INTERNATIONAL MARITIME ORGANIZATION

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MARINE ENVIRONMENT PROTECTION COMMITTEE
69th session
Agenda item 21

MEPC 69/21/Add.1
17 May 2016
Original: ENGLISH

REPORT OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE ON ITS SIXTY-NINTH SESSION

Attached are annexes 1 to 17 to the report of the Marine Environment Protection Committee on its sixty-ninth session (MEPC 69/21).

LIST OF ANNEXES

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ANNEX 1

RESOLUTION MEPC.270(69)
(Adopted on 22 April 2016)

AMENDMENTS TO THE ANNEX OF THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978 RELATING THERETO

Amendments to MARPOL Annex II

(Revised GESAMP Hazard Evaluation Procedure)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL), which specifies the amendment procedure and confers upon the appropriate body of the Organization the function of considering and adopting amendments thereto,

HAVING CONSIDERED, at its sixty-ninth session, proposed amendments to Appendix I of MARPOL Annex II concerning the abbreviated legend to the revised GESAMP Hazard Evaluation Procedure,

1 ADOPTS, in accordance with article 16(2)(d) of MARPOL, amendments to Appendix I of MARPOL Annex II, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article 16(2)(f)(iii) of MARPOL, that the amendments shall be deemed to have been accepted on 1 March 2017 unless prior to that date, not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;

3 INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of MARPOL, the said amendments shall enter into force on 1 September 2017 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article 16(2)(e) of MARPOL, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to MARPOL;

5 REQUESTS FURTHER the Secretary-General to transmit copies of the present resolution and its annex to Members of the Organization which are not Parties to MARPOL.

ANNEX

AMENDMENTS TO MARPOL ANNEX II
(Revised GESAMP Hazard Evaluation Procedure)

ANNEX II

REGULATIONS FOR THE CONTROL OF POLLUTION BY NOXIOUS LIQUID SUBSTANCES IN BULK

Appendix I

Guidelines for the categorization of noxious liquid substances

The tables under the title "Abbreviated legend to the revised GESAMP Hazard Evaluation Procedure" are replaced with the following:

The Revised GESAMP hazard evaluation procedure

Columns A & B Aquatic environment					
	A **Bioaccumulation and biodegradation**			**B** **Aquatic toxicity**	
	A 1 Bioaccumulation		**A 2** Biodegradation	**B 1** Acute toxicity	**B 2** Chronic toxicity
rating	log Pow	BCF		LC/EC/IC50 (mg/l)	NOEC (mg/l)
0	<1 or > ca.7	no measurable BCF	**R:** readily biodegradable	>1000	>1
1	≥1 - <2	≥1 - <10	**NR:** not readily biodegradable	>100 - ≤1000	>0.1 - ≤1
2	≥2 - <3	≥10 - <100		>10 - ≤100	>0.01 - ≤0.1
3	≥3 - <4	≥100 - <500		>1 - ≤10	>0.001 - ≤0.01
4	≥4 - <5	≥500 - <4000		>0.1 - ≤1	≤0.001
5	≥5 - < ca.7	>4000		>0.01 - ≤0.1	
6				≤0.01	

Columns C & D Human health (toxic effects to mammals)						
	C Acute mammalian toxicity			D Irritation, corrosion and long-term health effects		
rating	C1 Oral toxicity LD_{50}/ATE (mg/kg)	C2 Dermal toxicity LD_{50}/ATE (mg/kg)	C3 Inhalation toxicity LC_{50}/ATE (mg/l)	D1 Skin irritation & corrosion	D2 Eye irritation & corrosion	D3 Long-term health effects
0	>2000	>2000	>20	not irritating	not irritating	**C** - Carcinogenic
1	>300 - ≤2000	>1000 - ≤2000	>10 - ≤20	mildly irritating	mildly irritating	**M** - Mutagenic
2	>50 - ≤300	>200 - ≤1000	>2 - ≤10	irritating	irritating	**R** - Reprotoxic
3	>5 - ≤50	>50 - ≤200	>0.5 - ≤2	severely irritating or corrosive **3A** Corr. (≤4hr) **3B** Corr. (≤1hr) **3C** Corr. (≤3min)	severely irritating	**Ss** - Sensitising to skin **Sr** - Sensitising to respiratory system **A** - Aspiration hazard **T** - Target Organ Toxicity **N** - Neurotoxic **I** - Immunotoxic
4	≤5	≤50	≤0.5			

Column E Interference with other uses of the sea			
E1 Tainting	**E2** Physical effects on wildlife & benthic habitats	**Numerical rating**	**E3** Interference with Coastal Amenities
NT: not tainting (tested) **T**: tainting test positive	**Fp**: Persistent Floater **F**: Floater **S**: Sinking Substances	**0**	no interference ***no warning***
		1	slightly objectionable ***warning, no closure of amenity***
		2	moderately objectionable ***possible closure of amenity***
		3	highly objectionable ***closure of amenity***

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ANNEX 2

RESOLUTION MEPC.271(69)
(Adopted on 22 April 2016)

AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1997 TO AMEND THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978 RELATING THERETO

Amendments to regulation 13 of MARPOL Annex VI

(Record requirements for operational compliance with NO_x Tier III emission control areas)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocols of 1978 and 1997 relating thereto (MARPOL), which specifies the amendment procedure and confers upon the appropriate body of the Organization the function of considering and adopting amendments thereto,

HAVING CONSIDERED, at its sixty-ninth session, draft amendments to MARPOL Annex VI, related to record requirements for operational compliance with NO_X Tier III emission control areas,

1 ADOPTS, in accordance with article 16(2)(d) of MARPOL, amendments to regulation 13 of MARPOL Annex VI, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article 16(2)(f)(iii) of MARPOL, that the amendments shall be deemed to have been accepted on 1 March 2017, unless prior to that date, not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;

3 INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of MARPOL, the said amendments shall enter into force on 1 September 2017 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article 16(2)(e) of MARPOL, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to MARPOL;

5 REQUESTS FURTHER the Secretary-General to transmit copies of the present resolution and its annex to the Members of the Organization which are not Parties MARPOL.

ANNEX

AMENDMENTS TO MARPOL ANNEX VI
(Record requirements for operational compliance with NO_X Tier III emission control areas)

ANNEX VI

REGULATION FOR THE PREVENTION OF AIR POLLUTION FROM SHIP

Chapter 3
Requirements for control of emissions from ships

Regulation 13 – Nitrogen oxides (NO_X)

1 A new paragraph 5.3 is added after existing paragraph 5.2, as follows:

"5.3 The tier and on/off status of marine diesel engines installed on board a ship to which paragraph 5.1 of this regulation applies which are certified to both Tier II and Tier III or which are certified to Tier II only shall be recorded in such logbook as prescribed by the Administration at entry into and exit from an emission control area designated under paragraph 6 of this regulation, or when the on/off status changes within such an area, together with the date, time and position of the ship."

2 In paragraph 5.1.1, the symbol "NO_X" is replaced with the symbol "NO_2".

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ANNEX 3

RESOLUTION MEPC.272(69)
(Adopted on 22 April 2016)

AMENDMENTS TO THE NO_X TECHNICAL CODE 2008 NITROGEN OXIDES FROM MARINE DIESEL ENGINES

(Testing of gas-fuelled and dual fuel engines)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocols of 1978 and 1997 relating thereto (MARPOL), which specifies the amendment procedure and confers upon the appropriate body of the Organization the function of considering and adopting amendments thereto,

NOTING FURTHER regulation 13 of MARPOL Annex VI which makes the Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines (NO_X Technical Code 2008) mandatory under that Annex,

HAVING CONSIDERED, at its sixty-ninth session, draft amendments to the NO_X Technical Code 2008 related to the testing of gas-fuelled and dual fuel engines,

1 ADOPTS, in accordance with article 16(2)(d) of MARPOL, amendments to the NO_X Technical Code 2008, as set out in the annex to the present resolution;

2 DETERMINES, in accordance with article 16(2)(f)(iii) of MARPOL, that the amendments shall be deemed to have been accepted on 1 March 2017, unless prior to that date not less than one-third of the Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;

3 INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of MARPOL, the said amendments shall enter into force on 1 September 2017 upon their acceptance in accordance with paragraph 2 above;

4 AGREES that these amendments apply to each marine diesel engine with a power output of more than 130 kW installed, or designed and intended for installation, on a ship subject to regulation 13 of MARPOL Annex VI, on or after 1 September 2017;

5 REQUESTS the Secretary-General, for the purposes of article 16(2)(e) of MARPOL, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to MARPOL;

6 REQUESTS FURTHER the Secretary-General to transmit copies of the present resolution and its annex to the Members of the Organization which are not Parties to MARPOL.

ANNEX

AMENDMENTS TO THE NO_X TECHNICAL CODE 2008
(Testing of gas-fuelled and dual fuel engines)

Abbreviations, subscripts and symbols

1 In subparagraphs .1 and .2 and in the title of table 2, the word "marine" is added before the word "diesel".

2 In table 2, row 4 is replaced with the following:

"

(H)FID	(Heated) flame ionization detector

"

Chapter 1 – General

3 In paragraph 1.3.10, the following new sentence is inserted after the first sentence:

"In addition, a gas-fuelled engine installed on a ship constructed on or after 1 March 2016 or a gas-fuelled additional or non-identical replacement engine installed on or after that date is also considered as a marine diesel engine."

