

## **MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC 74) REPORT**

for the seventy-fourth session of the Marine Environment Protection Committee held at IMO Headquarters, 4 Albert Embankment, London SE1 7SR from Monday, 13 May to Friday, 17 May 2019

**Chaired by Mr Hideaki Saito (Japan) and Vice Chair Mr Harry Conway (Liberia)**

+The Secretary General opened the meeting by stating the following key points:

- World Maritime theme Encouraging Women in the Maritime Community.
- UN Sec Gen told leaders that Climate Risk is the most systematic risk affecting the World and we are losing the race - time is running out.
- IMO progress is respected at UN
- Good progress in the follow up programme on reducing GHG Emission and what action is needed now in the Medium to Long term to achieve it plans
- Establish a multi-national Trust Fund to ensure no one is left out in reducing GHG from Ships
- The Committee will consider the final report on EEDI. Urgent need to ensure all ships contribute to reducing emissions.
- 1 Jan 2020 Low Sulphur Fuels implementation – urge all including fuel suppliers be ready for this date and achieve consistent implementation. This landmark decision is a huge landmark and will send a message to the world that we are serious about making a difference.
- Ballast Water Management Implementation – many papers on implementing this
- Plastic from ships and pollution is still an issue for the Marine Environment and we need to find ways of doing better. This session will propose a study into the issue
- Safe and sound environmentally friendly way of disposing of ships
- IMO has been accepted as an Observer to the Arctic Council to enhance our cooperation with them

The full speech can be found at:

<http://www.imo.org/MediaCentre/SecretaryGeneral/Secretary-GeneralsSpeechesToMeetings>

HRH The Prince Regent of the Principality of Monaco presented a speech to IMO by video who highlighted that

- Human activities have an impact on the Marine Environment including Oil, GH Gas and Plastic pollution. That they are included in the MEPC Agenda recognises how serious this issue is.
- Need to find ways to find ways to develop a safe and sound environmentally efficient Maritime Industry.

At this stage the UAE reported the attack on 4 ships in their territorial waters for sabotage purposes. There was no spill of oil or hazardous material nor any loss of life. A full investigation is underway. The UAE can confirm the targeting of commercial vessels is a worrying development and the International Community should recognise their responsibilities to prevent this happening as this is a threat to the safety and security of all countries. UAE will communicate the outcome of the investigations as soon as they are complete.

Saudi Arabia – condemned this act and stood alongside the UAE and the International Community in actions to be taken to safeguard our environment.

1. **Agenda Item 1 - Adoption of the agenda**
  - a. The following Groups are expected to be formed:
    - i. Working Group 1 on Air pollution and energy efficiency; **Agenda Item 5 and Agenda Item 6 - IFSMA represented by David Appleton (Nautilus Int) particularly because of the issue of EEDI and Minimum Power in Ships.**
    - ii. Working Group 2 on Reduction of GHG emissions from ships; **Agenda Item 7**
    - iii. Working Group 3 on Marine Plastic Litter; **Agenda Item 8 -**
    - iv. Drafting Group on Amendments to mandatory instruments; **Agenda Item 3**
    - v. Ballast Water Review Group; **Agenda Item 4**
  - b. On the introduction of this item there were a considerable of statements, taking over 1 hour, concerned about the sending out the WGs to start their work before discussion had taken place on the relevant Agenda Items in particular GHG Emissions or the ToR, Agenda Item 5. Nevertheless, the groups were sent out.
2. **Agenda Item 2 - Decisions of other bodies**
  - a. MEPC 74/2- SEC - Outcome of LC 40/LP 13 –
  - b. MEPC 74/2/1 - SEC – Outcome of C 121 -
  - c. MEPC 74/2/2 - SEC - OUTCOME OF MSC 100
    - i. **Nothing significant for IFSMA in any of the above papers which will be considered during the appropriate agenda items**
3. **Agenda Item 3 – Consideration and Adoption of Amendments to Mandatory Instruments.**
  - a. MEPC 74/3 – Sec - Draft amendments to MARPOL Annex I, II and V –
  - b. MEPC 74/3/1 – Sec - Draft amendments to MARPOL Annex II
  - c. MEPC 74/3/2 – Sec - Draft amendments to MARPOL Annex VI
  - d. MEPC 74/3/3 – Sec – Draft amendments to the NOx Technical Code 2008
  - e. **United States opposed the use of Electronic Record Books in the above 4 Papers. No other comments meant they would agree and should be forwarded to the DG for finalisation. There were no other comments on any other parts of the proposed amendments**
  - f. MEPC 74/3/4 – Sec – Draft amendments to the IBC Code
  - g. MEPC 74/3/9 – Sec – Draft modifications to the draft amendments of the IBC Code
  - h. MEPC 74/3/10 – Norway – Comments on the draft amendments to the IBC Code – **IACS pointed out an issue of conflict between 2 chapters which required an amendment. They were directed to provide a 'J' Paper for the Committee to agree and forward to the DG. This was done (J7) and agreed to forward to the DG.**

