

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC 73) REPORT

Monday 22 Oct to Friday 26 Oct 2018

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

The Secretary General Welcomed all to MEPC 73 and made the following key points:

- Identify ways and means of supporting the Blue Economy and showed a short video why shipping supports this. What is needed is National Maritime Transport Policy.
- Prevention of atmospheric pollution from GHG in ships
- Prevention of Marine Plastic Pollution and Litter
- Ballast Water Management Convention and how to provide support to the EDP

Following this, the Chair introduced a Video Presentation from the UN Secretary General's Special Representative, Ambassador Peter Thompson, who apologised that he was unable to attend the meeting. He started by stating the importance of the work of the IMO MEPC because the appalling state of the World's Oceans and Atmosphere.

The full Speech can be found at :

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

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; **WG1 will be set up to look at Agenda Item 5 – See Paper 5/4, 5/5 and Inf.12 – and Agenda Item 6. IFSMA represented by David Appleton (Nautilus Int)**
 - 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**
2. **Agenda Item 2** - Decisions of other bodies
 - a. MEPC 73/2- Outcome of LEG 105 - **Proposal for new output on regulatory scoping exercise and gap analysis with respect to Maritime Autonomous Surface Ships (MASS) – No points raised at Plenary.**
 - b. MEPC 73/2/1 – Outcome of MSC 99 – consider;
 - c. **the invitation to contribute, as appropriate, to the regulatory scoping exercise on Maritime Autonomous Surface Ships by undertaking a review of the instruments under the purview of MEPC (paragraph 5.11);**
 - i. Japan stated that MEPC should start a Correspondence Group on this issue. UK suggested that MEPC should wait for a Scoping Exercise be concluded by MSC before taking this forward as a Work Item. The Chair summed that MEPC should wait for the conclusion from MSC before discussing MASS as a Work Output and no CG would be

formed.

- ii. any relevant decisions made by MSC 99 in regard to its work on maritime autonomous surface ships, with a view to harmonizing the results of respective regulatory scoping exercises (paragraph 5.12); No issues raised
 - iii. No Papers have been submitted for the above and it is not on the Agenda – **IFSMA will need to be prepared to intervene if necessary.** No points raised in Plenary and will not be discussed until after the conclusion in MSC.
- d. MEPC 73/2/2, 2/3, 2/4 - FAL 42, TC68, C120 - **Nothing significant for IFSMA.** The DG was established to take forward the proposed amendments taking into account the points agreed at Plenary.

3. **Agenda Item 3** – Consideration and Adoption of Amendments to to Mandatory Instruments.

- a. MEPC 73/3 – Sec - Draft amendments to MARPOL Annex VI – See Para c below
- b. MEPC 73/3/1 – IMarEST - Draft amendments to MARPOL Annex VI– **Nothing significant for IFSMA on either Paper**
- c. MEPC 73/3/2 – CLIA – Comments on draft amendments to MARPOL Annex VI concerning the prohibition on the carriage of non-compliant fuel oil for combustion purposes for propulsion on board a ship – **IFSMA will need to monitor this during the debate as this might have an effect on Criminalisation of the Shipmaster if a Ship were impounded.** Following many interventions and particularly from EU Delegations in opposition to the CLIA Paper, IFSMA intervened with:

IFSMA thanks CLIA for their Paper and the supporting interventions of Bahamas, Jamaica and others. We fully support the line taken by CLIA to help clarify this issue otherwise this may well lead to collateral consequences and the unnecessary Criminalisation of the Shipmaster which is currently happening in a recently publicised case. Thank you Chair.

