



Overview of MEPC 71 and IMarEST Engagement

Part 1 – Emissions

This report provides a summary of the key discussions and outcomes of the latest session of the IMO Marine Environment Protection Committee (MEPC 71) together with an overview of IMarEST's engagement in the work of this Committee.

1. **IMarEST engagement and paper submissions at MEPC 71**
2. **Key outcomes of MEPC 71**
3. **Intersessional activities**
4. **Future IMO meetings**

IMarEST engagement and paper submissions at MEPC 71

The IMarEST contributed to the:

- Working Group on Air pollution and energy efficiency (WG1);
- Working Group on Reduction of GHG emissions from ships (WG2);
- Drafting Group on Amendments to mandatory instruments

The IMarEST submitted paper MEPC 71/3/1 proposing amendment to MARPOL Annex VI with the intention to make it easier to accommodate the introduction of more NOX Tier III emission control areas. The [full text of the submission](#) is available online.

MEPC 71/3/1 Consideration and Adoption of Amendments to Mandatory Instruments “**Draft amendments to MARPOL Annex VI**”

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Executive Summary: This document provided editorial proposals in respect of the draft amendments to Annex VI of MARPOL. The principal purpose of these proposals was to avoid the continual renumbering of existing paragraphs in the case of the adoption of further NOX Tier III emission control areas.

2. Key outcomes of MEPC 71 related to Emissions

MEPC 71 covered a lot of ground on matters relating to ballast water management, air pollution and energy efficiency, greenhouse gas (GHG) emissions from ships, and technical cooperation activities.

1) Air Pollution and Energy Efficiency

MEPC 71 adopted the amendments on MARPOL Annex VI introducing the Baltic and North Sea as Tier III NOx control areas from 1.1.2021 together with the revised form of the bunker delivery note declaration.

The introduction of new Tier III NOx control areas will significantly increase the areas subject to Tier III requirements and hence, from that date, the demand for marine diesel engines so certified. The actual form of the adopted Annex VI regulation 13 amendments, including the Tier III terminology to be uniformly applied, followed the IMarEST's proposal submitted on this matter.

The amendment to the existing bunker delivery note declaration will allow fuel oils of sulphur content above the limits given in MAPROL Annex VI regulation 14 to be supplied to ships fitted with an approved equivalent to regulation 14, for example exhaust gas cleaning system.

The IMarEST is heavily involved in the work of the fuel oil quality correspondence group (CG). Although the work within IMO has now stopped on the Best Practice, Purchasers and Users document should be considered as far from complete and hence subsequent outside IMO progression may be expected. However any future developments do need to be kept under watch, therefore the IMarEST will continue to be involved with the work of the CG on the Best Practice, Member/Coastal State version with the suppliers yet to put in their version.

Following the adoption of the relevant amendments to Annex VI at MEPC 70 on the collection of fuel oil consumption data and the work of the CG, the Guidelines for Administration verification procedures were finalized including Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database. The Guidelines as adopted, together with the Circular on the input of data from non-Party ships, now completes this process. However, it remains to be seen how this will work in practice, in the light of differing expectations to the pre-checking of the Data Collection Plan and how the data will actually be entered and passed through the respective shipowner's, Administration's / Recognised Organization's and IMO systems.

Following MEPC 71, the workload for PPR 5 on February 2018 has increased significantly. The Exhaust Gas Recirculation bleed-off water issue was sent to PPR to consider the need for a turbidity measurement in conjunction with the 15 ppm oil-in-water measurement; as were proposed amendments on Exhaust Gas Cleaning System to extend the review opportunity following concerns raised about the original review period; as was the IACS document related to test cycles for multiple use engines. Multi-mapping has also been sent back to PPR 5 to 'refine' the title of the possible new work output, noting that progress hasn't moved beyond this stage despite the

various submissions received.

Lastly, it was noted that uniform application of MARPOL Annex VI regulation 14.1.3 on the 0.50% maximum sulphur limit outside ECA-SOx will be a significant topic going forward. MEPC 71 firmly ruled out any repeating of fuel availability studies or checking whether the assumptions in the original availability report still hold true. It was also made clear that there is no appetite for transitional or area specific relaxations in the requirements. A united front must be presented that the 1 January 2020 introduction date is immutable even accepting the probability of significant issues leading up to and after that date.

The IMarEST contributes to the IMO work on air pollution and energy efficiency through its Emissions from Shipping SIG. If you have relevant expertise and would like to get more involved, you can join the IMarEST [Emissions from Shipping SIG as a corresponding member through Nexus](#).

2) Reduction of GHG emissions from ships

MEPC 71 agreed a draft structure for the IMO's initial strategy on reducing greenhouse gases (GHG) from ships. This included the selection of a number of headings which will steer the work carried out at the next two intersessional GHG working groups (ISWG-GHG) and MEPC 72.