- i. MEPC 74/3/5 – Sec – Draft amendments to the BCH Code – IACS pointed out the same issue with conflict and text. This was agreed and sent to the DG.
  - j. MEPC 74/3/6 – Sec – Draft MEPC resolution on Guidelines for the use of electronic record books under MARPOL – IACS raised concerns in 2 areas as stated in their Paper MEPC 73/11/4 and requested clarification from the Committee. This was given and the Chair summed that the Committee agreed ERBs should be approved by the Administrations in accordance with the Guidelines. Type Approval inference in the Guidelines should be removed.
  - k. MEPC 74/3/7 – Sec – Draft MEPC resolution on Amendments to the 2017 Guidelines addressing additional aspects of the NOX Technical Code 2008 with regard to particular requirements related to marine diesel engines fitted with selective catalytic reduction (SCR) systems (resolution MEPC.291(71)) – Sent to the DG
  - l. MEPC 74/3/8 – Sec – Draft amendments to MARPOL Annex VI and the NOX Technical Code 2008 - Sent to the DG
4. **Agenda Item 4 - Harmful aquatic organisms in ballast water – A Ballast Water Review Group will be established on completion of this Agenda Item.**
- a. Member States were urged to use GSIS to share their experience on the use of BWS
  - b. MEPC 74/4/14 – China and IACS – Proposed Amendments to the form of the International Ballast Water Management Certificate (IBWMC) of the BWM Convention – The Chair summed that following views from the Committee this Paper would be sent to the RG for consideration and finalisation of the text
  - c. MEPC 74/4/7 – Sec – Draft updated unified interpretation of appendix I (Form of the International Ballast Water Management Certificate) of the BWM Convention – The Chair summed that this was approved and would be sent out via an MEPC Circular
  - d. MEPC 74/4/16 – China – Proposal on unified interpretation of ballast water capacity in the International Ballast Water Management Certificate - The Chair summed that delegations should submit proposals to PPR 7 for consideration
  - e. MEPC 74/4/12 – Bahamas – Proposed amendments to the BWM Convention and the BWMS Code – It was agreed that this Paper be sent to the RG for consideration and reminded them of the need for interim measures for testing so that this can start ahead of enforcement date and ensure that the System Commissioning Plan has been fully thought through.
  - f. MEPC 74/4/11 – Denmark – Proposed methodology for verification of indicative ballast water monitoring systems – The Chair summed that this Paper should be referred to the RG and that they should take into account comments from ICS on consistency of testing between PSC and Commissioning requirement.
  - g. MEPC 74/4/8 – Nigeria – Introducing the Port with Acceptable Risks (PWAR) concept as a ship exemption proposal to enhance compliance with the Ballast Water Management Convention especially in developing countries -
  - h. MEPC 74/4 – Norway – Application for Final Approval of the Envirocleanse inTank™ BWTS (Bulk Chemical Variation)
  - i. MEPC 74/4/1 – Norway – Application for Basic Approval of the CleanBallast® - Ocean Barrier System

- j. MEPC 74/4/2 - Netherlands – Application for Final Approval of the MICROFADE II Ballast Water Management System
- k. MEPC 74/4/3 – republic of Korea – Application for Final Approval of the Purimar™ ballast water management system on freshwater
- l. MEPC 74/4/4 – Japan – Application for Final Approval of JFE BallastAce® that makes use of NEO-CHLOR MARINE®
- m. MEPC 74/4/5 – Cyprus – Application for Basic Approval of the FlowSafe ballast water management system
- n. MEPC 74/4/6 – Sec – Report of the thirty-seventh meeting of the GESAMP-Ballast Water Working Group
- o. MEPC 74/4/9 – Sec – Report of the thirty-eighth meeting of the GESAMP-Ballast Water Working Group
- p. MEPC 74/4/10 – France – Proposed addition of analytical method in Circular BWM.2/Circ.42 on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2)
- q. MEPC 74/4/13 – The Russian federation – Application of the BWM Convention to specific ship types
- r. MEPC 74/4/15 – China – Proposed Amendments to the form of the International Ballast Water Management Certificate (IBWMC) of the BWM Convention
- s. MEPC 74/4/17 – China – Proposals for the application of regulations A-3.4 and A-3.5 of the BWM Convention
- t. MEPC 74/4/18 - Turkey – Retrofitting of specialized ships with ballast water management systems
- u. MEPC 74/4/19 – Turkey – An example of dimensional challenges arising from retrofitting a ballast water management system for a specialized tug boat
- v. MEPC 74/4/20 – Turkey – Practical experience in implementation of ballast water management systems for specialized tug boats
- w. MEPC 74/4/21 – Chile – Risk assessment study on the possible presence of species constituting hydrobiological pests in ballast water and sediments in shipping vessels (Report of FIPA Project 2016-25)
- x. MEPC 74/Inf.4 – Greece – Information on the type approval of the ERMA FIRST BWTS ballast water management system
- y. MEPC 74/Inf.6 – Norway – Information on the type approval of the Envirocleanse inTank™ Electrochlorination Ballast Water Treatment System
- z. MEC 74/Inf.7 – Norway – Information on the type approval of the SunRui Marine Environment Engineering Co., Ltd's BalClor® Ballast Water Management System
- aa. MEPC 74/Inf.8 – Norway – Information on the type approval of the HiBallast™ Ballast Water Management System
- bb. MEPC 74/Inf. 9 – Norway – Information on the type approval of the Headway Technology Co., Ltd.'s OceanGuard® Ballast Water Management System
- cc. MEC 74/Inf.17 – France – Information on the development and assessment of a new analytical method for enumerating organisms in the 10 to 50 µm size class and in the greater than 50 µm size class in treated ballast water
- dd. MEPC 74/Inf.18 – IMarEST – Summary of currently available ballast water indicative analysis instruments