- i. Regrettably, the CLIA Paper did not get support although the Chair asked that PPR 6 prepare a unified interpretation to ensure this matter is fully clarified. Cook Isles stated that if there was confusion then this would not need to be done – this was supported by UK – and that MEPC should make a decision on this. Liberia suggested that this clarification should be added to Guidelines for Port State Control, but this was not accepted. It was agreed that the CLIA recommendation would not be accepted.
- d. MEPC 72/3/3 – Bangladesh – Comments on document MEPC 73/3 – **Proposed deferment of the amendments to MARPOL on this subject on the grounds that it is not affordable for developing countries and Island States.** This was supported by India, Islamic Republic of Iran, Saudi Arabia, Russian Federation and a few others. Norway, Austria and many others stated that it was not acceptable as it had previously been debated and agreed at MEPC 72 that this date of implementation would not be changed. The amendments being proposed are purely for clarification purposes. The Chair summed that the clear majority does not support the deferral proposed by Bangladesh and the Paper will not be sent to the DG.

4. **Agenda Item 4** - Harmful aquatic organisms in ballast water

- a. MEPC 73/4 –Germany – Application for Basic Approval of the BIOBALLAST 1000 ballast water management system
- b. MEPC 73/4/1 – Norway – Application for Final Approval of the Envirocleanse inTank™ BWTS

(Electrochlorination Variation)

- c. MEPC 73/4/2 - Sec – Report of the thirty-sixth meeting of the GESAMP-Ballast Water Working Group
 - d. MEPC 73/4/3 – Columbia – Proposed methodology for designating ballast water exchange areas in waters under Colombian jurisdiction in accordance with resolution MEPC.151(55)
 - e. MEPC 73/4/4 – Islamic rep of Iran – Recording working time of ballast water operational pump and connecting it to the electronic ballast water data registration system -
 - f. MEPC 73/4/5 – Japan - Comments on validating the compliance of individual BWMS with regulation D-2 of the BWM Convention in conjunction with their commissioning during the initial survey -
 - g. MEPC 73/4/6 – China – Clarifications on article 3.2(f) of the BWM Convention
 - h. MEPC 73/4/7 – China – Proposed amendments to the form of the International Ballast Water Management Certificate (IBWMC) of the BWM Convention -
 - i. MEPC 73/4/8 – IMarEST – Contingency measure guidance in ballast water management plans -
 - j. MEPC 73/Inf.3 – Antigua and Barbuda, Belize, Colombia, Costa Rica, Cuba, Dominican Republic, El Salvador, Guyana, Honduras, Jamaica, Mexico, Nicaragua, Panama, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Suriname, and Trinidad and Tobago - Guidelines for ballast water exchange and sediment management in Wider Caribbean Region areas – **Might be useful to publicise this on the website**
 - k. MEC 73/Inf.7 – France – Information on the type approval of the BIO-SEA® B ballast water management system -
 - l. MEPC 73/4/Inf.20 – Denmark - On the use of standard test organisms as surrogate for the robust testing of ballast water management systems in view of their type approval
 - m. MEPC 73/4/Inf.21 – Denmark – Improved and consistent implementation of the Ballast Water Management Convention –
 - n. **Nothing significant to report for IFSMA on any of the Above Papers**
5. **Agenda Item 5 - Air pollution and energy efficiency - Working Group 1 –**
- a. MEPC 73/5 – Sec – Outcome of the Intersessional Meeting on Consistent implementation of regulation 14.1.3 of MARPOL Annex VI concerning the development of guidance on ship implementation planning for 2020 – The Committee was invited to:
 - i. Consider and decide as appropriate as to whether reference to "practical and pragmatic approach by port State control authorities" should be included in the draft MEPC circular on Guidance on the development of a ship implementation plan for the consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI (paragraph 11, annex 1); **This was opposed by the majority of delegations and therefore not included in the MEPC Circular. Following a further intervention from INTERTANKO seeking consistent implementation of this regulation by Port State Control. The Sec Gen replied that the Secretariat would give this consideration and possibly arrange a Port State Control Workshop in the future on consistent implementation.**
 - ii. Decide the square brackets around paragraph 3 of the draft MEPC circular, (paragraph 15, annex 1); **It was agreed that this Paragraph should be deleted.**
 - iii. Approve the draft MEPC circular on Guidance on the development of a ship implementation plan for the consistent implementation of the 0.50% sulphur limit under