Chapter 4 – Approval for serially manufactured engines: engine family and engine group concepts

4 In paragraph 4.3.8.2.6, after the existing bullet point "– dual fuel", a new bullet point is added as follows:

"– gas fuel"

5 After existing paragraph 4.3.8.2.10, a new paragraph 4.3.8.2.11 is added as follows:

".11 ignition methods:

– compression ignition
– ignition by pilot injection
– ignition by spark plug or other external ignition device"

6 In paragraph 4.4.6.2.5, after the words "injection cam", the words "or gas valve" are inserted.

7 In the first and second bullet points under paragraph 4.4.7.2.1, after the word "injection", the words "or ignition" are inserted, respectively.

8 In paragraph 4.4.7.2.2, after the existing bullet point "– combustion chamber", a new bullet point is added as follows:

"– gas valve specification."

Chapter 5 – Procedures for NO_x emission measurements on a test bed

9 In paragraph 5.2.1.2, after the word "engines", the words "operating on liquid or dual fuel" are inserted.

10 The existing paragraph 5.2.1.3 is renumbered as 5.2.1.3.1 and in the renumbered paragraph 5.2.1.3.1, after the word "engines", the words "operating on liquid or dual fuel" are inserted.

11 A new paragraph 5.2.1.3.2 is added after the renumbered paragraph 5.2.1.3.1 as follows:

"5.2.1.3.2 For engines to be tested with gas fuel only with or without cooling of the intake air the parameter f_a shall be determined according to the following:

$$f_a = \left(\frac{99}{p_s}\right)^{1.2} \cdot \left(\frac{T_a}{298}\right)^{0.6} \quad \text{(2a) "}$$

12 In the second sentence of paragraph 5.3.3, the words "fuel injection pump" are replaced with the word "engine".

13 In the first sentence of paragraph 5.3.4, the words "for dual fuel" are deleted.

14 In the second sentence of paragraph 5.4.2, before the word "diesel", the word "marine" is inserted.

15 A new paragraph 5.12.3.2.3 is added as follows:

".3 The calculation shall be in accordance with paragraphs 5.12.3.1 to 5.12.3.2. However, q_{mf}, W_{ALF}, W_{BET}, W_{DEL}, W_{EPS} values shall be calculated in accordance with the following table:

Factors in the formula (6) (7) (8)		**Formula for factors**
q_{mf}	=	$q_{mf\_G} + q_{mf\_L}$
W_{ALF}	=	$\frac{q_{mf\_G} \times w_{ALF\_G} + q_{mf\_L} \times w_{ALF\_L}}{q_{mf\_G} + q_{mf\_L}}$
W_{BET}	=	$\frac{q_{mf\_G} \times w_{BET\_G} + q_{mf\_L} \times w_{BET\_L}}{q_{mf\_G} + q_{mf\_L}}$
W_{DEL}	=	$\frac{q_{mf\_G} \times w_{DEL\_G} + q_{mf\_L} \times w_{DEL\_L}}{q_{mf\_G} + q_{mf\_L}}$
W_{EPS}	=	$\frac{q_{mf\_G} \times w_{EPS\_G} + q_{mf\_L} \times w_{EPS\_L}}{q_{mf\_G} + q_{mf\_L}}$

"

16 Paragraph 5.12.3.3 is replaced with the following:

"5.12.3.3 For the intake air:

$$k_{wa} = 1 - k_{w2} \quad (15)"$$

17 Paragraph 5.12.4.1 is replaced with the following:

"5.12.4.1 As the NO_X emission depends on ambient air conditions, the NO_X concentration shall be corrected for ambient air temperature and humidity with the factors in accordance with 5.12.4.5, 5.12.4.6 or 5.12.4.7 as applicable."

18 In paragraph 5.12.4.6, the last sentence is replaced with the following:

"However if $H_a \geq H_{SC}$, then H_{SC} shall be used in place of H_a in formula (17) or (17a)."

19 A new paragraph 5.12.4.7 is added after existing paragraph 5.12.4.6 as follows:

"5.12.4.7 For engines to be tested with gas fuel only:

$$k_{\mathrm{hd}} = 0.6272 + 44.030 \times 10^{-3} \times H_{\mathrm{a}} - 0.862 \times 10^{-3} \times {H_{\mathrm{a}}}^2 \quad (17a)$$

where:

H_a is the humidity of the intake air at the inlet to the air filter in g water per kg dry air."

Chapter 6 – Procedures for demonstrating compliance with NO_X emission limits on board

20 In the first sentence of paragraph 6.2.1.2, before the word "diesel", the word "marine" is inserted.

21 Subparagraph 6.2.2.3.1 is replaced with the following:

".1 injection or ignition timing,"

22 In subparagraph 6.2.2.3.14, the word "or" is deleted.

23 At the end of subparagraph 6.2.2.3.15, the word "or" is added.

24 A new subparagraph 6.2.2.3.16 is added as follows:

".16 gas valve."

25 In the third sentence of paragraph 6.3.1.4, the word "dual" is replaced with the word "gas".

26 The footnote of table 6 is replaced with the following:

"* Only for engines to be tested with gas fuel."

27 Paragraph 6.3.4.1 is replaced with the following:

"6.3.4.1 Generally all emission measurements with liquid fuel shall be carried out with the engine running on marine diesel fuel oil of an ISO 8217:2005, DM grade. Generally all emission measurements with gas fuel shall be carried out with the engine running on gas fuel equivalent to ISO 8178-5:2008."

28 In paragraph 6.3.4.3, before the word "engine", the words "or gas-fuelled" are inserted.

Appendix III – Specifications for analysers to be used in the determination of gaseous components of marine diesel engine emissions

29 Subparagraph 1.2.12 is replaced with the following:

".12 O_2 – Oxygen analyser

Paramagnetic detector (PMD), zirconium dioxide (ZRDO) or electrochemical sensor (ECS). ZRDO shall not be used for dual fuel or gas-fuelled engines."

30 At the end of paragraph 3.3, a new sentence is added as follows:

"Optionally, for gas-fuelled engines (without liquid pilot injection), the hydrocarbon analyser may be of the non-heated flame ionization detector (FID) type."

31 At the end of paragraph 3.5, a new sentence is added as follows:

"ZRDO shall not be used for dual fuel or gas-fuelled engines."

Appendix IV – Calibration of the analytical and measurement instruments

32 In paragraph 2.2.4, the word "bleeding" is replaced with the word "blending".

33 In paragraphs 5.3, 5.4.2, 8, 8.1.1, 8.2.2 and 8.3.2.10, the symbol "FID" is replaced with the symbol "(H)FID", respectively.

Appendix V – Parent engine test report and test data

Section 1 – Parent engine test report

34 Rows 10, 11 and 12 of sheet 1/5 are replaced with the following:

"

Static injection or ignition timing		deg CA BTDC
Electronic injection or ignition control	No:	Yes:
Variable injection or ignition control	No:	Yes:

"

35 Rows 6 and 27 of sheet 2/5 are replaced, respectively, as follows:

Row 6:

"

Fuel type to be used on board	Distillate/distillate or heavy fuel/dual fuel/ gas fuel

"

Row 27:

"

Injection or ignition timing (range)					

"

36 A new row is inserted after row 6 of sheet 2/5 as follows:

"

Ignition methods	Compression ignition/ignition by pilot injection/ignition by spark plug or other external ignition device

"

37 The title of the table "Fuel characteristics" under sheet 3/5 is replaced with the following:

"Liquid fuel characteristics"

38 A new table is added after the table of fuel characteristics under sheet 3/5 as follows:

"**Gas fuel characteristics**

Fuel type:				
Fuel properties			**Fuel elemental analysis**	
Methane number	EN16726: 2015		Carbon	% m/m
Lower heating value		MJ/kg	Hydrogen	% m/m
Boiling point		°C	Nitrogen	% m/m
Density at boiling point		kg/m³	Oxygen	% m/m
Pressure at boiling point		bar (abs)	Sulphur	% m/m
			Methane, CH_4	mol%
			Ethane, C_2H_6	mol%
			Propane, C_3H_8	mol%
			Isobutane, i C_4H_{10}	mol%
			N-Butane, n C_4H_{10}	mol%
			Pentane, C_5H_{12}	mol%
			C6+	mol%
			CO_2	mol%

39 Row 11 of sheet 5/5 is replaced and a footnote is added as follows:

"

Fuel rack/gas admission duration** mm/sec											

** Only for engines to be tested with gas fuel"

Section 2 – Parent engine test data to be included in the technical file

40 In the second table, currently entitled "Parent engine test fuel oil", the title is replaced by:

"Parent engine test liquid fuel"

The following table is inserted after the aforementioned table:

"

Parent engine test gas fuel		
ISO 8178-5:2008		
Carbon	% m/m	
Hydrogen	% m/m	
Sulphur	% m/m	
Nitrogen	% m/m	
Oxygen	% m/m	
Methane, CH_4	mol%	
Ethane, C_2H_6	mol%	
Propane, C_3H_8	mol%	
Isobutane, i C_4H_{10}	mol%	
N-Butane, n C_4H_{10}	mol%	
Pentane, C_5H_{12}	mol%	
C6+	mol%	
CO_2	mol%	

"

Appendix VI – Calculation of exhaust gas mass flow (carbon balance method)

41 In paragraph 2.5, the words "in case of gas mode operation of dual-fuel engine," are deleted.

Appendix VII – Checklist for an engine parameter check method

42 The chapeau of paragraph 1.1 is replaced with the following:

".1 parameter 'injection timing and ignition timing': "

43 At the end of subparagraph 1.1.4, the word "and" is added.

44 A new subparagraph 1.1.5 is added as follows:

".5 timing indicator or timing light."