- ee. MEPC 74/Inf.19 – ISO – Update on standardization work in ISO for ballast water sample collection and handling
- ff. MEC 74/Inf.21 – Denmark – Statement of Compliance with Guidelines (G5) of the Bawat™ BWMS Mk2 Mobile Treatment Unit for ballast water
- gg. MEPC 74/Inf.22 – IMarEST – Practicality and safety of ballast water exchange plus treatment (BWE+BWT)
- hh. MEPC 74/Inf.25 – Republic of Korea – Information on the integrated record format of ballast water management system operation data and database construction
- ii. MEC 74/Inf.30 – Denmark, Sweden and INTERFERRY – Report on the same risk area activities of Denmark and Sweden
- jj. MEPC 74/4/Inf.32 – Denmark – Information on the type approval of the CompactClean ballast water management system manufactured by DESMI Ocean Guard
- kk. MEPC 74/4/Inf. 33 – Columbia – Propuesta metodológica para la designación de zonas de cambio de agua de lastre en aguas jurisdiccionales colombianas de conformidad con la resolución MEPC.151(55)
- ll. **Nothing significant for IFSMA in any of the Above Papers**

5. **Agenda Item 5 - Air pollution and energy efficiency - Working Group 1**

- a. **Before starting on this Agenda Item, the Working group was released to commence its work on MEPC 74/WP.6. The Chair then went through the ToR of WG 1 in MEPC 74/WP.2. ToR 1 to 5 were all Agenda Item 10 Papers and MEPC 74/5/19. The remainder were Agenda Item 10 below.**
- b. MEPC 74/5/8 – Sec – Guidance on temporary indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the EGCS fails to meet the provisions of the Guidelines (ToR 6) – **The Chair summed that this Paper should be sent to WG 1 for finalisation of the Draft Circular for the Committee.**
- c. MEPC 74/5/9 – United States – Report of the Correspondence Group on Fuel Oil Quality (ToR 7)
- d. MEPC 74/5/4– ICS, BIMCO, INTERTANKO, INTERCARGO, IPTA and WSC – Bunker Supplier Licensing Schemes
- e. MEPC 74/5/25 – IBIA – Best Practice Guidance for Member States/coastal States
- f. **Following interventions from USA Russian and Republic of Korea the Chair stated that MEPC 74/5/9 and 74/5/25 only to go forward to the WG for consideration. Chair said that following interventions 5/4 should be kept in abeyance as there was no support to send it forward to the WG. The Cooke Islands intervened and stated MEPC should not be ignoring the safety issue and using Admin Burden as an excuse particularly as the Licence scheme is in place in Singapore and Rotterdam. Turkey stated they too have the scheme There then ensued more discussion for and against, including referring 74/5/4 to PPR 7. A suggestion of the Paper becoming voluntary and not compulsory which got some support. The Chair summed that the Annex to 5/4 should be used as a voluntary scheme and perhaps should be attached to the Guidance proposed by 5/25 in the WG and bring it back to the Committee on Friday. This was agreed**
- g. MEPC 74/5/2 – Japan – Final report of the Correspondence Group on EEDI Review beyond Phase 2
- h. MEPC 74/Inf.11 – Japan – Comments received by the Correspondence Group on EEDI