- MARPOL Annex VI (paragraph 15, annex 1); **Agreed**
- iv. MEPC 73/5/12 – India, IPTA and IBIA -Outcome of the Intersessional Meeting on Consistent implementation of regulation 14.1.3 of MARPOL Annex VI concerning the development of guidance on ship implementation planning for 2020 – Proposal for modification of the MEPC Circular – **Although nothing significant to report for IFSMA this amendment was agreed.**
 - v. Note the discussion related to the safety implications associated with the use of low-sulphur fuel oil (paragraphs 16 to 23); and **Noted**
 - vi. Invite MSC 100 to consider the outcome of the Intersessional Meeting concerning the safety implications associated with the use of low-sulphur fuel oil, and take action as appropriate, noting the initiative of industry organizations to develop industry guidance and possibly training material (paragraph 24).
 - vii. MEPC 73/5/14 – Bahamas, Liberia, Marshall Islands, Panama, BIMCO, INTERTANKO and INTERCARGO - Safety implications and respective challenges associated with 2020 compliant fuels – **Relevant to vi above. The USA urged that this be agreed and that it was needed for the successful implementation of the Sulphur standards, but will require Intersessional working – this was agreed by a number of delegations. Austria, France and others were not in favour of this. This was a long debate by a lot of delegates both for and against this proposal. IACS gave a very detailed and specific intervention in support on the structure of the fuel to be used by the industry and the need for the Fuel Industry to publicise this data and therefore experience of the use of these fuels should be gathered. The discussion continued on Wednesday afternoon whereby the plenary was split 50/50. The chair summed up that there would be no “Experience Building Phase” as such but that proposals on data collection in relation to fuel oil quality would be encouraged at the next session.**
 - viii. MEPC 73/5/17 – ISO, OCIMF, IPIECA, IMarEST, RINA and IBIA - Joint industry guidance on potential safety and operational issues related to the supply and use of 0.50% maximum sulphur fuels - **Relevant to vi above. This proposal was generally welcomed.**
- b. MEPC 73/5/2 – Japan – Interim report of the Correspondence Group on EEDI review beyond phase 2 – **Para 10 and 11 are pertinent to Papers 5 and 13 below.**
- c. MEPC 73/5/1 – Germany, Norway and Spain – Proposal for an option to limit the shaft power while ensuring a sufficient safety power reserve in adverse weather conditions – **See Paper 5/13 below . The Main Paper has merit, but the recommendation that Regulation 21.5 of MARPOL Annex VI be amended should be robustly denounced and not supported.**
- d. MEPC 73/5/13 – ICS, BIMCO, INTERTANKO, INTERCARGO, IPTA, RINA, ITF, WSC and NI - Comments on document MEPC 73/5/1 – **IFSMA was not a co-signatory to this Paper as ICS sent it to the wrong email address and we missed the deadline -**
- e. MEPC 73/5/16 – United States – Comments on document MEPC 73/5/1 – **This Paper should not be supported**
- f. **IFSMA robustly supported the ICS Paper with the following intervention:**

Chair, IFSMA very strongly supports the Paper 73/5/13 by ICS and others. Should regulation 21.5 of MARPOL Annex VI be amended as recommended in MEPC 73/5/1 by Germany and others, the only regulatory requirement addressing minimum power would be removed. IFSMA agrees with ICS and others and welcomes the Intervention by the distinguished delegation of

Finland and others that this would be an unacceptable and retrograde step and should not be supported by this Committee. Ship safety should not be optional and the competent body to consider any changes to the Organization's Minimum Power Requirements is the Maritime Safety Committee. Thank you Chair.

g. MEPC 73/5/8 – Japan – Comments on the Interim report of the Correspondence Group on EEDI review beyond phase 2 - **Nothing significant for IFSMA – although will need to keep an eye on the debate for Minimum Power issues.**

h. The Chair then proposed that Plenary review the recommendations in the Report of the Correspondence Group, namely:

.1 note the Group's agreement on the issue of minimum power requirements (paragraph 10);

