



Subject: Summary Report of outcome of IMO's MEPC 75

The 75th session of IMO's Marine Environment Protection Committee was held remotely from 16 to 20 November 2020 in lieu of physical due to COVID-19 pandemic situation.

Decisions and discussions taken at MEPC 75 have been summarized as below:

A) Adopted Amendments to Mandatory Instruments

Adopted amendments to mandatory instruments were as follows:

1. Amendments to MARPOL Annex VI – Fuel oil sampling and verification by MEPC 324(75)

Entry into force: 01.04.2022

The amendments introduce:

- Definitions of sulphur content of fuel oil, low-flashpoint fuel, MARPOL delivered sample, in-use sample and on board sample to regulation 2.
- Two new fuel oil samples for namely the “in-use” and “onboard” sampling and testing was added to Reg.14. the “in-use” sample shall be drawn from the fuel oil system representing the fuel in use (2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships - MEPC.1/Circ.864/Rev.1), and the “on-board” sample representing fuel intended to be used and carried in the fuel oil storage tanks (2020 Guidelines for onboard sampling of fuel oil intended to be used or carried for use on board a ship - MEPC.1/Circ.889).
- All ships shall be fitted or designated by sampling points for the purpose of taking the “in-use” sample. For existing ships constructed before 1 April 2022, sampling point shall be fitted or designated no later than the first IAPP renewal survey on or after 1 April 2023.
- The verification procedure for the new “in-use” and “on-board” samples was revised and a new Part 2 was added to Appendix VI of MARPOL Annex VI.
- Supplement to IAPP Certificate, appendix I of MARPOL Annex VI was revised.

Note: the fitting or designating of sampling points is not applicable to a fuel oil system for low-flashpoint fuels (flashpoint <60°C).

2. Amendments to MARPOL Annex VI – EEDI Phase 3 requirements by M EPC 324(75) -

Entry into force: 01.04.2022

- Phase 3 of required EEDI requirement was put forward for some type of ships from 01.01.2025 to 01.04.2022 as below:
 - ✓ For general cargo ships, LNG carriers and cruise passenger ships, the reduction rate of 30%;
 - ✓ For containerhips, the reduction rate is strengthened based on the ship sizes starting with a 30% to 50%.

- ✓ For gas carriers (e.g. LPG carriers) with 15,000DWT and above, the reduction rate of 30%. For gas carriers (e.g. LPG carriers) below 15,000DWT, the current effective date of 2025 and the reduction rate are retained;
 - ✓ For ship types other than the above, the current effective date of 2025 and the reduction rate are retained.
 - The amendments to MARPOL Annex VI to adjust the reference line for very large bulk carriers. The EEDI reference line for large bulkers above 279,000 DWT will be constant, calculated based on 279,000 DWT, regardless of the actual DWT.
3. Amendments to BWM convention - Commissioning of Ballast Water Management Systems (BWMS) by MEPC 325(75) - Entry into force: 01.06.2022
- Amendments include commissioning test requirement on initial survey and additional survey for retrofit of any BWMS taking into account 2020 Guidance for the commissioning testing of ballast water management systems (BWM.2/Circ.70/Rev.1). The revised Guidance specifies the following items:
 - ✓ Local ambient water should be used for testing regardless of the organism concentrations in the water; and
 - ✓ Representative samples should be analysed for two size classes of organisms as specified in the D-2 standard, namely, $\geq 50 \mu\text{m}$ and $\geq 10 \mu\text{m}$ to $< 50 \mu\text{m}$, using indicative analysis methods. Analysis for microbes is not required.
 - The International Ballast Water Management Certificate format (Appendix I) was revised to add new check box for “other approach in accordance with regulation” the principal ballast water management method(s) employed. (other than D-1, D-2 & D-4). For example, the ships using alternative approaches, such as reception facilities (B-3.6-7)
4. National Action Plan – adopted by MEPC 327(75) - Voluntary
- The Committee considered the draft MEPC resolution on encouragement of Member States to develop and submit voluntary National Action Plans to address GHG emissions from ships and adopted by resolution MEPC 327(75).
- According to the resolution National Action Plans could include but are not limited to:
- (a) improving domestic institutional and legislative arrangements for the effective implementation of existing IMO instruments,
 - (b) developing activities to further enhance the energy efficiency of ships,
 - (c) initiating research and advancing the uptake of alternative low-carbon and zero-carbon fuels,
 - (d) accelerating port emission reduction activities, consistent with resolution MEPC.323(74),
 - (e) fostering capacity-building, awareness-raising and regional cooperation and
 - (f) facilitating the development of infrastructure for green shipping
5. IMO monitoring programme of the worldwide average sulphur content of fuel oils supplied adopted by MEPC 326(75)