Review beyond Phase 2

- i. MEPC 74/5/12 – WSC – Phase 3 EEDI standards for containerhips
- j. MEPC 74/5/24 – Norway – Comments on the Final report of the Correspondence Group on EEDI Review beyond Phase 2 (MEPC 74/5/2)
- k. MEPC 74/5/27 – ICS, BIMCO, INTERTANKO and CLIA – Comments on documents MEPC 74/5/2 and MEPC 74/5/12 concerning EEDI reduction beyond phase 2
- l. MEPC 74/5/28 – INTERTANKO – EEDI review beyond phase 2 – considerations for Large Tankers
- m. **Following introduction of the above 6 Papers, the Chair proposed that the Committee should have a discussion by Ship Type.**
  - i. Gas Carriers – No comments therefore 5/28 sent to WG
  - ii. Container Ships – 5/12 and 5/27 sent to WG
  - iii. General Cargo Ships – 5/27 sent to WG
  - iv. Refrigerated Cargo Ships and Combination Carriers – no amend required therefore will not be discussed by WG
  - v. LNG Carriers – 5/24 Following discussion there was overwhelming majority for start date of EEDI Phase 3 advanced to 2022 from 2025
  - vi. Following further discussion in 5/24 it was agreed that Phase 3 should be 2022 but the Paper be forwarded to WG 1 for finalisation and agreement for each ship type.
- n. MEPC 74/5/11 – Japan, Norway, ICS, BIMCO, CLIA, IPTA and WSC – Mandatory reporting of Attained EEDI values – **This Paper should be referred to the WG for review and finalisation of the Draft amendments to MARPOL Annex VI**
- o. MEPC 74/5/22 – Brazil, China, India and Liberia – EEDI for very large bulk carriers – **The Paper should be sent to the WG for finalisation of the draft amendments to MARPOL.**
- p. **At this stage Part 1 of the Agenda Item was complete and the WG were sent out.**
- q. **The remaining Papers are PART 2 of the Agenda Item – see draft interventions for MEPC 74/5 and MEPC 74/5/26**
- r. MEPC 74/5 – IACS – Technical consequences of the EEDI on the ship machinery design, including performance of components and new issues faced as a result of introduced changes – **IFSMAs welcomes this Paper and in particular draws attention to Paras 9 and 10 on Manoeuvrability in Heavy Seas. See Intervention below.**

**IFSMAs would like to thank IACS for this very well written and balanced paper and in particular highlighting Paragraphs 9 and 10. In trying to attain EEDI the dangers of ships not having sufficient power to operate safely in adverse weather conditions and heavy seas, or manoeuvre and stop safely, is of considerable concern. In view of these significant safety concerns the issue of Minimum Power provisions for ships must be properly addressed by the Organization without further delay, taking into account the practical advice of the shipping community and, in particular, experienced Shipmasters and not just theoretical technical data. I will forward this Statement for inclusion in the Report of the Committee.**

- s. MEPC 74/5/1 – Sec – Ozone-depleting substances

- t. MEPC 74/5/3 – Sec – Sulphur monitoring for 2018
- u. MEPC 74/5/5 – France, Germany, Japan, Norway and Spain – Updated proposal for an option to limit the shaft / engine power while ensuring a sufficient safety power reserve in adverse weather conditions – **There will be an interesting debate on this Paper see Papers 5/26 and 5/29 below**
- v. MEPC 74/5/26 – ICS, BIMCO, IPTA, RINA and ITF - Comments on documents MEPC 74/5/5
  - i. Para 4. The co-sponsors consider that any amendments to the 2018 Guidelines for calculating the EEDI should be held in abeyance until the Committee is able to review and agree final minimum power guidelines.

**IFSMA fully supports the Paper 74/5/26 by ICS and co-sponsors and would wish to highlight the need for the work on Minimum Power be brought to a conclusion without delay as there is much work to be done that relies on this important piece of safety work.**

- w. MEPC 74/5/29 – United States – Comments on document MEPC 74/5/5. **US proposal would be unhelpful as it would allow reduction in size of Engines in line with EEDI without MEPC providing the Minimum Power Guidelines.**
- x. MEPC 74/5/6 – ICS, ITF and ASEF – EEDI Reduction beyond phase 2 – Consideration of technical issues affecting future evolution of the EEDI regulation and decarbonising shipping –
  - i. Para 6. When considering the EEDI regulation it must be understood that this is a ship design efficiency measure, not a ship operational efficiency measure. Para 9. The safety of seafarers, passengers and other affected persons should be paramount when considering new technologies. **This Paper should be supported.**
- y. MEPC 74/5/7 – Sec – Update to model course 4.05 on the Energy efficient operation of ships
- z. MEPC 74/5/10 – Sec – IMO monitoring programme of the worldwide average sulphur content of fuel oils supplied for use on board ships after 1 January 2020
- aa. MEPC 74/5/13 – Norway – Developing an EEDI calculation method for ships with non-conventional propulsion
- bb. MEPC 74/5/14 – Republic of Korea – Clarification of ship types for EEDI application
- cc. MEPC 74/5/15 – Turkey and ICOMIA – Effective Implementation of MARPOL Annex VI on large yachts to provide NOX reduction and enable less GHG emissions
- dd. MEPC 74/5/16 – Japan – Proposal to refine the terms of reference for the Correspondence Group on EEDI Review Beyond Phase 2
- ee. MEPC 74/5/17 – Denmark – Adverse weather condition functionality **An interesting concept**
- ff. MEPC 74/5/18 – Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom and European Commission – Consideration on the enhancement of the implementation of regulation 18 of MARPOL Annex VI
- gg. MEPC 74/5/19 – Brazil and United Arab Emirates – Prohibition to carry non-compliant fuel under regulation 14.1 of MARPOL Annex VI **This Paper was taken at the same time as**