.2 consider the proposal of reserved power concept and decide as appropriate (paragraph 11); **After much discussion on points 1 and 2 the Chair summed that point 1 was agreed and on point 2 it has merit in a good concept and should be considered by the Working Group but the Papers by the ICS and US should be taken into account for consideration. After an intervention by ICS the Chair agreed that Plenary had agreed that regulation 21.5 of MARPOL Annex VI should not be amended as recommended in MEPC 73/5/1.**

.3 consider the recommendations on the EEDI phase 3 requirements (paragraphs 31, annex 2 and annex 3), and in particular:

consider the options in annex 2 and decide as appropriate; and

consider the draft amendments to MARPOL Annex VI and decide as appropriate;

.4 consider the draft amendments to the 2014 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships, with a view to adoption at this session (paragraph 32, annex 4);

.5 consider the proposals of margin for reference line for ice class ships (paragraph 34), and in particular:

agree to set a 5% margin from the reference line for ice class ships of IA Super and IA; and instruct the Group to consider how to define the margin; and

.6 consider the draft amendments to MARPOL Annex VI concerning EEDI regulations for ice-strengthened ships with a view to approval at this session (paragraphs 36 and 37, annex 5).

i.

j. MEPC 72/5/3 – United States - Report of the Correspondence Group on Fuel oil quality - **Nothing significant for IFSMA**

k. MEPC 73/Inf.4 – United States – Report of the Correspondence Group on Fuel Oil Quality – collation of comments - **Nothing significant for IFSMA**

l. MEPC 73/5/4 – ICS, INTERTANKO, IPIECA and IBIA - Proposed amendments to the draft Guidance on best practice for fuel oil suppliers - **Nothing significant for IFSMA**

m. MEPC 73/5/5 – Japan, Norway, ICS, BIMCO, CLIA, IPTA and WSC – Mandatory reporting of attained EEDI values - **Nothing significant for IFSMA**

n. MEPC 73/5/6 – ICS, BIMCO, CLIA, IPTA and WSC - The importance of the EEDI and the role that reference lines play in maintaining the integrity of the IMO EEDI regulatory system - **Nothing significant for IFSMA**

o. MEPC 73/5/7 – ITTC – Draft amendments to 2014 Guidelines on survey and certification of

the EEDI - **Nothing significant for IFSMA**

p. MEPC 73/5/9 – RINA – AIR POLLUTION AND ENERGY EFFICIENCY - **Nothing significant for IFSMA**

q. MEPC 73/5/10 – Liberia, ICS, BIMCO, INTERFERRY, INTERTANKO, CLIA and IPTA - EEDI reduction beyond phase 2 –

Chair, IFSMA thanks Liberia, ICS and others for their Paper 73/5/10 fully supports its recommendations. Thank you Chair

r. MEPC 73/5/11 – ICOMIA – MARPOL Annex VI Tier III – Impact on large yachts of less than 500 gross tonnage which are designed and used solely for recreational purposes - **Nothing significant for IFSMA. – General support for proposal – concrete proposals invited to next session.**

s. MEPC 73/5/15 – Liberia – Early reporting of availability of 2020 compliant fuels - **Nothing significant for IFSMA**

Summation on phase III EEDI– Bulkers & Tankers – 30% reduction under EEDI will be retained. 2025 implementation date will be retained. Reference lines will not be amended.

Containers – No change to reference lines – Implementation date will be brought forward to 2022. Interesting proposal from WSC for a phased reduction rate depending on ship size, drawing attention to the difficulties faced by small ships and the potential for greater reductions in large ships. General support for a reduction of 40% so that is what will be agreed for now.

General Cargo Ships – Implementation will be brought forward to 2022. Other ship types – Prolonged discussion as to whether there is sufficient data to justify bringing forward the implementation date for other ship types. The working group was instructed to consider if the data available is sufficient.

On presentation of the report of the Working Group there was a lengthy discussion on whether or not there was sufficient data to justify bringing forward the implementation dates for the other ship types and for small container ships. In the end the plenary was split and submissions were encouraged for MEPC 74 in order to break the deadlock including the proposal on the phased implementation for container ships put forward by WSC.