Appendix VIII – Implementation of the direct measurement and monitoring method

45 At the end of paragraph 2.1.1.4, a new sentence is added as follows:

"Optionally, for gas-fuelled engines (without liquid pilot injection), the hydrocarbon analyser may be of the non-heated flame ionization detector (FID) type."

46 At the end of paragraph 2.1.1.5, a new sentence is added as follows:

"ZRDO shall not be used for dual fuel or gas-fuelled engines."

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ANNEX 4

DRAFT AMENDMENTS TO REGULATION B-3 OF THE BWM CONVENTION

Regulation B-3 is replaced with the following:

"**Regulation B-3**
Ballast Water Management for Ships

1 A ship constructed before 2009:

.1 with a Ballast Water Capacity of between 1,500 and 5,000 cubic metres, inclusive, shall conduct Ballast Water Management that at least meets the standard described in regulation D-1 or regulation D-2 until the renewal survey described in paragraph 9, after which time it shall at least meet the standard described in regulation D-2;

.2 with a Ballast Water Capacity of less than 1,500 or greater than 5,000 cubic metres shall conduct Ballast Water Management that at least meets the standard described in regulation D-1 or regulation D-2 until the renewal survey described in paragraph 9, after which time it shall at least meet the standard described in regulation D-2.

2 A ship constructed in or after 2009 and before the date of entry into force of the Convention with a Ballast Water Capacity of less than 5,000 cubic metres shall conduct Ballast Water Management that at least meets the standard described in regulation D-2 from the date of the renewal survey described in paragraph 9.

3 A ship constructed in or after 2009, but before 2012, with a Ballast Water Capacity of 5,000 cubic metres or more shall conduct Ballast Water Management in accordance with paragraph 1.2.

4 A ship constructed in or after 2012 and before the date of entry into force of the Convention with a ballast water capacity of 5,000 cubic metres or more shall conduct ballast water management that at least meets the standard described in regulation D-2 from the date of the renewal survey described in paragraph 9.

5 A ship constructed on or after the date of entry into force of the Convention shall conduct Ballast Water Management that at least meets the standard described in regulation D-2.

6 The requirements of this regulation do not apply to ships that discharge Ballast Water to a reception facility designed taking into account the Guidelines developed by the Organization for such facilities.

7 Other methods of Ballast Water Management may also be accepted as alternatives to the requirements described in paragraphs 1 to 5, provided that such methods ensure at least the same level of protection to the environment, human health, property or resources, and are approved in principle by the Committee.

8 A ship subject to paragraph 2 or paragraph 4 will be required to comply with either regulation D-1 or regulation D-2, until such time as it is required to comply with regulation D-2.

9 Notwithstanding regulation E-1.1.2, the date of the renewal survey to which paragraphs 1.1, 1.2, 2 or 4 applies shall be determined by the Committee."

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ANNEX 5

DRAFT MEPC RESOLUTION ON DETERMINATION OF THE DATE REFERRED TO IN REGULATION B-3, AS AMENDED, OF THE BWM CONVENTION

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING resolution MEPC.[…(..)], by which it adopted, inter alia, amendments to the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (the BWM Convention),

NOTING ALSO that regulation B-3.9 of the BWM Convention, as amended, states that the Committee shall determine the date of the renewal survey for which paragraphs 1.1, 1.2, 2 and 4 of regulation B-3 of the BWM Convention shall apply,

DETERMINES that the date in regulation B-3.9 of the BWM Convention is the date of the first renewal survey for the ship associated with the International Oil Pollution Prevention Certificate pursuant to the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 (MARPOL), Annex I, after the date of entry into force of the BWM Convention.

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ANNEX 6

RESOLUTION MEPC.273(69)
(Adopted on 22 April 2016)

AMENDMENTS TO THE 2010 GUIDELINES FOR MONITORING THE WORLDWIDE AVERAGE SULPHUR CONTENT OF FUEL OILS SUPPLIED FOR USE ON BOARD SHIPS (RESOLUTION MEPC.192(61))

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

RECALLING ALSO that revised MARPOL Annex VI entered into force on 1 July 2010,

RECALLING FURTHER resolution MEPC.192(61) by which the Committee adopted the *2010 Guidelines for monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships* (hereafter "the 2010 Guidelines"),

RECOGNIZING the need for certain clarifications of the 2010 Guidelines,

HAVING CONSIDERED, at its sixty-ninth session, draft amendments to the 2010 Guidelines,

1 ADOPTS amendments to the *2010 Guidelines for monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships*, as set out in the annex to the present resolution;

2 URGES Member Governments and international organizations to make available the resources and expertise necessary for the implementation of the 2010 Guidelines, as amended, from 1 January 2017; and

3 AGREES to keep the 2010 Guidelines, as amended, under review in light of experience gained with their application.

ANNEX

AMENDMENTS TO THE 2010 GUIDELINES FOR MONITORING THE WORLDWIDE AVERAGE SULPHUR CONTENT OF FUEL OILS SUPPLIED FOR USE ON BOARD SHIPS (RESOLUTION MEPC.192(61))

1 The last sentence of paragraph 10 is replaced with the following:

"For the calculation of yearly average, any fuel oils less than 0.05% of sulphur should be calculated as 0.03%."

2 Paragraph 12 is replaced with the following:

"12 There are presently four providers of sampling and testing services under these Guidelines."

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ANNEX 7

DRAFT AMENDMENTS TO MARPOL ANNEX VI
(Data collection system for fuel consumption of ships)

Regulation 1
Application

1 The reference to "regulations 3, 5, 6, 13, 15, 16, 18, 19, 20, 21 and 22" is replaced with "regulations 3, 5, 6, 13, 15, 16, 18, 19, 20, 21, 22 and 22A".

Regulation 2
Definitions

2 After existing paragraph 47, new paragraphs 48 and 49 are added as follows:

"48 *Calendar year* means the period from 1 January until 31 December."

"49 *Registered owner* means the owner specified on a ship's certificate of registry issued by the Administration."

Regulation 3
Exceptions and exemptions

3 In chapeau of paragraph 2, between existing sentences 2 and 3, a new sentence is added as follows:

"A permit under this regulation 3.2 shall not exempt a ship from the reporting requirement under regulation 22A and shall not alter the type and scope of data that is required to be reported under regulation 22A."

Regulation 5
Surveys

4 At the end of paragraph 4.3, new text is added as follows:

"and has been revised appropriately to reflect the major conversion in those cases where the major conversion affects data collection methodology and/or reporting processes;"

5 A new paragraph 4.5 is inserted as follows:

".5 The Administration shall ensure that for each ship the SEEMP complies with regulation 22.2 of this Annex. This shall be done prior to collecting data under regulation 22A of this Annex in order to ensure the process is in place prior to the beginning of the ship's first reporting period. Confirmation of compliance shall be provided to the ship".

Regulation 6
Issue or endorsement of Certificates

6 After existing paragraph 5, new paragraphs 6 and 7 are added as follows:

"**Statement of Compliance**

6 Upon receipt of reported data pursuant to regulation 22A.3 of this Annex, the Administration or any organization duly authorized by it shall determine whether the data has been reported in accordance with regulation 22A of this Annex and, if so, issue a Statement of Compliance to the ship no later than five months from the beginning of the calendar year. In every case, the Administration assumes full responsibility for the Statement of Compliance.

"7 Upon receipt of reported data pursuant to regulations 22A.4, 22A.5 or 22A.6 of this Annex, the Administration or any organization duly authorized by it shall promptly determine whether the data has been reported in accordance with regulation 22A and, if so, issue a Statement of Compliance to the ship at that time. In every case, the Administration assumes full responsibility for the Statement of Compliance."

Regulation 8
Form of Certificates

7 After existing paragraph 2, new paragraph 3 is added as follows:

"**Statement of Compliance**

3 The Statement of Compliance pursuant to regulations 6.6.1 and 6.6.2 of this Annex shall be drawn up in a form corresponding to the model given in appendix X to this Annex and shall be at least in English, French, or Spanish. If an official language of the issuing Party is also used, this shall prevail in case of a dispute or discrepancy."