**MEPC 74/10/6 when considering the WG 1 ToR**

- hh. MEPC 74/5/20 – Bahamas, Canada, India, Japan, Liberia, Marshall Islands, Panama, United States, BIMCO, ICS, INTERCARGO and INTERTANKO – Enhanced implementation of regulation 18 of MARPOL Annex VI: proposed plan for data collection and analysis
- ii. MEPC 74/5/21 – Bahamas, India, Liberia, Marshall Islands, Panama, United States, BIMCO, ICS, INTERCARGO and INTERTANKO – MEPC Circular related to the enhanced implementation of regulation 18 of MARPOL Annex VI
- jj. MEPC 74/inf.13 – Sec – EEDI database – Review of status of technological development (Regulation 21.6 of MARPOL Annex VI)
- kk. MEPC 74/Inf.20 – Norway – Evaluation of a method for calculating EEDI for ships with non-conventional propulsion systems
- ll. MEPC 74/inf.24 – Japan – Report on the environmental impact assessment of discharge water from exhaust gas cleaning systems
- mm. MEPC 74/Inf.27 – CLIA – Compilation and assessment of 281 cruise ship EGCS washwater samples
- nn. **Nothing significant for IFSMA in the above Papers unless indicated in red against the relevant Paper**

IFSMA attended the working group and whilst much of the discussion was of a procedural nature, close attention was paid to issues with the potential to affect masters. In particular, concerns raised in paper 74/10/11 regarding the accuracy of the sulphur content testing of fuel oil were satisfactorily resolved with clarifications provided to ensure that if two tests gave differing results within the reproductivity of the test, then the sample should be considered to be compliant providing that one test was under the limit.

IFSMA spoke in support of ICS paper 74/10/13 which proposed a procedure for masters to follow if it became apparent after leaving a port that the fuel oil bunkered may not be compliant. There was some opposition within the room but following interventions from IFSMA drawing attention to the potential for criminalisation of the ship master – the proposal was approved.

Proposals that were of significant interest to IFSMA, including those dealing with minimum power requirements in relation to the EEDI were not discussed due to time constraints.

6. **Agenda Item 6** - Further technical and operational measures for enhancing the energy efficiency of international shipping – Working Group 1
- a. MEPC 74/6 - The Russian federation and IMCA – Transport work for offshore and marine contracting vessels
  - b. MEPC 74/6/1 – CLIA – Transport work proxy for cruise passenger ships
  - c. MEPC 74/6/2 – IACS and OCIMF – Analysis of the data from the IMO Ship Fuel Oil Consumption Database Phase 2 of the three-step approach **Interesting reading, but states nothing about increased consumption due to dirty hull**
  - d. MEPC 74/6/3 – The Russian Federation - Comments on MEPC 74/6
  - e. MEPC 74/Inf.35 – The Russian Federation and IMCA – Examples of offshore vessel types
  - f. **Nothing significant for IFSMA in the above Papers**

All items under this Agenda were referred to the next session due to time constraints.

7. **Agenda Item 7** - Reduction of GHG emissions from ships - Working Group 2.

- a. MEPC 74/7 – Sec – Outcome of the United Nations Climate Change Conference held in Katowice, Poland, in December 2018 (COP 24)
- b. MEPC 74/7/1 – Sec – Possible future working arrangements to support the follow-up actions of the Initial IMO Strategy on Reduction of GHG Emissions from Ships – **IFSMA Sec will have to watch the progress of this.**
- c. MEPC 74/7/12 – Kiribati, Marshall Islands, Solomon Islands, and Tuvalu - Comments on document MEPC 74/7/1 on Possible future working arrangements to support the follow-up actions of the IMO Strategy on Reduction of GHG Emissions from Ships – **Their points support the limited resources of the smaller NGO**
- d. MEPC 74/7/2 – Japan – Energy efficiency improvement measure for existing ships **IFSMA will need to monitor the discussion from this Paper and anything which might have an impact on the Minimum Power Guidelines.**
- e. MEPC 74/7/3 – World Bank – Understanding the economic impacts of greenhouse gas emissions mitigation policies on shipping
- f. MEPC 74/7/17 – Brazil – Comments on document MEPC 74/7/3
- g. MEPC 74/7/4 – Denmark, Germany and Spain – Proposal for a goal-based short-term reduction measure
- h. MEPC 74/7/16 – ICS and BIMCO – Comments on document MEPC 74/7/4
- i. MEPC 74/7/5 – Sec – Establishment of a voluntary multi-donor trust fund to sustain the Organization's technical cooperation and capacity-building activities to support the implementation of the Initial Strategy
- j. MEPC 74/7/14 – Republic of Korea - Comments on document MEPC 74/7/5 on the establishment of a voluntary multi-donor trust fund ("GHG TC-Trust Fund")
- k. MEPC 74/7/6 – CESA and EUROMOT – Considerations for effective uptake of alternative low-carbon/zero-carbon/fossil-free fuels under the programme of follow-up actions of the Initial IMO Strategy on reduction of GHG emissions from ships
- l. MEPC 74/7/7 – Norway – Comprehensive insights on worldwide bunkering availability and uptake of alternative fuels for ships
- m. MEPC 74/7/8 – CSC – The regulation of ship operational speed: an immediate GHG reduction measure to deliver the IMO 2030 target – **I expect this to be opposed.**
- n. MEPC 74/7/9 – Belgium, Finland, France, Germany, Netherlands, New Zealand and Spain - The need for measures that change operational practices
- o. MEPC 74/7/10 – Argentina, Canada, Cook Islands, Islamic Republic of Iran, New Zealand, Panama, Singapore, ICS, IAPH, IMPA, WWF, RINA, IHMA and FONASBA – Draft MEPC resolution that invites Member States to encourage voluntary cooperation between the port and shipping sectors to reduce GHG emissions from ship
- p. MEPC 74/7/11 – Marshall Isles – Comments on document MEPC 74/7/5 on the establishment of a voluntary multi-donor trust fund to sustain the Organization's technical cooperation and capacity-building activities to support the implementation of the Initial Strategy
- q. MEPC 74/7/13 – Kiribati, Marshall Islands, Solomon Islands, and Tuvalu - Proposal for a