6. **Agenda Item 6** - Further technical and operational measures for enhancing the energy efficiency of international shipping
 - a. MEPC 73/6 - Sec – Status report of the development of the IMO Ship Fuel Oil Consumption Database
 - b. MEPC 73/6/1 – Singapore – Sharing of lessons learnt from the voluntary experience-building phase of the fuel oil consumption data collection system
 - c. MEPC 73/6/4 – Implementation of the Data Collection System for fuel oil consumption of ship
 - d. **Nothing significant for IFSMA in the above Papers**

7. **Agenda Item 7** - Reduction of GHG emissions from ships - Working Group 2.
 - a. MEPC 73/WP.5 – Report of the Intersessional WG on Reduction of GHG from Ships.

- i. Delegations should submit proposal to assist reduction in GHG to MEPC 74 and that because of the high Workload anticipated at that meeting, there should be another Intersessional Working Group – **IFSMA should attend this specifically on the discussion of Speed Caps or Speed Reductions and the need to ensure that the impact on Maritime Safety should be fully investigated and taken into account.**
 - ii. **The Chair summed that the Follow Up Actions to be taken are set out in WP 5 are approved. The Sec Gen stated that it is important to take these forward and attempt to accelerate the pace of implementation of the points.**
 - iii. **Delegations were invited to put forward proposal for candidate Short/Medium/Long Term Measures to MEPC 74. OCIMF wants to work with IFSMA, and others, on a joint Paper on Speed Reductions/Caps and the Impact on Maritime Safety.**
- b. MEPC 73/7/2 – CESA and EOROMOT – Implementation programme for effective uptake of alternative low-carbon/zero-carbon/fossil-free fuels -
 - c. MEPC 73/7/3 – CESA – Energy saving potentials for existing ships and candidate measures -
 - d. MEPC 73/7/6 – Greenpeace International, WWF, Pacific Environment and CSC - Relating short-term measures to IMO's minimum 2050 emissions reduction target –
 - e. MEPC 73/Inf.27 – Greenpeace International, WWF, Pacific Environment and CSC - Relating short-term measures to IMO's 2050 minimum emissions reduction target -
 - i. **Nothing significant raised in Plenary for IFSMA on the above 4 Papers other than the request for Delegations to put forward proposals for Candidate Measures to MEPC 74**
 - f. MEPC 73/7 – Sec – Preparation for the Fourth IMO GHG Study –
 - g. MEPC 73/7/7 – China – Considerations on the Terms of reference for the Fourth IMO GHG Study -
 - h. MEPC 73/7/8 – Canada, Australia and United States – Comments on document MEPC 73/7 -
 - i. MEPC 73/7/9 – BIMCO - Comments on document MEPC 73/7 -
 - j. MEPC 73/7/10 – Argentina, Brazil, China, India, Indonesia and Philippines - Comments on document MEPC 73/7 -
 - k. MEPC 73/7/11 – Argentina, Brazil, China, India, Indonesia and Philippines - Comments on document MEPC 73/7 –
 - i. **The Chair summed up the discussion on the above 6 Papers. All these Papers will be referred to WG2 for their consideration and preparation of the Draft TOR for the Fourth IMO GHG Study. In addition the Chair asked that the WG should consider whether a Peer Review should be undertaken as suggested in Paper 73/7/10.**
 - l. MEPC 73/7/1 – Canada – International collaboration on ship emissions reduction -
 - m. MEPC 73/7/5 – IAPH - A summary of port initiatives, strategies and points of view -
 - n. MEPC 73/Inf.29 and Rev.1 – FOEI – Vessel shore power installation worldwide -
 - o. MEPC 73/Inf.30 – Sec – Ship and Port Emissions Toolkits –
 - i. **On the above 4 Papers, the Chair encouraged interested parties to liaise with Canada and IAPH on their papers for further development of a draft Resolution to MEPC 74. The Sec Gen commented by congratulating the IAPH, the Port Industry and Canada in particular for this decision and goes a long way to connecting the IMO, Ships, ports and people.**
 - p. MEPC 73/7/4 – Cambodia, China, Ecuador, Georgia, Islamic Republic of Iran, Jamaica and Kenya - Establishment of a GMN voluntary multi-donor trust fund -
 - i. **The Chair stated that the Plenary has agreed in principal with the proposal and that Secretariat should prepare a Draft TOR for presentation at MEPC 74. Notwithstanding ,**

