

## Report of MEPC 73

Marine Environment Protection Committee

22<sup>nd</sup> – 26<sup>th</sup> October 2018

International Maritime Organization (IMO), London headquarters

### ITF delegation

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Marine Environment Protection Committee (MEPC) undertakes all environment related issues in shipping. The severity of global pollution and climate change had already been common concerns. The importance of this session was because it was after the IMO's commitment announcement to the Paris Agreement April<sup>1</sup> 2018. All ships operating in international waters shall use fuels with Sulphur contents less than 0.5% from 1<sup>st</sup> January 2020, generally called as "*the new Sulphur cap*". On top of that, the Committee discussed systematic plans and measures regarding the following agendas:

- Harmful aquatic organisms in ballast water;
- Air pollution from shipping;
- Technical and operational measures for enhancing the energy efficiency of international shipping;
- Reduction of greenhouse gas (GHG) emissions from ships;
- Development of an action plan to address marine plastic litter from ships; and
- Identification and protection of Special Areas, Emission Control Areas (ECAs) and Particularly Sensitive Sea Areas (PSSAs).

Three WGs, one DG and one RG<sup>2</sup> were established at this session. Outcomes of each Group, approved by plenary, are elaborated.

<sup>1</sup>Paris Agreement: It is an agreement within the United Nations Framework Convention on Climate Change, dealing with greenhouse-gas-emissions mitigation, adaptation, and finance, starting in the year 2020.

<sup>2</sup>Review Group: This Group is convened to review and evaluate existing regulations depending on agenda and identify more effective implementation measures.



## Working Group on AIR POLLUTION AND ENERGY EFFICIENCY

### AIR POLLUTION AND ENERGY EFFICIENCY FURTHER TECHNICAL AND OPERATIONAL MEASURES FOR ENHANCING THE ENERGY EFFICIENCY OF INTERNATIONAL SHIPPING

The Group discussed about following issues as ships' air pollution prevention and energy efficiency measures; 1) exhaust gas recirculation (EGR) bleed-off water, 2) fuel quality and the best practices for oil fuel supplier, 3) blended fuels, 4) shaft power limitation and 5) updating Energy Efficiency Design Index (EEDI)<sup>3</sup> requirements table and new calculation methods.

Improving EEDI was dealt the most. IMO envisaged a scheme consists of four phases from phase 0 (1 Jan. 2013 – 31 Dec. 2014) to phase 3 (from 1 Jan 2025 and onwards). During Phase 1 (1 Jan. 2015 – 31 Dec. 2019), actual ship specific changes on reduction factors for EEDI are implemented. Such reduction factors are; bunkering, speed optimisation, cold ironing, voyage plotting, voyage scheduling, trimming optimisation and fouling means, etc. From 1 Jan. 2020 (Phase 2), most vessels will have to comply with more stringent EEDI requirements than now pursuant to the scheme.

Amendments to EEDI requirements could bring a vast changes onboard. For example, aggressive ship speed reduction could put the lives of a ship and the crew in danger in severe weather. Unconditional cold ironing could require more fuels to start the engine. The quality of fuels will directly impact on crew members' health.

#### Outcomes of the Group

1. In order to pursue the entry into force of New Sulphur Cap from 1<sup>st</sup> Jan. 2020, the final plans must be finalised by 2019. In Feb. 2019, the 6<sup>th</sup> session of Sub-committee on Pollution Prevention and Response (PPR 6) will finalise the plan and the MEPC 74 will make final decisions in May 2019.

2. Initiation year and reduction rate in Phase 3 are:

- General cargo ships start from 1 Jan. 2022 at 30% reduction rate;
- Container ships start from 1 Jan. 2022 at 40% reduction rate; and
- Bulk carriers, tankers, ro-ro cargo and ro-ro pax ships start from 1 Jan. 2025 at 30% reduction rate.

3. The same reduction rate and the early adoption in 2022 for gas carrier, refrigerated cargo, combination carrier and LNG carrier were not fully decided due to lack of data.

4. It was addressed that various situations in the nature of shipping, *inter alia* adverse weather condition should be thoroughly considered by accurate and sufficient data when deciding EEDI requirements.

#### Correspondence group in 2019

1. MEPC 74 is the last session before the Phase 2 commences, in other word any decision approved will enter into force for Phase 3.

2. CG will have to collect reliable field data – fuel oil consumption - which tells how many ships have achieved the EEDI requirements. Such data availability will contribute to carrying on the phase 3 in 2025.

<sup>3</sup>EEDI: The EEDI for new ships is the most important technical measure and aims at promoting the use of more energy efficient (less polluting) equipment and engines.



3. Consideration on EEDI reduction rate for small container ships could be open for a discussion again in CG on fuel oil quality.

### **Working Group on REDUCTION OF GHG EMISSION FROM SHIPS**

In April 2018, the IMO announced its commitment to the Paris Agreement that it would endeavour to reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008. A week prior to MEPC 73, Intersessional Working Group on Reduction of Greenhouse Gas emissions from Ships (ISWG-GHG), 15<sup>th</sup> – 19<sup>th</sup> October 2018, developed a programme of follow-up actions until 2023 and was approved by the Committee.

As a result, the IMO will establish a robust strategic plan for reducing GHG from ships including ports before 2023. Countries and the industry must comply with that plan. The 2018-2023 plan encompasses; 1) short-, mid- and long-term measures to reduce emissions, 2) barriers, 3) scientific study that projects emissions from shipping (The IMO fourth GHG Study), 4) assessment of impacts on countries and 5) funding.