- draft Assembly resolution on financing and partnership arrangements to enable the active and full participation by SIDS and LDCs in the GHG emissions reduction processes
- r. MEPC 74/7/15 – Ghana, Panama and United Arab Emirates – Proposal of considerations to increase transparency and objectivity in the process of developing the Fourth IMO GHG Study
  - s. MEPC 74/7/18 – CSC – The regulation of ship operational speed: draft amendments to MARPOL Annex VI
  - t. MEPC 74/7/19 – China – Challenges in developing an energy efficiency mechanism for ships in operation
  - u. MEPC 74/Inf.2 – Sec – Existing IMO procedures relevant for impact assessments
  - v. MEPC 74/Inf.3 - Sec - Establishment of a Steering Committee for the Fourth IMO GHG Study
  - w. MEPC 74/Inf.12 – World Bank – Understanding the economic impacts of greenhouse gas emissions mitigation policies on shipping
  - x. MEPC 74/Inf.23 – Japan – Engine Power Limitation for improving energy efficiency of existing ships
  - y. MEPC 74/Inf.26 - RINA – Joint Industry Project - JoRes
  - z. MEPC 74/Inf.34 – Sec – Just-In-Time arrival of ships
  - aa. MEPC 74/Inf.37 – Sec – Report of the Expert Workshop in preparation of the Fourth IMO GHG Study (GHG-EW 1)
  - bb. Nothing significant for IFSMA in the above Papers unless indicated in red against the relevant Paper

Working group made limited progress – focussed on procedure for assessing impact on states.

8. **Agenda Item 8** – Follow up emanating from the Action Plan to Address Marine Plastic Litter from Ships – Working Group 3. IFSMA should be represented on this if possible
- a. MEPC 74/8 – United Kingdom – Report of the Correspondence Group on Marine Plastic Litter from Ships
  - b. MEPC 74/8/1 – Sec – Input by the LC/LP governing bodies on the IMO Action plan to address marine plastic litter from ships
  - c. MEPC 74/8/2 – United Arab Emirates and Vanuatu – Proposal to consider the adoption of an IMO strategy to address marine plastic litter from ships
  - d. MEPC 74/8/3 – Vanuatu – Proposal to extend the reporting requirement in regulation 10.6 of MARPOL Annex V to include reporting data on discharge or accidental loss of fishing gear by the flag State to IMO via GISIS
  - e. Interesting Papers and the CG Report is very detailed. There is no doubt this will have an impact on Shipmasters across the spectrum of “All Vessels”

Scope of work as detailed in WG report was approved to be sent to PPR.

9. **Agenda Item 9** - Identification and Protection of Special Areas, ECAS and PSSAS

- a. MEPC 74/Inf.5 – France – Technical Feasibility Study for the Implementation of an Emission Control Area (ECA) in the Mediterranean Sea
- b. Nothing significant for IFSMA – although a most interesting Study and info Paper

This paper was taken as read due to time restraints.

**10. Agenda Item 10 - Pollution Prevention and Response – WG 1 for some of the Papers below**

- a. PPR 6/20 – Issues arising from PPR for consideration by MEPC
- b. MEPC 74/10/11 – IBIA and IPIECA – Sulphur verification process
  - i. Calls attention to the unintended consequences of the procedure outlined in PPR 6/20 which were not properly discussed at PPR 20. The reciprocity of the tests only have an accuracy 0.05% accuracy. There is therefore 5% chance that fuels below the 5% limit and above 0,47% could show and incorrect reading of 0.5% or higher even though this may not be the case and that the fuels complies with the regulations. Therefore urges that the procedure be looked at again and support that no further action should be taken unless there is 95% confidence that the fuel is non-compliant.
  - ii. Romania and others (EU), did not support this as it had been sufficiently discussed at PPR. India, USA, Russian Federation, Saudi Arabia, Thailand, Iran, China, Ghana, Japan, Singapore, Mexico, South Africa, Cook Islands and Turkey supported the proposal and that it should be looked at again by PPR.
  - iii. The Chair summed up that there was a split view on the matter therefore this Paper should be referred to WG1 for consideration for the relevant element of the ToR. The Cook Islands stated that this would not work as the numbers able to attend the WG 1 would outnumber those that were in favour as many of those Nations did not have the manpower to attend. The 2 stage process outlined in ISO best practice.
  - iv. Nigeria, backed the intervention of Cook Islands.
  - v. United States Iran, Ecuador, Jamaica, Fiji, India, Tuvalu supported both these statements but appealed to those who don't support this paper would want to suppress this identified vulnerability. This issue should be discussed in Plenary

IFSMA intervened with; Chair, IFSMA would wish to draw the attention of the committee to the fact that in not supporting this Paper could have the unintended consequence of Criminalisation of the Shipmaster for a test that is known to have inaccuracies.