Sweden, UK, USA and a few other delegations felt that this Trust Fund was not the right way to do things and should be studied further. Nevertheless the majority were in favour. As stated above and will be discussed again at MEPC 74. The Chair then established WG2.

8. **Agenda Item 8** – Development of an Action Plan to Address Marine Plastic Litter from Ships
 - a. MEPC 73/8 – Sec – Summary of IMO work on addressing marine plastic litter from ships
 - b. MEPC 73/8/1 – Indonesia – Considerations and proposals for the development of an Action Plan to address marine plastic litter from ships –
 - c. MEPC 73/Inf.9 – Indonesia – Indonesia's Plan of Action on Marine Plastic Debris 2017-2025 -
 - d. MEPC 73/8/2 – Chile, Cook Islands, Fiji, Ghana, Iceland, Jamaica, Kiribati, Marshall Islands, Monaco, Norway, Palau, Solomon Islands, Tuvalu, Vanuatu and SPREP - Draft Action Plan to address marine plastic litter from ships –
 - e. MEPC 73/8/3 – Austria, Belgium, Bulgaria, Croatia, Cyprus, Czechia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, the United Kingdom and the European Commission - Marine litter from sea-based sources: input to the IMO Action Plan on marine plastic litter from ships -
 - f. MEPC 73/8/4 – New Zealand – Comments on document MEPC 73/8/2 –
 - g. MEPC 73/8/5 – India – Input and proposals for the IMO Action Plan to minimize plastic litter from ships -
 - h. MEPC 73/8/6 – FAO – Comments on document MEPC 73/8/2
 - i. MEPC 73/8/7 – FOEI, Greenpeace International and Pacific Environment - Proposals for inclusion of drifting Fish Aggregation Devices (dFADs) in a marine plastic litter shipping Action Plan -
 - j. MEPC 73/8/8 – ICS, BIMCO, INTERTANKO and WSC – Ensuring adequate port reception facilities –
 - k. MEPC 73/8/9 – Russian Federation – Comments on the proposal to develop a Draft Action Plan to address marine plastic litter from ships -
 - l. MEPC 73/8/10 - FOEI, Greenpeace International, WWF, Pacific Environment and CSC - Comments on document MEPC 73/8/2
 - m. MEPC 73/8/11 – WSC and BIMCO – Considerations relating to lost containers in the proposed draft action plan to address marine plastic litter from ships.
 - n. MEPC 73/Inf.25 – OSPAR Commission - Information related to the OSPAR Commission's work on marine litter and the OSPAR Regional Plan on Marine Litter –
 - o. All of the above Papers were introduced consecutively to ensure there was an holistic discussion with everything on the table - they have some interesting and valuable suggestions for the Action Plan. Whilst there is nothing directly for IFSMA on this issue as it stands, it will have an impact on shipmasters as it will involve special arrangements, in addition to those that ships do now, and another opportunity for Criminalisation of the Shipmaster. There were many statements by the delegations, but nothing substantive other than something had to be done and the implementation of an Action Plan by Working Group 3. In addition, to the proposed TOR the WG should propose TOR for a Correspondence Group if considered appropriate.
9. **Agenda Item 9** - Development of measures to reduce risks of use and carriage of heavy fuel oil