The Guideline was revised according to MARPOL Annex VI Regulation 14 requirements which is entered into force 2020. Monitoring categories was defined as not exceeding 0,1 (ECA limits), not exceeding 0,5 (global limits) and exceeding 0,5 (using EGCS). The Committee adopted resolution MEPC.326(75) on 2020 Guidelines for monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships.

B) Approved Amendments to Mandatory Instruments

1. Amendments to AFS Convention – control of cybutryne – expected to be adopted at MEPC76 with Entry into Force 01.01.2023

The draft amendments to the AFS Convention to prohibit the use of anti-fouling paints that contain cybutryne were approved. According to amendments Ships shall not apply or re-apply anti-fouling systems containing cybutryne and ships already bearing such an anti-fouling system shall remove or sealed at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of such an anti-fouling system.

Exception: fixed and floating platforms, FSUs and FPSOs constructed prior to 1 January 2023 and not dry-docked on or after that date; ships not engaged in international voyages; and ships of less than 400 GT engaged in international voyages.

2. Amendments to MARPOL Annex I – Ban on carriage of HFO as fuel in Arctic waters - expected to be adopted at MEPC76 with Entry into Force 01.07.2024

Amendments to MARPOL Annex I, Reg. 43A, prohibiting the use and carriage of HFO as fuel in the Arctic from 1 July 2024 were approved. For vessels complying with Reg. 12A, fuel oil tank protection (e.g. double hull), the proposed entry into force date is 1 July 2029.

There is also an option for states with an Arctic coastline to waive the requirement for ships flying its flag and operating in its water until 1 July 2029.

3. Amendments to MARPOL Annex VI – Reduction of GHG emissions from existing ships - expected to be adopted at MEPC76 with Entry into Force 01.01.2023

On the scope of short-term strategy for GHG emissions reduction (target by 2030) draft amendments to MARPOL Annex VI measures for new ships can be addressed by strengthening the EEDI requirements in paragraph A-2, the consideration on the short-term measures for existing ships has been ongoing at MEPC as an urgent issue.

The draft amendments were approved to incorporate short-term measures composed of (i) Technical Approach and (ii) Operational Approach.

(i) Outlines of Technical Approach (EEXI)

- ✓ According to draft regulation 20A, Attained Energy Efficiency Existing Ship Index (EEXI) for each existing ship should be calculated using similar formula as EEDI and be verified based on EEXI Technical File.
- ✓ According to draft regulation 21A, Required EEXI for each existing ship specified in table 3 of regulation should be calculated using EEDI reference lines for each category of ships by multiplying reduction factor.
- ✓ If the attained EEXI value cannot satisfy the required EEXI, the ship should implement any countermeasures, such as shaft/engine power limitation etc.

(ii) Outlines of Operational Approach (CII):

- ✓ According to regulation 22A, ships of 5000 GT and above shall calculate the attained annual operational CII using the data collected and be verified against the required annual operational carbon intensity indicator. (IMO will develop the Guidelines on required annual operational Carbon Intensity Indicator (CII), and the Guidelines for calculation and verification of the attained annual CII and the CII rating of ships)
- ✓ It should be specified in SEEMP on calculation methods for the attained annual CII and reporting procedures for the attained annual CII to the ship's flag Administration for verification.
- ✓ Based on the reported CII, Ships shall be rated as A, B, C, D or E by flag Administration.
- ✓ Ships rated as D for three consecutive years or rated as E, shall develop corrective actions as part of approved SEEMP to improve the CII.