- vi. The Chair again summed that this would be sent to the WG 1 for consideration and that if this was important for Nations then they should attend the WG 1 and not the Plenary.
- vii. The Cooke Isles again intervened they were unable to fulfil both requirements and if the argument was so finely balance then the status quo should be maintained.
- viii. The Chair stated his decision stands and if anyone does not agree with the WG then they could raise their concerns at Plenary.
- ix. Nigeria and Ghana were unhappy with the Chairs statement
- x. After lunch IPIECA stated that following discussions with a number of Nations they agree that there were really now only 2 options in the Paper which would go to the WG for discussion and agreement.
- c. MEPC 74/10/6 – Australia – Proposed amendments to the draft 2019 Guidelines for

- consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI and
- d. MEPC 74/5/19 – Brazil and United Arab Emirates – Prohibition to carry non-compliant fuel under regulation 14.1 of MARPOL Annex VI
    - i. **There was a short discussion on the above 2 Papers from a few nations for and against forwarding these Papers to the WG for consideration. The Chair summed that these Papers should be referred to the WG to finalise the amendments for the Committee**
  - e. MEPC 74/10 – Sec – Outcome of PPR 6
  - f. MEPC 74/10/10 – ICS – Comments on document MEPC 74/10
    - i. **The Chair summed a short discussion on the ICS paper provided that the information was noted.**
  - g. MEPC 74/10/3 – IMarEST – Comments on the draft 2019 Guidelines for port State control under MARPOL Annex VI
  - h. MEPC 74/10/5 – Australia – Proposed amendments to the draft 2019 guidelines for port State control under MARPOL Annex VI, to manage the claim of non-availability of compliant fuel oil in support of the consistent implementation of the 0.50% m/m sulphur limit under MARPOL Annex VI
  - i. MEPC 74/10/13 – INTERTANKO and ICS – Need for clarifications in case of discrepancy on fuel oil compliance between data on the bunker delivery note (BDN) and test results on fuel oil samples taken during fuel oil delivery
    - i. **The Chair summed the discussion that all the above 3 Papers should be sent to WG I for consideration and finalisation of the Draft Amendments.**
  - j. MEPC 74/10/1 – India – Guidance on contingency measures for addressing non-compliant fuel oil
  - k. MEPC 74/10/7 – Australia, United States and IBIA – Management of non-compliant fuel oil after the submission of a Fuel Oil Non-Availability Report (FONAR)
  - l. **The Chair summed that the above 2 Papers should be referred to WG 1 for consideration and make a recommendation to the Committee with the Base document being that from PPR 6.**
  - m. MEPC 74/10/2 – IMarEST – Comments on the draft amendments to regulation 14 of MARPOL Annex VI
  - n. MEPC 74/10/4 – Australia – Fuel Oil Non-Availability Report (FONAR) Investigations
  - o. MEPC 74/10/8 – Finland, Germany, Netherland and Republic of Korea – Approach for addressing the impact on the Arctic of emissions of Black Carbon from International Shipping
  - p. MEPC 74/10/9 – Japan – Comments on document MEPC 74/10 regarding the draft amendments to Annex 1 to the AFS Convention to include controls on cybutryne
  - q. MEPC 74/10/12 – Pacific Environment and CSC – Measures are urgently needed to tackle Black Carbon emissions from international shipping affecting the Arctic
  - r. MEPC 74/Inf.10 – Panama – Scrubber Environmental Impact Literature Review
  - s. MEPC 74/Inf.31 – FOEI, WWF, Pacific Environment and CSC - Infographic on reducing Black Carbon emissions from international shipping

## 11. Agenda Item 11 – Reports of other Sub-Committees

- a. MEPC 74/11 – Sec – Outcome of III 5

- b. MEPC 74/11/1 – Marshall Isles, Russian Federation and IACS – Comments on the outcome of III 5 Draft revised Model Agreement for the authorization of recognized organizations acting on behalf of the Administration
- c. MEPC 74/11/2 – Sec – Outcome of III 5 Preparation for the fourth Joint FAO/IMO Working Group on IUU Fishing and Related Matters  
**Due to time constraints – III was instructed to take action as directed by MSC 1010 as this committee had also received the same report.**

