growth in the use of methanol as marine fuel.
- Methane emissions saw an increase of 87% which was attributed to the increase in consumption of LNG as fuel.
- SO_x and particulate matter showed an increase despite the overall reduction in HFO use. This was attributed to the increase in the average sulphur content of fuels over the period.
- There was an overall increase in NO_x emissions, although the rate of increase seemed to be slower than that noted during a previous study period of between 2008 to 2014.

As anticipated, the findings raised considerable debate during MEPC 75. There were discussions around the underlying data behind the apparent rise in emissions, including for black carbon and methane. There were calls for increased action and ambition for dealing with maritime GHG emissions and stringency to the approach in dealing with mid and long-term GHG emissions targets. On the proposal of introduction of market-based measures to complement the existing technical and operational measures, there were divergent views from member States.

However, it was recalled that approval of the short-term measures for reduction of GHG during MEPC 75 also implied that significant work was to be undertaken and valuable experience yet to be gained on its route to adoption, therefore raising the expectation that this would be the first step to achieving the mid and long term GHG reduction targets as set out in the *Initial IMO Strategy on Reduction of GHG Emissions from Ships* (Resolution MEPC.304(72)).

Establishment of an International Maritime Research and Development Board (IMRB)

MEPC 75 will consider a proposal from industry for the establishment of an International Maritime Research and Development Board (IMRB) and an International Maritime Research Fund (IMRF) to accelerate the introduction of low and zero-carbon technologies, in line with the IMO Initial Strategy on the Reduction of GHG Emissions from Ships. The IMRF would collect a proposed levy of US\$2 per tonne of fuel oil purchased for consumption. This is expected to provide US\$5bn of funding for an IMRB led programme of applied research and development to support zero-emissions vessels entering the fleet, particularly the deep-sea fleet.

There were significant discussions on this matter with some likening the IMRF levy to a market-based measure which would inevitably impact States further away from their markets the most. There was wide support for establishment of an overseeing body, but also a general view that this was a complex discussion in need of further consideration to even out legal, economic and technical issues which could be seen to impact some stakeholders disproportionately.

MEPC 75 noted the concerns raised and invited members to submit their proposals in writing with a view to considering them further at MEPC 76.

The following matters were also considered:

- Application of energy efficiency measures on existing ro-ro cargo and ro-ro passenger ships.
- Operational factors affecting fuel consumption in the chemical/parcel tanker sector.

Follow up work emanating from the Action Plan to address marine plastic litter from ships

(Agenda item 8)

Due to time constraints, and as per revised MEPC 75 agenda, discussions on this subject were fully deferred to MEPC 76.

Pollution prevention and response

(Agenda item 10)

<p style="text-align: center;">Additional Information Lloyd's Register's PPR 7 Summary Report</p>
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MEPC 75 addressed the following outcomes of PPR 7:

Report of the twenty-fifth session of the Working Group on the Evaluation of Safety and Pollution Hazards of Chemicals

- Agreed to the consequential amendments to Appendix I of MARPOL Annex II for submission to MEPC 76 for approval due to the finalisation of the revision of GESAMP Reports and Studies No.64, (GESAMP Reports and Studies No.102, GESAMP Hazard Evaluation Procedure for Chemicals carried by Ships, 2019).
- MEPC 75, together with MSC 102, approved MSC-MEPC.5/Circ.7/Rev.1 on *Guidance on the timing of replacement of existing certificates by revised certificates* because of the entry into force of amendments to chapters 17 and 18 of the IBC Code.
- Concurred with the evaluation of cleaning additives and their inclusion in annex 10 of the next revision of the MEPC.2/Circular.
- Endorsed PPR.1/Circ.10 on resubmission of products listed in lists 2 and 3 of the MEPC.2/Circular on *Provisional categorization of liquid substances in accordance with MARPOL Annex II and the IBC Code*.
- Endorsed the recommendation of PPR 7 to retain the existing entries for the paraffin-like products listed in paragraph 5 of MEPC.1/Circ.886 on the ship's Certificate of Fitness, in addition to the addendum to the ships Certificate due to differences in the product names used in the IBC Code and list 1 of the MEPC.2/Circular.

Revised carriage requirements for methyl acrylate and methyl methacrylate

- Approved, concurrently with MSC 102, PPR.1/Circ.9 on Revised carriage requirements for methyl acrylate and methyl methacrylate.
- Endorsed the proposal to amend chapter 17 of the IBC Code to include new carriage requirements for methyl acrylate and methyl methacrylate.

[Ballast Water Management Approved BWM.2/Circ.42/Rev.2](#)

Concerns over the practical constraints of the BWMS commissioning testing faced by the industry were addressed during this session and led to approval of the revised *Guidance on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2)*.