#### **Outcomes of the Group**

1. At this session, based on the plan, the Group drafted a plan for the 4<sup>th</sup> IMO GHG study and initiated developing assessments procedures of impact on State.

2. In terms of governance of the Study, the following were agreed:

- Organising Expert Workshop prior to MEPC 74 (May 2019) parallel to the work process of Intersessional Working Group (ISWG-GHG).
- Consistent composition and roles of Steering Committee, which evaluates the Study
- Including a quality assurance systems of the results of the Study

3. In terms of contents of the Study, the following were agreed:

- Carbon intensity estimation
- Technical Feedback Mechanism
- Scenarios should not elicit speculative future
- Purely technical results for identifying the future trends.

#### **Correspondence group in 2019**

1. Pending issues to the Expert Group are inclusion of black Carbon, voyage specification and carbon intensity, et al.

2. ISWG-GHG 5 will be held a week prior to MEPC 74, 7<sup>th</sup>- 10<sup>th</sup> May 2019.

2. A workshop on the progress of the 4<sup>th</sup> GHG Study may be held early 2<sup>nd</sup> quarter 2019, during ISWG-GHG 5. The participation willingness to the workshop was immense from both member States and industry. On top of that, based on proposals to MEPC 74, clearer measures will be selected for the reduction.

3. Terms of reference of impact assessment procedure will be finalised. It should be ensured seafarers' and dockers' safety is fully embedded.



## **Working Group on MARINE PLASTIC LITTER**

### **DEVELOPMENT OF AN ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS**

Marine plastic waste and plastic littering from ships have recently drawn huge attention owing to its severity. At least 8 million tons of plastic end up in our oceans every year, and make up 80% of all marine debris from surface waters to deep-sea sediments. IMO as UN's technical body, UN's Sustainable Development Goal 14 (SDG 14) '*Life below water*' was introduced as a new agenda at MEPC 72, April 2018. At this session loss of containers and fishing gears were highlighted.

Maritime transport workers are those who involve in field should be informed with substituted appliances should be provided onboard. With regards to ports, handing "port plastic reception facility" must be provided with full information and instruction. Besides, a proposal to log the identification number for each item of fishing gear on board a fishing vessel in the official logbook was considered. ITF addressed our concerns about burden on fishers that cause additional workload and fatigue.

Last, safety and security and the workers' basic rights should not be comprised. The industry is of the view that dramatic elimination of plastic usage on commercial and fisheries ships will have to be appropriately substituted and regulated.

#### **Outcomes and Correspondence group in 2019**

1. Regulating grey water will be discussed with new propositions.
2. When it comes to port facility, capacity building is critical. Thus, donor funding at Technical Committee will discuss in further.
3. Inclusion of all fisheries vessels, in cooperation with FAO, will be discussed.
4. The Group did not perceive the criticality of fatigue for fishers and seafarers on fisheries vessels. The ITF will underscore that enacting marking of fishing gears must not pile on additional workload.

## **Ballast Water Review Group (BWRG)**

### **HARMFUL AQUATIC ORGANISMS IN BALLAST WATER WORK PROGRAMME OF THE COMMITTEE AND SUBSIDIARY BODIES**

#### **Outcomes of the Group**

1. The Group finalised draft Guidance on *System Design Limitations of ballast water management systems (BWMS) and their monitoring* and draft Guidance for the *commissioning testing of ballast water management systems* for the persons who fit and verify the installation of BWMS aboard a ship and the compliance with the Convention. As a result, measures for appropriate BWMS design, installation, commissioning and monitoring have been constructed.

In 2019 at the 6<sup>th</sup> session of the Sub-committee on Implementation of IMO Instruments (III 6), *2019 Harmonised System of Survey and Certification (HSSC) Guidance* will provide unified BWM inspection procedures for stakeholders.



2. A ship's ballast water management plan (BWMP) should include contingency measures due to administrative, environmental or facility availability related constraints.
3. The utmost importance on BWM associated decisions is the implication on seafarers' education and training. It was approved that the Sub-committee on Human element, Training and Watchkeeping (HTW 6) will undertake developing training provisions for seafarers by 2021. The following contents were listed as a training scope:

*It shall be based on seafarers' capacities, duties, and responsibilities on board ships, and could include, inter alia: exceptions and exemptions, ballast water management plans, ballast water record books, ballast water management requirements (regulation B-3), reception facilities, other methods (regulation B-3.7), sediment management, ballast water exchange, duties of officers and crew, survey and certification, additional measures (regulation C-1) and warnings concerning ballast water uptake.*

4. In order to achieve fully effective implementation, BWM Convention will need Experience-Building Phase (EBP) where accurate data collection and analysis could support improvement by 2023.

#### **Action point**

In terms of air pollution from shipping, the IMO is going to consider NOx emissions and pollution from ports as further scope. From reducing fuels' sulphur contents, BWM to ship energy efficiency control, in addition to marine plastic litter, the totality of shipping industry is about to encounter another big transition. Maritime transport workers will be the ones to be influenced, in particular, employment, training, working and living conditions. The industry is going on a direction to improve the workers' working and living environment. This changes will not come without effort. Employees will be required to learn and adopt the transition. Regulations making should be aware of the differences between the reality abroad and data from the laboratory.

\*Aforementioned IMO documents can be provided if requested.