

MARINE ENVIRONMENT PROTECTION
COMMITTEE
73rd session
Agenda item 5

MEPC 73/5/13
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AIR POLLUTION AND ENERGY EFFICIENCY

Comments on document MEPC 73/5/1

Submitted by ICS, BIMCO, INTERTANKO, INTERCARGO, IPTA, RINA, ITF, WSC and NI

SUMMARY

Executive summary: The co-sponsors are concerned that the proposals provided in paragraph 13 of document MEPC 73/5/1 would be an unacceptable dilution of safety standards. Ensuring that ships are provided with sufficient power to manoeuvre safely is entirely a matter of safety. The *2013 Interim guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions* addresses a regulatory gap and must be retained pending completion of work to develop final guidelines for minimum power.

Strategic direction, if applicable: 3

Output: 3.5

Action to be taken: Paragraph 10

Related documents: MEPC 73/5/1, MEPC 73/5/2; resolutions MEPC.245(66); MEPC.263(68); MEPC.281(70); MEPC.232(65); MEPC.255(67); MEPC.262(68) and MEPC.1/Circ.850/Rev.2

Introduction

1 This document is submitted in accordance with the provisions of paragraph 6.12.5 of the document on *Organization and Method of Work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.1) and comments on document MEPC 73/5/1 (Germany, Norway and Spain).

2 The co-sponsors consider that the amendments proposed in paragraph 13 and annex 4 of document MEPC 73/5/1 would be an unacceptable dilution of safety requirements. The co-sponsors note that the full import of the changes proposed in paragraph 13 of document MEPC 73/5/1 are not immediately apparent since there is no explicit call within the main body

of the document for the minimum power requirements mandated through regulation 21.5 of MARPOL Annex VI to be deleted. Annex 4 of the document however, proposes that regulation 21.5 should be deleted. The significance of such an amendment is difficult to overstate; it would be a profound regulatory change with significant potential consequences for safety.

3 The 2013 *Interim guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions* (2013 Interim Guidelines) were the first regulatory requirement which addressed the important safety issue of ensuring that ships are provided with sufficient installed power to manoeuvre safely in adverse conditions and addressed a significant regulatory gap.

Discussion

4 Although the 2013 Interim Guidelines were a direct consequence of the EEDI regulation, they address a quite separate issue to the EEDI and should be considered only in terms of safety.

5 Should regulation 21.5 of MARPOL Annex VI be amended as per document MEPC 73/5/1 the only regulatory requirement addressing minimum power would be removed. There would be no regulatory requirement to provide a minimum level of power to manoeuvre safely in adverse conditions and as a result, inter alia, no guidance as to what level of reserve power should be provided.

6 As noted in paragraph 3 of this document, the 2013 Interim Guidelines were the first regulatory requirement which addressed the important issue of ensuring that ships are provided with sufficient power to manoeuvre safely in adverse conditions. The co-sponsors consider that the levels of minimum power required by the 2013 Interim Guidelines are sufficient to ensure that ships are provided with a safe level of installed power and that they must be retained until work to develop final guidelines is completed. Paragraphs 4 and 5 of document MEPC 73/5/1 note the complexities and difficulties of completing these final guidelines; these difficulties are recognized. However, this difficulty should not be addressed simply by removing minimum power requirements from the IMO regulatory framework.

7 Removing the requirements for minimum power provided by the 2013 Interim Guidelines along with discontinuing work to complete final minimum power guidelines would result in a dilution of established safety requirements, and would result in ship safety becoming optional. This would be an unacceptable retrograde step and should not be supported by the Committee. Ship safety should not be optional; all ships should be required to be provided with defined levels of minimum power in order to manoeuvre safely in adverse conditions.

8 The co-sponsors further consider that since the matter of minimum power is one of safety, the competent body to consider any changes to the Organization's minimum power requirements is the Maritime Safety Committee.

Proposals

9 The co-sponsors recommend that the proposals provided in paragraph 13 of document MEPC 73/5/1 should not be supported and that the 2013 Interim Guidelines should be retained until work to develop final guidelines is completed.

Action requested of the Committee

10 The Committee is invited to consider the comments and proposals contained in this document and to take action as appropriate.