Regulation 9
Duration and validity of Certificates

8 After existing paragraph 11, new paragraph 12 is added as follows:

"**Statement of Compliance**

12 The Statement of Compliance pursuant to regulation 6.6.1 of this Annex shall be valid for the calendar year in which the Statement of Compliance is issued and for the first five months of the following calendar year. The Statement of Compliance pursuant to regulation 6.6.2 of this Annex shall be valid for the calendar year in which the statement of compliance is issued, for the following calendar year, and for the first five months of the subsequent calendar year. All Statements of Compliance shall be kept on board for at least the period of their validity."

Regulation 10
Port State control on operational requirements

9 In paragraph 5, the words "Statement of Compliance and" are inserted before the words "International Energy Efficiency Certificate".

Regulation 22
Ship Energy Efficiency Management Plan (SEEMP)

10 After existing paragraph 1, new paragraph 2 is inserted as follows and existing paragraph 2 is renumbered as paragraph 3:

"2 Beginning [DATE], the SEEMP shall include a description of the methodology that will be used to collect the data required by regulation 22A.1 of this Annex and the processes that will be used to report the data to the ship's Administration."

11 After existing regulation 22, new regulation 22A is inserted as follows:

"Regulation 22A
Collection and reporting of ship fuel consumption data

1 Beginning with calendar year [20XX] each ship of 5,000 GT and above shall collect the data specified in appendix IX to this Annex, according to the methodology included in the SEEMP.

2 Except as provided for in paragraphs 4, 5 and 6 of this regulation, at the end of each calendar year the ship shall aggregate the data collected in that calendar year.

3 Except as provided for in paragraphs 4, 5 and 6 of this regulation, within three months after the end of each calendar year, the ship shall report to its Administration or any organization duly authorized by it the aggregated value for each datum specified in appendix IX to this Annex, via electronic communication and using a standardized format developed by the Organization.

4 Prior to transfer of a ship from one Administration to another, the ship shall report to its Administration the aggregated data for the period of the calendar year corresponding to that Administration, as specified in appendix IX to this Annex and, upon request of its Administration, the disaggregated data.

5 Prior to change from one registered owner to another, the ship shall report to its Administration the aggregated data for the period of the calendar year corresponding to the owner, as specified in appendix IX to this Annex and, upon request of its Administration, the disaggregated data.

6 In the event of change from one Administration to another and from one registered owner to another concurrently, paragraph 4 of this regulation shall apply.

7 The data shall be verified according to procedures established by the Administration, taking into account guidelines developed by the Organization.

8 Except as provided for in paragraphs 4, 5 and 6 of this regulation, the disaggregated data that underlies the reported data noted in appendix IX to this Annex for the previous calendar year shall be readily accessible for a period of not less than 12 months from the end of the most recent calendar year and be made available to the Administration upon request.

9 Administrations shall ensure that the reported data noted in appendix IX to this Annex by its registered ships of 5,000 GT and above are transferred to the IMO Ship Fuel Consumption Database via electronic communication and using a standardized format developed by the Organization no later than one month after issuing the Statements of Compliance of these ships.

10 On the basis of the reported data submitted to the IMO Ship Fuel Consumption Database, the Secretary-General of the Organization shall produce an annual report to the Marine Environment Protection Committee summarizing the data collected, the status of missing data, and such other relevant information as requested by the Committee.

11 The Secretary-General of the Organization shall maintain an anonymized database such that identification of a specific ship will not be possible; Parties shall have access to the anonymized data strictly for their analysis and consideration.

12 The IMO Ship Fuel Consumption Database shall be undertaken and managed by the Secretary-General of the Organization, pursuant to guidelines developed by the Organization."

Appendix VIII

Form of International Energy Efficiency (IEE) Certificate

12 New appendices IX and X are inserted after existing appendix VIII as follows:

"**Appendix IX**

Information to be submitted to the IMO Ship Fuel Consumption Database

Identity of the ship
IMO number

Technical characteristics of the ship
Ship type
GT[1]
NT[2]
DWT[3]
Power output (rated power) of main and auxiliary engines (kW)

EEDI (if applicable)
Ice class (if applicable)[4]

Fuel consumption, by fuel type, in metric tonnes and methods used for collecting fuel consumption data

Distance travelled[5] from berth to berth, hours not at berth

1 GT should be calculated in accordance with the International Convention on Tonnage Measurement of Ships (ITC 1969). If not applicable, note "N/A".

2 NT should be calculated in accordance with the International Convention on Tonnage Measurement of Ships (ITC 1969). If not applicable, note "N/A".

3 DWT means the difference in tonnes between the displacement of a ship in water of relative density of 1,025 kg/m3 at the summer load draught and the lightweight of the ship. The summer load draught should be taken as the maximum summer draught as certified in the stability booklet approved by the Administration or an organization recognized by it. If not applicable, note "N/A".

4 Ice class should be consistent with the definition set out in the *International Code for Ships Operating in Polar Waters (Polar Code*), resolution MSC.385(94).

5 Distance travelled should be defined as distance travelled through the water in accordance with SOLAS chapter V.

Appendix X

Form of Statement of Compliance – Fuel consumption reporting

STATEMENT OF COMPLIANCE – FUEL CONSUMPTION REPORTING

Issued under the provisions of the Protocol of 1997,as amended by resolution MEPC.XXX(XX), to amend the International Convention for the Prevention of Pollution by Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

. . . . . .
(full designation of the Party)

by . . . . . .
(full designation of the competent person or organization authorized under the provisions of the Convention)

Particulars of ship[6]

Name of ship . . . . . .

Distinctive number or letters. . . . . .

IMO Number[7] . . . . . .

Port of registry . . . . . .

Gross tonnage. . . . . .

THIS IS TO CERTIFY:

1. That the ship has submitted to this Administration the data required by regulation 22A of the Convention, covering ship operations from DD/MM 20XX through DD/MM 20XX; and

2. The data was collected and reported in accordance with the methodology and process set out in the ship's SEEMP that was in effect over the period from DD/MM 20XX through DD/MM 20XX.

Issued at: . . . . . .
(place of issue of Statement)

[6] Alternatively, the particulars of the ship may be placed horizontally, in boxes.

[7] In accordance with the *IMO ship identification number scheme*, adopted by the Organization by resolution A.600(15).

Date (dd/mm/yyyy) . . . .

(date of issue) *(signature of duly authorized office issuing the Statement)*

(seal or stamp of the authority, as appropriate)"

***

ANNEX 8

DRAFT AMENDMENTS TO MARPOL ANNEX V (HME substances and form of Garbage Record Book)

ANNEX V

REGULATIONS FOR THE PREVENTION OF POLLUTION BY GARBAGE FROM SHIPS

Regulation 4
Discharge of garbage outside special areas

1 In the second sentence of paragraph 1.3, the words "taking into account guidelines developed by the Organization" are replaced with "in accordance with the criteria set out in appendix I of this Annex".

2 A new paragraph 3 is added as follows:

"3 Solid bulk cargoes as defined in regulation VI/1-1.2 of the International Convention for the Safety of Life at Sea, 1974 , as amended, other than grain, shall be classified in accordance with appendix I of this Annex, and declared by the shipper as to whether or not they are harmful to the marine environment[1]."

3 The existing paragraph 3 is renumbered as paragraph 4.

Regulation 6
Discharge of garbage within special areas

4 Paragraph 1.2.1 is replaced with the following:

"1.2.1 Cargo residues contained in hold washing water do not include any substances classified as harmful to the marine environment according to the criteria set out in appendix I of this Annex."

5 A new paragraph 1.2.2 is added as follows:

"1.2.2 Solid bulk cargoes as defined in regulation VI/1-1.2 of the International Convention for the Safety of Life at Sea, 1974 , as amended, other than grain, shall be classified in accordance with appendix I of this Annex, and declared by the shipper as to whether or not they are harmful to the marine environment*."

6 A new paragraph 1.2.3 is added as follows:

"1.2.3 Cleaning agents or additives, contained in hold washing water do not include any substances classified as harmful to the marine environment taking into account guidelines developed by the Organization."

---

[1] For ships engaged in international voyages, refer to section 4.2.3 of the International Maritime Solid Bulk Cargoes (IMSBC) Code; for ships not engaged in international voyages, other means of declaration may be used, as determined by the Administration.

7 The existing paragraphs 1.2.2 to 1.2.4 are renumbered as paragraphs 1.2.4 to 1.2.6. The renumbered paragraph 1.2.6 is replaced with the following:

"1.2.6 Where the conditions of subparagraphs .2.1 to 2.5 of this paragraph have been fulfilled, discharge of cargo hold washing water containing residues shall be made as far as practicable from the nearest land or the nearest ice shelf and not less than 12 nautical miles from the nearest land or the nearest ice shelf."

Regulation 10
Placards, garbage management plans and garbage record-keeping

8 In the chapeau of paragraph 3, the word "appendix" is replaced with the word "appendix II".

9 Paragraph 3.2 is replaced with the following:

".2 The entry for each discharge into the sea under regulations 4, 5, 6 or section 5.2 of chapter 5 of part II-A of the Polar Code shall include date and time, position of the ship (latitude and longitude), category of the garbage and the estimated amount (in cubic metres) discharged. For discharge of cargo residues the discharge start and stop positions shall be recorded in addition to the foregoing;

10 After the existing paragraph 3.2, new paragraphs 3.3 and 3.4 are inserted as follows:

".3 The entry for each completed incineration shall include date and time and position of the ship (latitude and longitude) at the start and stop of incineration, categories of garbage incinerated and the estimated amount incinerated for each category in cubic metres;

.4 The entry for each discharge to a port reception facility or another ship shall include date and time of discharge, port or facility or name of ship, categories of garbage discharged, and the estimated amount discharged for each category in cubic metres;"

11 The existing paragraph 3.3 is renumbered as 3.5 and between the words "Book" and "shall", the words "along with receipts obtained from reception facilities" are inserted.