These draft amendments will be adopted at MEPC 76 and will enter into force at the beginning of 2023. To develop the relevant Guidelines on EEXI and CII, MEPC 75 agreed to hold an intersessional meeting before MEPC 76.

In considering the draft amendments to MARPOL Annex VI, many delegations highlighted that, before adopting the short-term measure, it was essential to undertake a comprehensive assessment of its impacts on States.

C) Establishment of the Correspondence Group on Air Pollution and Energy Efficiency

This Committee has also established the Correspondence Group on Air Pollution and Energy Efficiency as follows:

1. Requirements of minimum propulsion power and EEDI

At MEPC 65, the Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions were developed in order to avoid the construction of extremely under-powered ships. At the moment the requirements of minimum propulsion power in the Guidelines might become a barrier for meeting the phase 3 EEDI requirements.

At MEPC 74, to address potential conflicts between EEDI and minimum propulsion power requirements, a proposal to introduce a concept of shaft/engine power limitation was considered and generally accepted. Progress the work on the shaft power limitation concept, mentioned below proposals for shaft power limitation will be considered:

- ✓ Proposed amendments to the 2018 guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships
- ✓ Proposed amendments to the 2014 guidelines on survey and certification of the energy efficiency design index (EEDI)
- ✓ Proposed draft guidelines for the limitation of ships shaft propulsion power and use of a power reserve
- ✓ Proposed amendments to the form of the international energy efficiency certificate (IEEC)

At this session, due to time constraints, it was not possible to consider the above matters. MEPC 75 agreed to consider these issues by a CG towards MEPC 76.

2. Prepare a final draft of the unified interpretation provided in paragraph 1.2.4 of the annex to MEPC.1/Circ.795/Rev.4 to clarify the dates related to EEDI phases 2 and 3 for "new ships", to be issued as a new MEPC circular following the entry into force of the corresponding amendments to MARPOL Annex VI.
3. Consider whether there is a need to further clarify the ship types that are subject to the provisions for "Attained EEDI" and "Required EEDI"
4. Review and amend the indicative example of a license for fuel oil supply taking into account best practices and consider annexing it to the Guidance for best practice for Member State/coastal State(MEPC.1/Circ.884) and report their findings to MEPC 76.

D) list of Resolutions

Resolution MEPC.324(75)	Amendments to MARPOL Annex VI (Procedures for sampling and verification of the sulphur content of fuel oil and the Energy Efficiency Design Index (EEDI))
Resolution MEPC.325(75)	Amendments to BWM Convention Regulation E-1 and Appendix I (Commissioning testing of ballast water management systems and form of the International Ballast Water Management Certificate)
Resolution MEPC.326(75)	2020 GUIDELINES FOR MONITORING THE WORLDWIDE AVERAGE SULPHUR CONTENT OF FUEL OILS SUPPLIED FOR USE ON BOARD SHIPS
Resolution MEPC.327(75)	ENCOURAGEMENT OF MEMBER STATES TO DEVELOP AND SUBMIT VOLUNTARY NATIONAL ACTION PLANS TO ADDRESS GHG EMISSIONS FROM SHIPS

E) List of Circulars Approved by MEPC.75

BWM.2/Circ.42/ Rev.2	Guidance on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2)
BWM.2/Circ.70/ Rev.1	Guidance for the commissioning testing of ballast water management systems

MEPC.1/Circ.889	2020 guideline for onboard sampling of fuel oil intended to be used or carried for use of on board a ship
MSC-MEPC.1/Circ.5 /Rev.2	Organization and method of work of the Maritime Safety Committee and Marine Environment Protection Committee and their subsidiary bodies
MSC-MEPC.5/Circ.7 /Rev.1	Guidance on the timing of replacement of existing certificates by revised certificates as a consequence of the entry into force of amendment to chapter 17 and 18 of the IBC Code
PPR.1/Circ.9	Revised carriage requirement for methyl acrylate and methyl methacrylate
PPR.1/Circ.10	Resubmission of products listed in list 2 and 3 of the MEPC.2 Circular on Provisional categorization of liquid substances in accordance with MARPOL Annex II and the IBC Code

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