

## **REPORT ON THE OUTCOME OF THE SEVENTY FOURTH SESSION OF THE IMO MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC 74)**

Action Required: IR Commission members are invited to note the relevant outcomes of MEPC 74.

MEPC 74 was held at IMO Headquarters, London from 13 to 17 May 2019.

The agenda for the meeting was as follows:

1. Adoption of the agenda
2. Decisions of other bodies
3. Consideration and adoption of amendments to mandatory instruments
4. Harmful aquatic organisms in ballast water
5. Air pollution and energy efficiency
6. Further technical and operational measures for enhancing energy efficiency of international shipping
7. Reduction of GHG emissions from ships
8. Follow-up work emanating from the action plan to address marine plastic litter from ships
9. Identification and protection of Special Areas, ECAs and PSSAs
10. Pollution prevention and response
11. Reports of other sub-committees
12. Technical co-operation activities for the protection of the marine environment
13. Capacity building for the implementation of new measures
14. Work programme of the Committee and subsidiary bodies
15. Application of the Committee's method of work
16. Election of the Chair and Vice-Chair
17. Any other business
18. Consideration of the report of the Committee

Three working groups, one drafting group and one review group were established as follows:

- Working Group on Air pollution and energy efficiency.
- Working Group on Reduction of GHG emissions from ships.
- Working Group on Marine Plastic Litter.
- Drafting Group on Amendments to Mandatory Instruments.
- Review Group on Ballast Water Management.

The agenda items of possible interest from the meeting are summarised below.

### **4. Harmful aquatic organisms in ballast water**

**Ballast Water Management Convention (BWM)** – Russia and Turkey submitted a number of papers on the question of exemption from the BWM Convention for certain ship types i.e. salvage vessels and rescue tugs. The Committee decided that it was not possible to exempt entire sectors from the requirements of the convention and pointed out that the convention allows for alternative means of compliance. Nevertheless, it was agreed that there is a need for further guidance on the matter of compliance without the need for a ballast water management system and invited further proposals. Whilst the concerns of the tug and salvage sector are not of importance to the yachting industry, the issue of compliance with the BWM convention for certain yachts with ballast tanks is proving to be problematic. ICOMIA are exploring other compliance options and are considering a further submission to the Sub-Committee on Pollution Prevention and Response (PPR), perhaps in co-sponsorship with an interested member state.

### **5. Air pollution and energy efficiency**

**NOx Tier III and Large Yachts** – Following the discussion of ICOMIA papers MEPC 73/5/11 and MEPC 73/INF.6 at MEPC 73 last November, the Chairman proposed that submissions for an amendment to the MARPOL regulation be

submitted to MEPC 74. For this session, ICOMIA along with co-sponsor Turkey, submitted paper MEPC 74/5/15 “Effective Implementation of MARPOL Annex VI on large yachts to provide NOX reduction and enable less GHG emissions” (attached). This paper proposed 2 options for the sector as follows:

- Option 1 – An additional 5-year delay
- Option 2 - A new output requiring the sector to viably contribute to NOX reductions

ICOMIA made the following statement:

*MEPC74/5/15 outlines the co-sponsors wish to deliver viable NOx and GHG reductions on large yachts. The additional time requested would be used to agree in IMO on a standard that reduces NOx by 25% globally thus allowing engines that require no additional space and which are certified to national rules available today. The time needed would only be subject to the process under which these standards could be agreed at IMO. (Some may consider such a provision as equivalency).*

*This proposal is based on evidence submitted in previous MEPC meetings confirming the disproportionate compliance cost and space required by currently available Tier III compliant technology. Please note we do not state the technology is not available. We provided independent scientific research confirming the only available technology for high-speed, high power density engines will be based on selective catalytic reduction with the associated space implications and which is likely to prevent the development of more fuel-efficient vessels.*

*This means, if agreed, our proposal would help us contributing towards viable NOx reductions yet retaining a sector’s ability to reduce GHG by implementing hybrid technology.*

*While Option 2 is our preference since it would commit our sector to reducing NOx emissions, we are aware that touching the convention may not be everyone’s preference. This is why the paper provides a more simple Option 1 by which suggests an additional 5 year delay.*

*The co-sponsors are aware there could be many open questions. Should these require further discussion then we would like to express our continued willingness to engage with member states and stakeholders to address these questions.”*

Despite some high-profile supporters there was a small majority against ICOMIA and for this reason the Committee concluded that there was insufficient support to take either option forward. As a result the existing extension will expire in 2021 as per the current MARPOL Annex VI requirement. Whilst this was a disappointing result, the matter is not completely closed and, based on advice from the IMO secretariat, ICOMIA is exploring the possibility of achieving equivalent compliance as permitted under Regulation 4 of MARPOL Annex VI.