12 The existing paragraph 3.4 is renumbered as 3.6 and is replaced with the following:

".6 In the event of any discharge or accidental loss referred to in regulation 7 of this Annex an entry shall be made in the Garbage Record Book, or in the case of any ship of less than 400 gross tonnage, an entry shall be made in the ship's official log-book of the date and time of occurrence, port or position of the ship at time of occurrence (latitude, longitude and water depth if known, the reason for the discharge or loss, details of the items discharged or lost, categories of garbage discharged or lost, estimated amount for each category in cubic metres, reasonable precautions taken to prevent or minimize such discharge or accidental loss and general remarks."

13 A new appendix I is added as follows and the existing appendix is renumbered as appendix II:

"APPENDIX I

Criteria for the classification of solid bulk cargoes as harmful to the marine environment

1 For the purpose of this Annex, cargo residues are considered to be harmful to the marine environment, if they are residues of solid bulk cargoes which are classified according to the criteria of the United Nations Globally Harmonized System of Classification and Labelling of Chemicals (GHS) meeting the following parameters[2]:

.1 Acute Aquatic Toxicity Category 1; and/or

.2 Chronic Aquatic Toxicity Category 1 or 2; and/or

.3 Carcinogenicity[3] Category 1A or 1B combined with not being rapidly degradable and having high bioaccumulation; and/or

.4 Mutagenicity[2] Category 1A or 1B combined with not being rapidly degradable and having high bioaccumulation; and/or

.5 Reproductive Toxicity[2] Category 1A or 1B combined with not being rapidly degradable and having high bioaccumulation; and/or

.6 Specific Target Organ Toxicity Repeated Exposure[2] Category 1 combined with not being rapidly degradable and having high bioaccumulation; and/or

.7 Solid bulk cargoes containing or consisting of synthetic polymers, rubber, plastics, or plastic feedstock pellets (this includes materials that are shredded, milled, chopped or macerated or similar materials)."

14 Section 3 of the renumbered appendix II is replaced with the following:

"3 Description of the garbage

Garbage is to be grouped into categories for the purposes of recording in parts I and II of the Garbage Record Book (or ship's official log-book) as follows:

Part I

A Plastics

B Food wastes

C Domestic wastes

[2] The criteria are based on UN GHS. For specific products (e.g. metals and inorganic metal compounds) guidance available in UN GHS, annexes 9 and 10 are essential for proper interpretation of the criteria and classification and should be followed.

[3] Products that are classified for Carcinogenicity, Mutagenicity, Reproductive toxicity or Specific Target Organ Toxicity Repeated Exposure for oral and dermal hazards or without specification of the exposure route in the hazard statement.

D Cooking oil

E Incinerator ashes

F Operational wastes

G Animal carcass(es)

H Fishing gear

I Electronic waste

Part II

Cargo residues"

15 The Record of Garbage Discharges in the renumbered appendix II is replaced with the following:

"RECORD OF GARBAGE DISCHARGES

PART I
For all garbage other than cargo residues as defined in regulation 1.2 (definitions)

Ship's name	Distinctive number or letters	IMO number

Garbage Categories

A-Plastics	**B-**Food waste	**C-**Domestic wastes (e.g. paper products, rags, glass, metal, bottles, crockery etc.)		
D-Cooking oil	**E-**Incinerator ashes	**F-**Operational wastes	**G-**Animal carcasses	**H-**Fishing gear
I–Electronic waste				

Operational discharges under MARPOL Annex V regulations 4 (outside special areas), 5 (fixed and floating platforms) or 6 (special areas) or chapter 5 of part II-A of the Polar Code

Date/ Time	Position of the ship (latitude/ longitude) **or** port if disposed of ashore **or** name of ship if discharged to another ship	Category	Estimated amount discharged		Estimated amount incinerated (m^3)	Remarks:(e.g. start/stop time and position of incineration; general remarks)	Certification/ Signature
			Into sea (m^3)	To reception facilities or to another ship (m^3)			
/ :							
/ :							
/ :							
/ :							

Exceptional discharge or loss of garbage under regulation 7

Date/ Time	Port or position of the ship (latitude/ longitude and water depth if known)	Category	Estimated amount lost or discharged (m^3)	Remarks on the reason for the discharge or loss and general remarks (e.g. reasonable precautions taken to prevent or minimize such discharge or accidental loss and general remarks)	Certification/ Signature
/ :					
/ :					

Master's signature:_____ Date: _____

PART II

For all cargo residues as defined in regulation 1.2 (definitions)

Ship's name	Distinctive number or letters	IMO number

Operational discharges under regulations 4 and 6

Date/ Time	Position of the ship (latitude/ longitude) or port if disposed of ashore	HME Yes/No	Estimated amount discharged		Start and stop positions of the ship for discharges into the sea	Certification/ Signature
			Into sea (m^3)	To reception facilities or to another ship (m^3)		
/ :						
/ :						
/ :						
/ :						

Master's signature:_____ Date: _____"

***

ANNEX 9

RESOLUTION MEPC.274(69)
(Adopted on 22 April 2016)

AMENDMENTS TO THE ANNEX OF THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978 RELATING THERETO

Amendments to MARPOL Annex IV

(Baltic Sea Special Area and Form of ISPP Certificate)2

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL), which specifies the amendment procedure and confers upon the appropriate body of the Organization the function of considering and adopting amendments thereto,

HAVING CONSIDERED, at its sixty-ninth session, proposed amendments to regulations 1 and 11 and to the appendix to MARPOL Annex IV,

1 ADOPTS, in accordance with article 16(2)(d) of MARPOL, amendments to regulations 1 and 11 of MARPOL Annex IV concerning the Baltic Sea Special Area and to the appendix to MARPOL Annex IV concerning the Form of the International Sewage Pollution Prevention Certificate, the texts of which are set out in the annex to the present resolution;

2 DETERMINES, in accordance with article 16(2)(f)(iii) of MARPOL, that the amendments shall be deemed to have been accepted on 1 March 2017, unless prior to that date, not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;

3 INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of MARPOL, the said amendments shall enter into force on 1 September 2017 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article 16(2)(e) of MARPOL, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to MARPOL;

5 REQUESTS FURTHER the Secretary-General to transmit copies of the present resolution and its annex to Members of the Organization which are not Parties to MARPOL.

ANNEX

AMENDMENTS TO MARPOL ANNEX IV

REGULATIONS FOR THE PREVENTION OF POLLUTION BY SEWAGE FROM SHIPS

Chapter 1
General

Regulation 1
Definitions

1 Paragraph 10 is replaced by the following:

"10 A *passenger ship* means a ship which carries more than twelve passengers.

For the application of regulation 11.3 a *new passenger ship* is a passenger ship:

.1 for which the building contract is placed, or in the absence of a building contract, the keel of which is laid, or which is in similar stage of construction, on or after 1 June 2019; or

.2 the delivery of which is on or after 1 June 2021.

An *existing passenger ship* is a passenger ship which is not a new passenger ship."

Chapter 3
Equipment and control of discharge

Regulation 11
Discharge of sewage

2 Paragraph 3 is replaced by the following:

"B Discharge of sewage from passenger ships within a special area

3 Subject to the provisions of regulation 3 of this Annex, the discharge of sewage from a passenger ship within a special area* shall be prohibited:

.1 for new passenger ships, on a date determined by the Organization pursuant to regulation 13.2 of this Annex, but in no event prior to 1 June 2019; and

.2 for existing passenger ships, on a date determined by the Organization pursuant to regulation 13.2 of this Annex, but in no event prior to 1 June 2021, except when the following conditions are satisfied: the ship has in operation an approved sewage treatment plant which has been certified by the Administration to meet the operational requirements referred to in regulation 9.2.1 of this Annex, and the effluent shall not produce visible floating solids nor cause discoloration of the surrounding water."

* Refer to the *Establishment of the date on which regulation 11.3 of MARPOL Annex IV in respect of the Baltic Sea Special Area shall take effect*, adopted by resolution MEPC 275(69).

Appendix

Form of International Sewage Pollution Prevention Certificate

International Sewage Pollution Prevention Certificate

3 The final paragraph under section 1.1 is replaced by the following:

> "The sewage treatment plant is certified by the Administration to meet the effluent standards as provided for in the *Guidelines on implementation of effluent standards and performance test for sewage treatment plants*, adopted by resolution MEPC.227(64), as amended, including/excluding* the standards of section 4.2 thereof."