The inclusion of 'level of ambition' and 'vision' as headings is significant, as it indicates IMO will make a statement on the long term targets (e.g. out to 2050) on GHG, in addition to short-term targets articulating the need to peak emissions imminently, or hold them beneath a maximum limit, a concept that was broadly supported in the debates.

The inclusion of a 'vision' as a very high-level statement of intent received widespread support from developed and developing countries as well as industryNGOs. It was perceived as an efficient way to address the current deadlock on levels of ambition and guiding principles.

Text was drafted that the IMO's 'vision' should be 'to decarbonize by the second half of the century'. However this sparked intense debate over whether the phrasing should be 'by the second half' or 'in the second half'. Both would be broadly consistent with the Paris Agreement aims of avoiding dangerous climate change, with 'by' (e.g. zero GHG from international shipping by 2050) being more ambitious and more likely to have any chance of stabilizing temperatures closer to 1.5°C above pre-industrial levels. Although no clear agreement was reached, many considered 'by' to be more appropriate.

A list of around 18 potential measures to help achieve the vision and associated level of ambition was drawn up. Of these measure, speed restrictions were the most contentious, with opinion starkly divided for and against and no evidence-based explanations for the strength of feeling on either side. Evidence to explain the case (for or against) would be useful in future debates.

There was a shortage of measure suggestions that would help to imminently peak GHG emissions (e.g. in the next 10 years). Most suggestions would either have impacts much later in the century (e.g. EEDI, R&D funds), or take time to enter into force (e.g. market based measures (MBMs)) due to the regulatory complexity.

If the objectives expressed in the vision and level of ambition are to be developed and to maximize the time available for the sector's decarbonisation, further work is needed on measures that can enable control of GHG emissions in the near term (2020-2030). While several countries suggested MBMs, others saw them as highly problematic and wanted them removed from the list. However most recognized that they could play a role and deserve further discussion.

The impact of action to reduce GHG emissions on developing states remained highly contentious. Some developing countries argued that the level of ambition should be directly related to impacts, and that this had not been adequately reflected in the current draft of the initial strategy. Evidence to date suggests that the impact caused by even significant increases in transport cost on global trade and economic growth will be small. Of course, some countries may suffer more negative effects than others. However, there are measures that could help to address these distributional impacts, so these need not prevent action.

It is clear that technology pathways and costs, economic impacts and potential measures will require further analysis and discussion. The IMarEST is well-positioned to contribute and bring evidence into the debate. The IMarEST contributed with a number of interventions during ISWG – GHG 1 and MEPC 71, while a paper has been submitted on the ISWG – GHG 1 and two papers have been drafted and submitted to the ISWG – GHG 2. For more details, please see below section on intersessional work.

The IMarEST contributes to the IMO work related to the reduction of GHG from ships with experts from the Emissions from Shipping SIG. If you'd like to get more involved, you can join the IMarEST [Emissions from Shipping SIG as a corresponding member through Nexus](#).

3. Intersessional activities

Intersessional meetings are to be established to discuss the IMO Strategy on GHG emissions from ships, prior to MEPC 71 and MEPC 72. The IMarEST has attended and will continue to attend these meetings with experts from the Emissions from Shipping SIG.

In this instance, the intersessional working group GHG 1 (ISWG-GHG 1) and MEPC 71 WG2 covered the same material, both were debating the same submissions. So issues and outcomes were similar and as presented in section **Reduction of GHG emissions from ships** of this report.

The IMarEST submitted the paper:

[ISWG – GHG 1/2/10 at the ISWG – GHG 1 on the reduction of GHF emissions from ships](#).

“Calculated EEOI improvements using ship energy efficiency methods”

Submitted by the Institute of Marine Engineering, Science and Technology and the Royal Institution of Naval Architects

The paper focused on the potential of technical and operational methods for reducing CO₂ emissions which is useful for future CO₂ emission targets. The paper contained calculated Energy Efficiency Operational Indicator (EEOI) values for three cargo ship types using different technical and operational methods at various operating speeds.

There continues to be substantial opportunity to contribute to the roadmap process, feed in evidence and ensure policy is adopted that can cost-effectively help the sector manage its inevitable decarbonisation. Some evidence needs that align with the IMarEST's knowledge base are on the required vision and level of ambition; on the framing of GHG; on the different measures and their environmental effectiveness and impacts on the industry; on the technologies that could be used for decarbonisation and their associated costs and adoption pathways ([a paper on this subject has been submitted for ISWG – GHG 2](#)).

The IMarEST is planning to conduct debates within the relevant SIGs on some of the key evidence issues, and try and use membership to ensure good quality evidence is being produced.

4. Future IMO meetings

- ISWG-GHG 2 is scheduled to take place on 23-27 October 2017.
- PPR 5 is scheduled to take place on 5-9 February 2018.
- MEPC 72 is scheduled to take place on 9-13 April 2018.
- MEPC 73 is scheduled to take place on 22-26 October 2018