## **7. Reduction of GHG emissions from ships**

The Committee agreed to the following terms of reference for the sixth and seventh intersessional working groups on greenhouse gases (ISWG – GHG), scheduled for 11<sup>th</sup> to 15<sup>th</sup> November this year and back to back with MEPC 75 (30 March to 3 April 2020) respectively to consider proposals to:

1. Improve the operational energy efficiency of existing ships, with a view to developing draft amendments to chapter 4 of MARPOL Annex VI and associated guidelines, as appropriate.
2. Reduce methane slip and emissions of Volatile Organic Compounds (VOCs).
3. Encourage the uptake of alternative low-carbon and zero-carbon fuels, including the development of lifecycle GHG/carbon intensity guidelines for all relevant types of fuels and incentive schemes, as appropriate;
4. Submit a written report to MEPC 75.

The Committee adopted a resolution encouraging cooperation with ports to reduce emissions from shipping including: (a) Onshore Power Supply (preferably from renewable sources); (b) safe and efficient bunkering of sustainable low- and zero-carbon fuels; (c) incentives promoting sustainable low- and zero-carbon shipping; and (d) support for the optimization of port calls.

The Committee discussed the issue of speed reduction which created much debate due to impact on trade and possible detrimental effects on nations which trade perishable goods. During the discussions a preference for speed

“optimisation” was expressed. No agreement on any measures could be reached at this session and the issue was placed on the agenda of ISWG GHG 6 & 7 – see above.

## 8. Follow-up work emanating from the action plan to address marine plastic litter from ships

Following up on the IMO Action Plan to address marine plastic litter from ships adopted at MEPC 73 a working group was established at this session to progress matters. A number of outcomes were agreed including the terms of reference for an IMO Study on marine plastic litter from ships, to focus on information on the contribution of all ships to marine plastic litter; and information of storage, delivery and reception of plastic waste from and collected by ships. The full list of outcomes of the working group can be found in attached document MEPC 74/WP.10.

## 10. Pollution prevention and response

**Cybutryne** – Following the decision to prohibit the use of Cybutryne in anti-fouling compounds, Japan expressed its concerns about the availability of sealer coats in time for the ban and the negative effects of blasting. Japan proposed to amend the convention to remove the 2026 deadline for all vessels to either have any coating containing Cybutryne removed from the hull or for such coatings to be effectively sealed. As this is a topic of importance to the yachting and leisure industry, the following intervention was made based on advice from IPPIC (International Paint and Printing Ink Council):

*“ICOMIA thanks Japan. As representatives of the leisure vessel industry ICOMIA agrees with the need to be cautious when proposing that antifouling should be blasted off, but would argue that before the 2026 deadline text is completely removed we should obtain and review the ‘concrete information’ that Japan, correctly, points out is needed. It is hoped that there is time to do this, given that it would be at MEPC 75 before a final adoption or agreement to any text would be made.”*

During the discussion of this item over 50 delegates took the floor, including a number of observers. The chairman concluded that the consensus was that there was a need to discuss the matter further and invited member states and other interested parties to submit information on the impact of the removal or sealing of coatings containing Cybutryne.

## 17. Any Other Business

Owing to time constraints, MEPC agreed to defer items to be raised under any other business.

## 18. Consideration of the report of the Committee

**MEPC 75:** MEPC 75 has been scheduled to be held from 30 March to 3 April 2020, and MEPC 76 has been tentatively scheduled to be held from 19 to 23 October 2020.

The delegation of Canada made a statement regarding an upcoming policy meeting hosted by Canada in autumn 2019 to advance discussions on underwater noise, and invited interested delegations to request additional information if so desired.

## Attachments:



MEPC 74-5-15 -



MEPC 74-WP.10 -

Effective Implement:Report of the Worki