With the following footnote:

> " * Delete as appropriate "

***

ANNEX 10

RESOLUTION MEPC.275(69)
(Adopted on 22 April 2016)

ESTABLISHMENT OF THE DATE ON WHICH REGULATION 11.3 OF MARPOL ANNEX IV IN RESPECT OF THE BALTIC SEA SPECIAL AREA SHALL TAKE EFFECT

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING that regulation 1.6.1 of Annex IV of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL), defines the Baltic Sea as a Special Area under the said Annex,

NOTING ALSO the definition of Special Area under MARPOL Annex IV, i.e. a sea area where for recognized technical reasons in relation to its oceanographical and ecological condition and to the particular character of its traffic the adoption of special mandatory methods for the prevention of sea pollution by sewage is required,

NOTING FURTHER the information provided to the Committee, at its sixty-eighth session, by Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden, and, at its sixty-ninth session, by the Russian Federation, representing the MARPOL Parties bordering the Baltic Sea Special Area, regarding reception facilities provided within the said Special Area, in accordance with regulation 13 of MARPOL Annex IV,

HAVING CONSIDERED the date on which the discharge requirements of regulation 11.3 of MARPOL Annex IV in respect of the Baltic Sea Special Area shall take effect,

1 DECIDES that, in accordance with the requirements set out in regulation 13.2 of MARPOL Annex IV, the discharge requirements for Special Areas in regulation 11.3 of MARPOL Annex IV for the Baltic Sea Special Area shall take effect on:

.1 1 June 2019 for new passenger ships;

.2 1 June 2021 for existing passenger ships other than those specified in paragraph 1.3 below; and

.3 1 June 2023 for existing passenger ships en route directly to or from a port located outside the special area and to or from a port located east of longitude 28˚10' E within the special area that do not make any other port calls within the special area;

2 ENCOURAGES Member Governments, industry groups and other stakeholders concerned to comply immediately on a voluntary basis with the Special Area requirements for the Baltic Sea Special Area;

3 REQUESTS the Secretary-General to notify, in conformity with regulation 13 of MARPOL Annex IV, all Parties to MARPOL of the aforementioned decision by 30 September 2016;

4 FURTHER REQUESTS the Secretary-General to notify all Members of the Organization of the aforementioned decision.

***

ANNEX 11

BIENNIAL STATUS REPORT OF THE PPR SUB-COMMITTEE AND PROVISIONAL AGENDA FOR PPR 4

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE (PPR)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
1.1.2.3	Unified interpretation of provisions of IMO safety, security, and environment-related Conventions	Continuous	MSC / MEPC	III / PPR / CCC / SDC / SSE / NCSR		Ongoing		MSC 78/26, paragraph 22.12; MEPC 67/20, paragraph 4.71; MEPC 68/21, paragraph 12.8; MEPC 68/21/Add.1, annex 16
2.0.1.2	Revised guidance on ballast water sampling and analysis	2017	MEPC	PPR	III	In progress		MEPC 68/21, paragraphs 7.14 and 17.26
5.2.1.2	Amendments to the IGF Code and development of guidelines for low-flashpoint fuels	2016	MSC	PPR / SDC / SSE / HTW	CCC	No work requested		MSC 94/21, paragraphs 18.5 and 18.6; MSC 95/22, paragraph 3.97
5.2.1.15	Consequential work related to the new Code for ships operating in polar waters	2017	MSC / MEPC	PPR / SSE	SDC	No work requested		MSC 93/22, paragraphs 10.44, 10.50 and 20.12; MSC 95/22, paragraphs 3.87 to 3.93; MEPC 68/21, paragraph 6.13; MEPC 68/21/Add.1, annex 10
7.1.2.1	Review of the guidelines for approval of ballast water management systems (G8)	2017	MEPC	PPR		No work requested		MEPC 69/21, paragraph 4.39

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE (PPR)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
7.1.2.3	Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels	2017	MSC / MEPC	SDC / SSE	PPR	In progress		
7.1.2.5	Production of a manual entitled “Ballast Water Management- how to do it”	2017	MEPC	PPR		In progress		
7.1.2.6	Revised section II of the Manual on Oil Pollution-Contingency planning	2017	MEPC	PPR		Completed		PPR 3/22, annex 5
7.1.2.7	Guide on Oil Spill Response in Ice and Snow Conditions	2016	MEPC	PPR		Completed		PPR 3/22, annex 6
7.1.2.8	Updated IMO Dispersant Guidelines	2017	MEPC	PPR		In progress		
7.2.2.1	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code	Continuous	MEPC	PPR		Ongoing		
Notes:	The following text has been deleted from the description of the output: "taking into account recommendations of GESAMP-EHS", as by omission the change made in MEPC 68/21/Add.1, annex 23, was not correctly reflected when reporting to A 29.							

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE (PPR)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
7.2.2.3	Review of MARPOL Annex II requirements that have an impact on cargo residues and tank washings of high viscosity, solidifying and persistent floating products and associated definitions, and preparation of amendments (2018)	2017	MEPC	PPR		In progress		
7.2.2.4	Guidance for exceptions and exemptions under regulations A-3 and A-4 of the BWM Convention	2017	MEPC	PPR		No work requested		
7.2.3.2	Updated OPRC Model training courses	2016	MEPC	PPR		Extended		
7.3.1.2	Development of standards for shipboard gasification waste to energy systems and associated amendments to regulation 16 of MARPOL Annex VI	2017	MEPC	PPR		In progress		
Notes:	PPR 3 decided to recommend to MEPC that the output be amended to read "Development of standards for shipboard gasification of waste systems and associated amendments to regulation 16 of MARPOL Annex VI"							
7.3.1.7	Amendments to bunker delivery note to permit the supply of fuel oil not in compliance with regulation 14 of MARPOL Annex VI	2016	MEPC	PPR		Completed		PPR 3/22, annex 3

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE (PPR)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
7.3.1.8	Guidelines for onboard sampling and verification of the sulphur content of the fuel oil used on board ships	2016	MEPC	PPR		Completed		PPR 3/22, annex 4
7.3.1.9	Guidelines for the discharge of exhaust gas recirculation bleed-off water	2016	MEPC	PPR		Extended		
Notes:	PPR 3 decided to recommend to MEPC to extend the target completion year to 2017.							
7.3.2.2	Impact on the Arctic of emissions of Black Carbon from international shipping	2017	MEPC	PPR		In progress		
8.0.3.1	Requirements for access to, or electronic versions of, certificates and documents, including record books required to be carried on ships		FAL	MSC / MEPC / LEG / III / PPR		No work requested		MEPC 69/21, paragraph 9.8
13.0.3.1	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution	Annual	MEPC	PPR		Completed		
14.0.1.1	Analysis and consideration of recommendations to reduce administrative burdens in IMO instruments including those identified by the SG-RAR	2017	Council	III / HTW / PPR / CCC / SDC / SSE / NCSR	MSC / MEPC / FAL / LEG	No work requested		

PROVISIONAL AGENDA FOR PPR 4

Opening of the session

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code (7.2.2.1)

4 Review of MARPOL Annex II requirements that have an impact on cargo residues and tank washings of high viscosity and persistent floating products (7.2.2.3)

5 Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (7.1.2.3)

6 Revised guidance on ballast water sampling and analysis (2.0.1.2)

7 Review of the guidelines for approval of ballast water management systems (G8) (7.1.2.1)

8 Production of a manual entitled "Ballast Water Management – How to do it" (7.1.2.5)

9 Consideration of the impact on the Arctic of emissions of Black Carbon from international shipping (7.3.2.2)

10 Development of standards for shipboard gasification waste to energy systems and associated amendments to regulation 16 of MARPOL Annex VI (7.3.1.2)

11 Guidelines for the discharge of exhaust gas recirculation bleed-off water (7.3.1.9)

12 Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution (13.0.3.1)

13 Updated IMO Dispersant Guidelines (Part IV) (7.1.2.8)

14 Updated OPRC Model training courses (7.2.3.2)

15 Unified interpretation to provisions of IMO environment-related Conventions (1.1.2.3)

16 Use of electronic record books (8.0.3.1)

17 Biennial agenda and provisional agenda for PPR 5

18 Election of Chairman and Vice-Chairman for 2018

19 Any other business

20 Report to the Marine Environment Protection Committee

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ANNEX 12

BIENNIAL AGENDA OF THE CCC SUB-COMMITTEE AND PROVISIONAL AGENDA FOR CCC3

SUB-COMMITTEE ON CARRIAGE OF CARGOES AND CONTAINERS (CCC)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
1.1.2.3	Unified interpretation of provisions of IMO safety, security, and environment related Conventions	Continuous	MSC / MEPC	III / PPR / CCC / SDC / SSE / NCSR				MSC 78/26, paragraph 22.12; CCC 1/13, section 7; CCC 2/15, section 9
5.2.1.2	Amendments to the IGF Code and development of guidelines for low-flashpoint fuels	016	MSC	HTW / SSE / SDC / PPR	CCC			MSC 94/21, paragraphs 18.5 and 18.6; MSC 95/22, paragraph 3.97; CCC 1/13, section 4; CCC 2/15, section 3
5.2.1.9	Safety requirements for carriage of liquefied hydrogen in bulk	2016	MSC	CCC				MSC 94/21, paragraph 18.3; CCC 2/15, section 4
5.2.3.3	Amendments to the IMSBC Code and supplements	Continuous	MSC / MEPC	CCC				CCC 1/13, section 5; CCC 2/15, section 5
5.2.3.4	Amendments to the IMDG Code and supplements	Continuous	MSC	CCC				CCC 1/13, section 6; CCC 2/15, section 6
7.1.1.1	Mandatory requirements for classification and declaration of solid cargoes as harmful to the marine environment	2017	MEPC	CCC				MEPC 68/21, paragraphs 17.16 and 17.17; MSC 95/22, paragraph 19.1; CCC 2/15, section 11