as fuel by ships in Arctic waters

- a. MEPC 73/9 – Canada and Russia - Report of the informal Correspondence Group on the determination of an appropriate impact assessment methodology
- b. MEPC 73/Inf.19 – Canada and Russian Federation – Comments submitted to the informal correspondence group on the determination of an appropriate impact assessment methodology
- c. MEPC 73/9/1 – United States – Proposed methodology to analyse effects to Arctic communities and industries of a ban on heavy fuel oil use and carriage as fuel by ships in Arctic waters
- d. MEPC 73/9/2 – Finland – Comments on document MEPC 73/9 on "Report of the informal correspondence group on the determination of an appropriate impact assessment methodology"
- e. MEPC 73/9/3 – FOEI, Greenpeace International, WWF, Pacific Environment and CSC - Comments on document MEPC 73/9 on "Report of the informal correspondence group on the determination of an appropriate impact assessment methodology"

PPR will be tasked with developing a methodology to undertake an impact assessment on the HFO ban in the Arctic.

10. Agenda Item 10 - Identification and Protection of Special Areas, ECAS and PSSAS

- a. MEPC 73/Inf.18 – Indonesia - Recent progress on the development of a PSSA proposal for the protection of Nusa Penida Islands in the Lombok Strait. – **Nothing Significant for IFSMA – Inf only**

11. Agenda Item 11 – Pollution Prevention and Response

- a. MEPC 73/11- Sec – Outcome of PPR 5 – **Nothing significant for IFSMA although it will depend on the debate in plenary. The Actions requested of the Committee in Para 3 of the Paper were approved, authorised, agreed, noted and considered as appropriate.**
- b. MEPC 73/11/1 – United States – Multiple engine operation profiles and Not to Exceed Zones for NOX emissions
- c. MEPC 73/Inf.20 – United States - Not to Exceed Zones for NOX emissions

MEPC 73/11/2 – India, Marshall Islands, United States and IACS - Comments on the draft 2018 Guidelines for the application of MARPOL Annex I requirements to floating production, storage and offloading facilities (FPSOs) and floating storage units (FSUs)

- d. MEPC 73/11/3 – IMarEST – Proposed amendments to the draft Guidance on System Design Limitations of ballast water management systems and their monitoring -
- e. MEPC 73/11/4 – IACS – Use of electronic record books
- f. MEPC 73/Inf.5 – CESA – Study report on analyses of water samples from exhaust gas cleaning systems
- g. MEPC 73/Inf.14 – Netherlands – Agreement on delivery of paraffin residues in the Netherlands
 - i. **Nothing significant to report in any of the above Papers for IFSMA**

12. **Agenda Item 12-** Reports of other sub-committees
 - i. MEPC 73/12/1- Sec – Report of the fifth session of the Sub-Committee on Human Element, Training and Watchkeeping (HTW)
 - ii. **Nothing significant in any of the above Papers for IFSMA**

13. **Agenda Item 13** – Technical cooperation activities for the protection of the marine environment
 - a. MEPC 73/13 – Sec – Update on the activities implemented under the IMO Integrated Technical Cooperation Programme (ITCP) from 1 January to 31 July 2018
 - b. MEPC 73/13/1 – Sec – Update on activities related to implementation of the Protocol concerning Cooperation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea (2002 Prevention and Emergency Protocol) to the Barcelona Convention, from 1 January to 30 June 2018
 - c. MEPC 73/13/2 – Sec – IMO's global capacity-building framework for preparedness, response and cooperation in case of incidents involving oil and HNS pollution
 - d. MEPC 73/13/3 – Sec – Update on major projects (1 January to 31 July 2018)
 - e. MEPC 73/13/4 – Sec – Update on the work of the Global Industry Alliance to Support Low Carbon Shipping
 - f. **Nothing significant in any of the above Papers for IFSMA**

14. **Agenda Item 14** – Capacity building for the implementation of new measures
 - a. MEPC 73/14 – Vice Chair – Assessment of capacity-building implications of the amendments to mandatory instruments and new outputs approved at MEPC 72
 - i. **Nothing significant to report for IFSMA**