[Prohibition on the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters - Amendments to MARPOL Annex I](#)

Noting proposals outlining the potential impact of a heavy fuel oil spill on the Arctic environment and its local communities, PPR 7 drafted amendments to MARPOL Annex I to incorporate a prohibition on the use and carriage for use of heavy fuel oil as fuel by ships in Arctic waters. MEPC 75 noted that the proposed new Regulation 43A was the result of discussions on a sensitive matter and consequently approved the amendments to MARPOL Annex I with a view to adoption at MEPC 76.

[Amendment to AFS Convention – controls on cybutryne](#)

MEPC 75 approved amendments to various annexes of the AFS Convention requiring ships to stop using anti-fouling systems containing cybutryne from 1 January 2023, and to remove or seal such anti-fouling systems from existing ships with an appropriate barrier at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application.

Prior to its adoption at MEPC 76, member States were encouraged to conduct baseline studies prior to the entry into force of controls on cybutryne, in order to allow the subsequent determination of the effectiveness of the controls.

[Guidelines for on board sampling of fuel oil](#)

MEPC 75 approved circular MEPC.1/Circ.889 *Guidelines for on board sampling of fuel oil intended to be used or carried for use on board a ship* which aims to address concerns on the regulatory gap between in use and onboard fuel oil sampling as per MARPOL Annex VI, Regulation 14.

Reports of other Sub-Committees

(Agenda item 11)

[Outcome of III 6 and remaining outcome of III 5 meetings](#)

Additional information

Lloyd's Register's [III 5 Summary Report](#) and [III 6 Summary Report](#)

Some of the more significant actions taken by MEPC 75 are that it:

- Concurred with MSC 102 that the MSC-MEPC.5 circular *Model agreement for the authorization of recognized organizations acting on behalf of the Administration* requires further consideration by III 7
- Approved amendments to MARPOL Annexes I, IV and VI concerning the exemption of unmanned non-self-propelled (UNSP) barges from survey and certification requirements with a view to adoption at MEPC 76
- Approved an MEPC circular on *Guidelines for exemption of unmanned non-self-propelled (UNSP) barges from the survey and certification requirements under the MARPOL Convention*

Outcome of MSC 101 and A 31

Refer to discussion under [Agenda Item 2](#) of this report.

Outcome of CCC 6 meeting

Additional Information
Lloyd's Register's [CCC 6 Summary Report](#)

MEPC 75 noted that MSC 102 approved changing the status of the existing output on *Amendments to the IGF Code and development of guidelines for low-flashpoint fuels* to be continuous work in progress, taking into account the work plan for the next phase of the development of the IGF Code, so as to minimise administrative requests of work extensions to the Committees.

Outcome of HTW 6 meeting

MEPC 75 noted concerns expressed by HTW 6 that the conversion of STCW model courses into e-learning model courses would change the current approach and goal of model courses. It was, thus, recognised that any accountability implications for the subsequent assessment of competence, training quality and independent evaluation with regards to this new approach are to be considered.

Technical cooperation activities for the protection of the marine environment

(Agenda item 12)

MEPC 75 noted the following activities:

[Update on activities under Integrated Technical Cooperation Programme \(ITCP\), Response Centre for the Mediterranean Sea \(REMPEC\) and Major Projects](#)

- In 2019, the Secretariat managed and coordinated 61 ITCP-funded activities (workshops, training, studies, etc.) related to the protection of the marine environment, as compared to 52 activities in 2018, covering all geographic regions and all IMO's environmental Conventions and Protocols.
- Update on major projects related to the protection of the marine environment implemented during the period from 1 January to 31 December 2019, which include the following:
 - GEF-UNDP-IMO GloFouling Partnerships Project
 - GEF-UNDP-IMO GloMEEP Project
 - IMO-Norway GreenVoyage2050 Project
 - IMO-European Union GMN Project on Capacity-Building for Climate Mitigation in the Maritime Shipping Industry
 - Marine Environment Protection for Southeast Asian Seas (MEPSEAS) Project
 - Safe and Environmentally Sound Ship-recycling in Bangladesh (SENSREC) – Phase II (capacity-building) Project
 - IMO-IPIECA Global Initiative (GI) Project
 - The Global Initiative for West, Central and Southern Africa Project (GI WACAF)
 - GI for Southeast Asia (GI SEA) project

- The GloLitter Partnerships Project
- Update from REMPEC for the period from 1 January to 31 December 2019 - An overview of the main decisions of the 21st Ordinary Meeting of the Contracting Parties to the Barcelona Convention and details on REMPEC's 10 main areas of work related to the protection of the marine environment in the Mediterranean Sea region.