SUB-COMMITTEE ON CARRIAGE OF CARGOES AND CONTAINERS (CCC)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
12.3.1.1	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	Annual	MSC / MEPC	III	CCC			CCC 1/13, section 8; CCC 2/15, section 10
14.0.1.1	Analysis and consideration of recommendations to reduce administrative burdens in IMO instruments including those identified by the SG-RAR	2017	Council	III / HTW / PPR / CCC / SDC / SSE / NCSR	MSC / MEPC / FAL / LEG			

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PROVISIONAL AGENDA FOR CCC 3

Opening of the session

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Amendments to the IGF Code and development of guidelines for low-flashpoint fuels (5.2.1.2)

4 Safety requirements for carriage of liquefied hydrogen in bulk (5.2.1.9)

5 Amendments to the IMSBC Code and supplements (5.2.3.3)

6 Amendments to the IMDG Code and supplements (5.2.3.4)

7 Mandatory requirements for classification and declaration of solid bulk cargoes as harmful to the marine environment (7.1.1.1)

8 Unified interpretation to provisions of IMO safety-, security- and environment-related Conventions (1.1.2.3)

9 Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas (12.3.1.1)

10 Biennial agenda and provisional agenda for CCC 4

11 Election of Chairman and Vice-Chairman for 2017

12 Any other business

13 Report to the Committees

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ANNEX 13

BIENNIAL AGENDA OF THE III SUB-COMMITTEE AND PROVISIONAL AGENDA FOR III 3

SUB-COMMITTEE ON IMPLEMENTATON OF IMO INSTRUMENTS (III)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
1.1.2.3	Unified interpretation of provisions of IMO safety, security, and environment related Conventions	Continuous	MSC / MEPC	III / PPR / CCC / SDC / SSE / NCSR				MSC 78/26, paragraph 22.12; MEPC 67/20, paragraph 4.71; MEPC 68/21, paragraph 12.8; MEPC 68/21/Add.1, annex 16
2.0.1.2	Guidelines for port State control under the 2004 BWM Convention, including guidance on ballast water sampling and analysis	2017	MEPC	PPR	III			MEPC 68/21, paragraph 7.15 and 17.26
Notes:	TCY extended to 2017 at MEPC 68							
2.0.2.1	Analysis of consolidated audit summary reports	Annual	Assembly	MSC / MEPC / LEG / III	Council			MEPC 61/24, paragraph 11.14.1, MSC 88/26, paragraph 10.8
5.1.2.2	Measures to protect the safety of persons rescued at sea (2017)	2017	MSC / FAL	III	NCSR			MSC 95/22, paragraph 21.18.3
Notes: MSC 95 has moved the PBA output 5.1.2.2 for discussion in the 2016-2017 biennium.								

SUB-COMMITTEE ON IMPLEMENTATON OF IMO INSTRUMENTS (III)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
5.2.1.17	Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)	Annual	MSC / MEPC	III				MEPC 68/21, paragraphs 14.5 and 14.6 FSI 12/22, paragraph 9.4; MSC 79/23, paragraph 9.19
5.2.1.20	Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)	Annual	MSC / MEPC	III				MEPC 64/23, paragraph 11.49; MSC 91/22, paragraph 10.30; MEPC 52/24, paragraph 10.15
5.3.1.1	Measures to harmonize port State control (PSC) activities and procedures worldwide	Continuous	MSC / MEPC	III				MEPC 66/21, paragraph 18.8; MSC 94/21, paragraph 18.2.1; MEPC 68/21, paragraph 17.3
7.1.3.1	Consideration and analysis of reports on alleged inadequacy of port reception facilities	Annual	MEPC	III				
8.0.3.1	Requirements for access to, or electronic versions of, certificates and documents, including record books required to be carried on ships	2017	FAL	MSC / LEG / III / MEPC				FAL 39/16, paragraphs 5.36 and 5.37 MEPC 68/21, paragraphs 13.2 and 17.26
Notes: TCY extended to 2017 at MEPC 68.								

SUB-COMMITTEE ON IMPLEMENTATON OF IMO INSTRUMENTS (III)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
12.1.2.1	Lessons learned and safety issues identified from the analysis of marine safety investigation reports	Annual	MSC / MEPC	III				MSC 92/26, paragraph 22.29
12.1.2.2	Identified issues relating to the implementation of IMO instruments from the analysis of PSC data	Annual	MSC / MEPC	III				MSC 92/26, paragraph 22.29
12.3.1.1	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	Annual	MSC / MEPC	III	CCC			
14.0.1.1	Analysis and consideration of recommendations to reduce administrative burdens in IMO instruments including those identified by the SG-RAR	2017	Council	III / HTW / PPR / CCC / SDC / SSE / NCSR	MSC / MEPC / FAL / LEG			

PROVISIONAL AGENDA FOR III 3

	Opening of the session
1	Adoption of the agenda
2	Decisions of other IMO bodies
3	Consideration and analysis of reports on alleged inadequacy of port reception facilities (7.1.3.1)
4	Lessons learned and safety issues identified from the analysis of marine safety investigation reports (12.1.2.1)
5	Measures to harmonize port State control (PSC) activities and procedures worldwide (5.3.1.1)
6	Identified issues relating to the implementation of IMO instruments from the analysis of PSC data (12.1.2.2)
7	Analysis of consolidated audit summary reports (2.0.2.1)
8	Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC) (5.2.1.17)
9	Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code) (5.2.1.29)
10	Unified interpretation of provisions of IMO safety, security, and environment related Conventions (1.1.2.3)
11	Biennial agenda and provisional agenda for III 4
12	Election of Chairman and Vice-Chairman for 2017
13	Any other business
14	Report to the Committees

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ANNEX 14

REPORT ON THE STATUS OF OUTPUTS FOR THE 2016-2017 BIENNIUM

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
1.1.1.1	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance	2017	Assembly	MSC / MEPC / FAL / LEG / TCC	Council	In progress		MEPC 69/21, section 7
1.1.2.1	Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance	2017	Assembly	MSC / MEPC / FAL / LEG / TCC	Council			
1.1.2.3	Unified interpretation of provisions of IMO safety, security, and environment-related Conventions	Continuous	MSC / MEPC	III / PPR / CCC / SDC / SSE / NCSR		In progress		MSC 78/26, paragraph 22.12; MEPC 67/20, paragraph 4.71; MEPC 68/21, paragraph 12.8; MEPC 68/21/Add.1, annex 16; MEPC 69/21, paragraph 19.15.4.1

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
2.0.1.2	Revised guidance on ballast water sampling and analysis	2017	MEPC	PPR	III	In progress		MEPC 68/21, paragraphs 7.14 and 17.26
2.0.2.1	Analysis of consolidated audit summary reports	Annual	Assembly	MSC / MEPC / LEG / TCC / III	Council	In progress		MEPC 61/24, paragraph 11.14.1; MSC 88/26, paragraph 10.8; MEPC 69/21, paragraph 2.3.3
3.1.1.1	Analysis and consideration of reports on partnership arrangements for, and implementation of, environmental programmes	Annual	TCC	MEPC				
3.4.1.1	Input on identifying emerging needs of developing countries, in particular SIDS and LDCs to be included in the ITCP	Continuous	TCC	MSC / MEPC / FAL / LEG		In progress		MEPC 69/21, paragraph 15.8
3.5.1.1	Identify thematic priorities within the area of maritime safety and security, marine environmental protection, facilitation of maritime traffic and maritime legislation	Annual	TCC	MSC / MEPC / FAL / LEG		Ongoing		MEPC 69/21, section 15
3.5.1.2	Input to the ITCP on emerging issues relating to sustainable development and achievement of the MDGs	2017	TCC	MSC / MEPC / FAL / LEG				

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
4.0.1.3	Endorsed proposals for new outputs for the 2016-2017 biennium as accepted by the Committees	Annual	Council	MSC / MEPC / FAL / LEG / TCC		Ongoing		MEPC 69/21, paragraphs 19.1 to 19.7
4.0.2.1	Endorsed proposals for the development, maintenance and enhancement of information systems and related guidance (GISIS, websites, etc.)	Continuous	Council	MSC / MEPC / FAL / LEG / TCC				
4.0.3.1	Development of a new strategic framework for the Organization for 2018-2023	2017	Council	MSC / MEPC / FAL / LEG / TCC				
4.0.5.1	Revised guidelines on organization and method of work, as appropriate	2016	Council	MSC / MEPC / FAL / LEG / TCC		In progress		MEPC 69/21, section 18
5.2.1.15	Consequential work related to the new Code for ships operating in polar waters	2017	MSC / MEPC	PPR / SSE	SDC			MSC 93/22, paragraphs 10.44, 10.50 and 20.12; MSC 95/22, paragraphs 3.87 to 3.93; MEPC 68/21, paragraph 6.13; MEPC 68/21/Add.1, annex 10