15. **Agenda Item 15** - Work programme of the Committee and subsidiary bodies
 - a. MEPC 73/15 – Denmark, Ireland, Singapore and ICS – New work output on efficient identification and enhancement of safety, technical, operational and documentation review and amendment for improvement and consistent implementation of the Ballast Water Management Convention
 - b. MEPC 73/15/1 – China – Proposal for a new output regarding the development of the seafarer model course under the Ballast Water Management Convention
 - c. MEPC 73/15/6 – ICS – Comments on document MEPC 73/15/1
 - d. MEPC 73/15/2 – Russia and Turkey – Proposal for a new output on development of necessary amendments to the BWM Convention so as to overcome technical and operational challenges in complying with the BWM Convention
 - e. MEPC 73/15/3 – Republic of Korea – Development of unified interpretation or guidance on the application of the BWM Convention to seagoing fishing vessels using brine as a refrigerant
 - f. MEPC 73/Inf.17 – Republic of Korea – Information on the ecological risk assessment of brine used in seagoing fishing vessels
 - g. MEPC 73/15/4- Chairs of the Maritime Safety Committee and the Marine Environment Protection Committee - Activities, priorities and plan of meeting weeks of the Committees

and their subsidiary bodies

- h. MEPC 73/15/5- Australia, Brazil, Canada, Netherlands, New Zealand, Republic of Korea and IMarEST - New work outputs to address issues arising during the experience-building phase of the Ballast Water Management Convention
- i. Nothing significant to report in any of the above Papers for IFSMA or from the Plenary discussions. The Chair summed that all the Papers should be referred to the Review Group with the exception of 15/1 which should be replaced by ICS Paper 15/6 and 15/3.

16. **Agenda Item 16** – Application of the Committees' method of work – No Paper submitted

17. **Agenda Item 17** – Election of the Chair and vice Chair

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

18. **Agenda Item 18** - Any other business

- a. MEPC 73/18 – Sec – Intergovernmental Oceanographic Commission of UNESCO - UN Decade of Ocean Science for Sustainable Development (2021-2030)
- b. MEPC 73/18/1 – Islamic Republic of Iran – Biofouling transfer of non-indigenous/invasive species through ships
- c. MEPC 73/18/2 – Sec – Update on recent interagency cooperation activities on issues relating to the protection of the marine environment
- d. MEPC 73/18/3 – Norway – The use of perfluorooctanesulphonic acid (PFOS) and other surfactants in firefighting foam on board ships
- e. MEPC 73/18/4 – Canada and New Zealand – Furthering international efforts to reduce the adverse impacts of underwater noise from commercial ships
- f. MEPC 73/Inf.2 – Sec – Calculation of recycling capacity for meeting the entry-into-force conditions of the Hong Kong Convention
- g. MEPC 73/Inf.10 – Austria, Belgium, Bulgaria, Croatia, Cyprus, the Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, the United Kingdom and the European Commission - Additional information on environmental concentrations observed worldwide and scientific evidence for the adverse effects of cybutryne to the marine environment and to human health
- h. MEPC 73/Inf.12 – Islamic rep of Iran – Status of biofouling transfer of non-indigenous/invasive species in busy ports on southern Iranian coastline
- i. MEPC 73/Inf.16 – Norway – Report on the use of perfluorooctanesulphonic acid (PFOS) and other surfactants in firefighting foam on board ships
- j. MEPC 73/Inf.22 – Helsinki Commission – Baltic Sea sewage port reception facilities – HELCOM Overview 2018
- k. MEPC 73/Inf.23 – Canada – Scientific support for underwater noise effects on marine species and the importance of mitigation
- l. MEPC 73/Inf.24 – FOEI – Vessel biofouling and bioinvasions in Arctic waters
- m. MEPC 73/Inf.26 – OSPAR – Information related to OSPAR Commission's work on underwater noise
- n. MEPC 73/Inf.28 – WWF – Shipborne grey water production in the Canadian Arctic: estimates

and forecasts

- o. Nothing significant in any of the above Papers for IFSMA

19. Agenda Item 19 - Consideration of the report of the Committee