- 12. Agenda Item 12-** Technical cooperation activities for the protection of the marine environment
- a. MEPC 74/12 – Sec – Thematic Priorities for the Integrated Technical Cooperation Programme (ITCP) for the 2020-2021 biennium
  - b. MEPC 74/12/1- SEC – Update on the activities implemented under the IMO Integrated Technical Cooperation Programme (ITCP) from 1 January to 31 December 2018
  - c. MEPC 74/12/2 – REMPEC – Update from REMPEC for the period from 1 July to 31 December 2018
  - d. MEPC 74/12/3 – Sec – Update on major projects (1 August 2018 to 31 January 2019)
  - e. MEPC 74/12/4 – Sec – Update on the work of the Global Industry Alliance to Support Low Carbon Shipping
  - f. MEPC 74/12/5 – IPIECA – An industry perspective on IMO's global capacity-building framework for preparedness, response and cooperation in case of incidents involving oil and HNS pollution
  - g. **Nothing significant in any of the above Papers for IFSMA. Due to time constraints these papers were taken as read.**

- 13. Agenda Item 13 –** Capacity building for the implementation of new measures
- a. MEPC 73/13 – Vice Chair – Assessment of capacity-building implications of the amendments to mandatory instruments and new outputs approved at MEPC 73
  - b. **Nothing significant to report for IFSMA**

**14. Agenda Item 14 -** Work programme of the Committee and subsidiary bodies

- a. MEPC 74/14 – Norway – Expanding the scope of the existing output 1.26 to include a revision of MARPOL Annex IV.
- b. MEPC 74/14/1 – Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom and the European Commission – Proposal for evaluation and developing harmonized rules and guidance on the discharge of liquid effluents from exhaust gas cleaning systems
- c. MEPC 74/14/2 – Canada, Denmark, Finland, Iceland, Norway, Russian Federation, Sweden and United States – Proposal for a new output to amend MARPOL to allow the establishment of regional arrangements in the Arctic. **Proposal approved – concern expressed by some delegations that this proposal represents an expansion of the previous precedent set for small island states. A comprehensive assessment is required to determine where reception facilities are required to ensure adequate coverage.**

- d. MEPC 74/14/3 – Turkey – Proposal for a new output on development of an operational guide on the response to spills of Hazardous and Noxious Substances (HNS) **All that spoke supported the proposal.**
- e. MEPC 74/14/4 – Norway – New output on amendments to regulation 13.2.2 of MARPOL Annex VI **Paper referred directly to PPR 7 for detailed technical consideration.**
- f. MEPC 74/14/5 – Liberia, Marshall Islands, New Zealand, Norway, United States and IACS - Review of mandatory requirements regarding watertight doors on cargo ships **Proposal agreed in principle on the assumption that MSC will approve the related proposal output.**
- g. MEPC 74/14/6 – CLIA – Comments on a proposed expansion of the scope of the existing output 1.26 to include a revision of MARPOL Annex IV **Proposal approved but with some objection. The commenting paper by CLIA must be taken into account when PPR considers the proposal.**
- h. MEPC 74/14/7 – CLIA – Comments on the proposal for evaluation and developing harmonized rules and guidance on the discharge of liquid effluents from exhaust gas cleaning systems
- i. MEPC 74/14/8 – CESA – Environmental impact assessment of EGCS discharges for generic risk-based requirements adequately addressing all available technologies
- j. MEPC 74/14/9 – China – Comments on document MEPC 74/14/1
- k. **Nothing significant in any of the above Papers for IFSMA**

15. **Agenda Item 15** - Application of the Committees' method of work – **No Paper submitted**

16. **Agenda Item 16** – Election of the Chair and Vice Chair

Mr Hideaki Saito of Japan was re-elected as chair. Mr Harry Conway of Liberia was re-elected as vice chair.

17. **Agenda Item 17** – Any other business

- a. MEPC 74/17 – Sec – Update on recent interagency cooperation activities on issues relating to the protection of the marine environment
- b. MEPC 74/17/1 – Republic of Korea – Proposal for consideration on the possible adjustment of storage period of bunker samples on board ships navigating on regular routes
- c. MEPC 74/17/2 – Canada and France – Advancing international collaboration for quiet ship design and technologies to protect the marine environment
- d. MEPC 74/17/3 – FOEI, WWF, IFAW, Pacific Environment and CSC - Comments on document MEPC 74/17/2 on "Advancing international collaboration for quiet ship design and technologies to protect the marine environment"
- e. MEPC 74/Inf.14 – CMS – Mitigating the adverse impacts of anthropogenic noise from shipping traffic
- f. MEPC 74/Inf.15 – Sec – Global Integrated Shipping Information System (GISIS)
- g. MEPC 74/Inf.16 – Sec – Calculation of recycling capacity for meeting the entry-into-force conditions of the Hong Kong Convention
- h. MEPC 74/Inf.28 – Canada – Ship underwater radiated noise technical report and matrix
- i. MEPC 74/Inf.29 – Australia, Canada, Finland, the Netherlands, New Zealand & IMarEST - Information on informal biofouling discussions

- j. MEPC 74/Inf.36 – Canada - Quieting ships to protect the marine environment workshop summary report
- k. **Nothing significant in any of the above Papers for IFSMA**

**Due to time constraints, all of these papers were referred to the next session.**