Outcomes of an ITCP-funded regional workshop for Eastern and Southern Africa on effective implementation and enforcement of MARPOL, building on IMO Member State Audit Scheme (IMSAS) findings

IMO Technical Cooperation Committee workshop addressing barriers hampering full implementation and enforcement of MARPOL in Eastern and Southern African member States. IMO will consider further technical assistance actions to support the full implementation and enforcement of the MARPOL Convention and its Annexes.

Importance of technical cooperation in meeting objectives of the IMO framework on environmental protection and climate change

An overview of environmental-related projects, funded by one member State, which highlighted the results gained from these projects and inviting other donors to join in such initiatives.

Work programme of the Committee and subsidiary bodies

(Agenda item 14)

MEPC 75 considered the following:

- Noted that MEPC 76 had been scheduled to take place from 14 to 18 June 2021, and that MEPC 77 had been tentatively scheduled to take place from 1 to 5 November 2021
- Noted that, as agreed the Correspondence Group on Air Pollution and Energy Efficiency had been established
- Noted the Correspondence Group on Possible Introduction of EEDI Phase 4, established at MEPC 74, was due to present its final report to MEPC 76

Any other business

(Agenda item 16)

MEPC 75 noted the following:

In recent years updates have been provided on IMO's contribution, through its Marine Environment Division (MED), to several United Nations inter-agency processes and initiatives in relation to the protection of the marine environment. MEPC 75 noted these contributions, some of which are listed below:

- Conservation and sustainable use of marine biological diversity beyond areas of national jurisdiction – The UN General Assembly in 2015 decided to develop an international legally binding instrument under the United Nations Convention on the Law of the Sea (UNCLOS) on the conservation and sustainable use of marine biological diversity of areas beyond national jurisdiction ([UNGA resolution 69/292](#)). IMO continues to follow this process.

- The United Nations Open-ended Informal Consultative Process on Oceans and the Law of the Sea (ICP)
- The International Decade of Ocean Science for Sustainable Development
- Global Partnership on Marine Litter (GPML) – The IMO recently concluded a series of activities under an agreement with the UN Environment Programme (UNEP) on a second phase of GPML activities, several of which may also be of interest in the context of the Action plan to address marine plastic litter from ships, such as:
 - a review of the current state of knowledge regarding disposal of fibreglass vessels;
 - a review of hull scrapings and marine coatings as a source of microplastics;
 - revision of the training package on MARPOL Annex V, developed under phase one of GPML; and
 - support to the GESAMP Working Group 40 on sources, fate and distribution of plastics and microplastics.
- The Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP), currently has working groups (WGs) addressing a wide range of topics related to the protection of the marine environment, as follows, with the lead agency in brackets:
 - WG 1: Evaluation of hazards of harmful substances carried by ships (IMO)
 - WG 34: Review of applications for "Active Substances" to be used in ballast water management systems (IMO)
 - WG 38: Atmospheric input of chemicals in the oceans (WMO)
 - WG 39: Global trends in pollution of coastal ecosystems: retrospective ecosystem assessment (IAEA)
 - WG 40: Sources, fate and effects of plastics and micro-plastics in the marine environment (UNESCO-IOC and UN Environment)
 - WG 41: Marine geoengineering (IMO); and
 - WG 42: Impacts of wastes and other matter in the marine environment from mining operations, including marine mineral mining (IMO and UN Environment).

Status of the Hong Kong Convention – MEPC 75 noted the information regarding the status of entry into force of the Hong Kong Convention

The Convention was adopted on 15 May 2009 with the following entry into force criteria - 24 months after ratification by 15 States, representing 40 per cent of world merchant shipping by gross tonnage, combined maximum annual ship recycling volume not less than 3 per cent of their combined tonnage. MEPC 75 noted a paper which lists ship recycling volume data for the preceding 10 years, and invited member States to ratify the Hong Kong Convention, if they had not already done so.

Information sharing on biofouling

The Committee noted an update on informal discussions and information sharing on biofouling, including a summary of a meeting of a group of interested parties held in the margins of MEPC 73, chaired by Australia and New Zealand, with a view to encourage all stakeholders to exchange information on biofouling.

General Enhancements to GISIS

Enhancements were noted in way of the Ballast Water Management module, MARPOL Annex VI module and Port Reception Facilities Module in GISIS to facilitate reporting by member governments.



Regulatory Affairs

Lloyd's Register Global Technology Centre,
Southampton Boldrewood Innovation Campus,
Burgess Road, Southampton,
SO16 7QF, UK

Lloyd's Register EMEA

Marine and Offshore

e: RegulatoryAffairs@lr.org

w: www.lr.org/imo

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