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
5.2.1.17	Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)	Annual	MSC / MEPC	III		Ongoing		MEPC 68/21, paragraphs 14.5 and 14.6; MEPC 69/21, paragraph 13.7
5.2.1.20	Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)	Annual	MSC / MEPC	III		Ongoing		MEPC 69/21, paragraph 13.8
5.2.3.3	Amendments to the IMSBC Code and supplements	Continuous	MSC / MEPC	CCC		In progress		MEPC 68/21, paragraph 12.32; MEPC 69/21, paragraph 13.19
5.3.1.1	Measures to harmonize port State control (PSC) activities and procedures worldwide	Continuous	MSC / MEPC	III		Ongoing		III 2/16, section 7
7.1.1.1	Mandatory requirements for classification and declaration of solid bulk cargoes as harmful to the marine environment	2017	MEPC	CCC		In progress		MEPC 68/21, paragraphs 12.35, 17.16 and 17.17 MSC 95/22, paragraph 19.1; MEPC 69/21, paragraphs 13.14 to 13.18
7.1.2.1	Review of the guidelines for approval of ballast water management systems (G8)	2017	MEPC	PPR		In progress		MEPC 69/21, paragraphs 4.14 to 4.26 and 4.36 to 4.39

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
7.1.2.2	Designated Special Areas and PSSAs and their associated protective measures	Continuous	MEPC	NCSR		Ongoing		MEPC 68/21, paragraph 10.11; MEPC 69/21, paragraph 10.31
7.1.2.3	Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels	2017	MSC / MEPC	SDC / SSE	PPR	In progress		PPR 3/22, section 5
7.1.2.4	Approved ballast water management systems which make use of Active Substances, taking into account recommendations of the GESAMP-BWWG	Annual	MEPC			Ongoing		MEPC 68/21, paragraphs 2.2 to 2.8; MEPC 69/21, paragraphs 4.4 to 4.7
7.1.2.5	Production of a manual entitled “Ballast Water Management-how to do it”	2017	MEPC	PPR		In progress		PPR 3/22, section 7
7.1.2.6	Revised section II of the Manual on Oil Pollution-Contingency planning	2017	MEPC	PPR		In progress		PPR 3/22, section 14
7.1.2.7	Guide on Oil Spill Response in Ice and Snow Conditions	2016	MEPC	PPR		In progress		PPR 3/22, section 15
7.1.2.8	Updated IMO Dispersant Guidelines	2017	MEPC	PPR		In progress		PPR 3/22, section 16

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
7.1.3.1	Consideration and analysis of reports on alleged inadequacy of port reception facilities	Annual	MEPC	III		Ongoing		MEPC 69/21, paragraph 19.15.3
7.2.2.1	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code	Continuous	MEPC	PPR		Ongoing		PPR 3/22, section 3
Notes:	The following has been deleted from the description of the output '', taking into account recommendations of GESAMP-EHS'', as by omission the change made in MEPC 68/21/Add.1 Annex 23 was not correctly reflected when reporting to A29.							
7.2.2.2	Amendments to MARPOL Annex V, Form of Garbage Record Book	2016	MEPC			Completed		MEPC 69/21, paragraph 19.15.1
7.2.2.3	Review of MARPOL Annex II requirements that have an impact on cargo residues and tank washings of high viscosity, solidifying and persistent floating products and associated definitions, and preparation of amendments (2018)	2017	MEPC	PPR		In progress		PPR 3/22, section 4
7.2.2.4	Guidance for exceptions and exemptions under regulations A-3 and A-4 of the BWM Convention	2017	MEPC	PPR		In progress		MEPC 68/21, paragraph 2.55; MEPC 69/21, paragraph 4.32
7.2.3.1	Report on activities within the ITCP related to the OPRC Convention and the OPRC HNS Protocol	Annual	TCC	MEPC		Ongoing		MEPC 69/21, section 15

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
7.2.3.2	Updated OPRC Model training courses	2016	MEPC	PPR		In progress		PPR 3/22, section 17
7.3.1.1	Measures to ensure quality of fuel oil for use on board ships	2017	MEPC			In progress		MEPC 69/21, paragraphs 5.10 to 5.26
7.3.1.2	Development of standards for shipboard gasification waste to energy systems and associated amendments to regulation 16 of MARPOL Annex VI	2017	MEPC	PPR		In progress		PPR 3/22, section 9
Notes:	PPR 3 decided to recommend to MEPC the output to be amended to read "Development of Standards for shipboard gasification of waste systems and associated amendments to regulation 16 of MARPOL Annex VI"							
7.3.1.3	Monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships	Annual	MEPC			Ongoing		MEPC 69/21, paragraph 5.29; MEPC.1/Circ.862
7.3.1.4	Treatment of ozone-depleting substances used by ships	Annual	MEPC					
7.3.1.5	Amendments to the NOx Technical Code 2008 (dual-fuel engines and engines fuelled solely by gaseous fuels)	2016	MEPC			In progress		MEPC 68/21, section 3; MEPC 69/21, section 5
7.3.1.6	Amendments to MARPOL Annex VI concerning operational compliance with NO_X Tier III requirements	2016	MEPC			In progress		MEPC 68/21, section 3

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
7.3.1.7	Amendments to bunker delivery note to permit the supply of fuel oil not in compliance with regulation 14 of MARPOL Annex VI	2016	MEPC	PPR		In progress		PPR 3/22, section 10
7.3.1.8	Guidelines for onboard sampling and verification of the sulphur content of the fuel oil used on board ships	2016	MEPC	PPR		In progress		PPR 3/22, section 11
7.3.1.9	Guidelines for the discharge of exhaust gas recirculation bleed-off water	2016	MEPC	PPR		In progress		PPR 3/22, section 12
Notes:	PPR 3 decided to recommend to MEPC to extend the target completion year to 2017							
7.3.1.10	Review of fuel oil availability as required by regulation 14.8 of MARPOL Annex VI	2017	MEPC			In progress		MEPC 69/21, paragraphs 5.23 to 5.26
7.3.2.1	Further development of mechanisms needed to achieve the limitation or reduction of CO2 emissions from international shipping	Annual	MEPC			Ongoing		MEPC 69/21, sections 6 and 7
7.3.2.2	Impact on the Arctic of emissions of Black Carbon from international shipping	2017	MEPC	PPR		In progress		PPR 3/22, section 8

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
7.3.2.3	Promotion of technical cooperation and transfer of technology relating to the improvement of energy efficiency of ships	2017	MEPC			In progress		MEPC 69/21, paragraphs 5.2 to 5.7
7.3.2.4	Revision of Guidelines concerning EEDI and SEEMP	2017	MEPC			In progress		MEPC 69/21, paragraphs 5.34 to 5.57
7.3.2.5	EEDI reviews required under regulation 21.6 of MARPOL Annex VI	2017	MEPC			In progress		MEPC 69/21, paragraphs 5.34 to 5.57
7.3.2.6	Further technical and operational measures for enhancing the energy efficiency of international shipping	2017	MEPC			In progress		MEPC 69/21, sections 6 and 7
8.0.3.1	Requirements for access to, or electronic versions of, certificates and documents, including record books required to be carried on ships	2017	FAL	MSC / MEPC / LEG / III / PPR		In progress		FAL.5/Circ.39/Rev.2; FAL 40/19, paragraphs 6.18 to 6.21; MEPC 68/21, paragraphs 13.2 and 17.26; MEPC 69/21, section 9
10.0.1.2	Consideration of development of goal-based ship construction standards for all ship types	2017	MSC / MEPC					

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
Output number	**Description**	**Target completion year**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
12.1.2.1	Lessons learned and safety issues identified from the analysis of marine safety investigation reports	Annual	MSC / MEPC	III				MSC 92/26, paragraph 22.29
12.1.2.2	Identified issues relating to the implementation of IMO instruments from the analysis of PSC data	Annual	MSC / MEPC	III		Ongoing		III 2/16, section 6
12.3.1.	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	Annual	MSC / MEPC	III	CCC	Ongoing		CCC 2/15, section 10
13.0.3.1	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution	Annual	MEPC	PPR		Ongoing		PPR 3/22, section 13
14.0.1.1	Analysis and consideration of recommendations to reduce administrative burdens in IMO instruments including those identified by the SG-RAR	2017	Council	III / HTW / PPR / CCC / SDC / SSE / NCSR	MSC / MEPC / FAL / LEG	In progress		MEPC 69/21, section 17

POST-BIENNIAL AGENDA OF MEPC

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)								
ACCEPTED POST-BIENNIAL OUTPUT								
Number	**Biennium (when the output was placed on the post-biennial agenda)**	**Reference to High-level Actions**	**Description**	**Parent organ(s)**	**Associated organ(s)**	**Coordinating organ(s)**	**Timescale (session)**	**Reference**
1	2016-2017	7.2.2	Review of the 2015 Guidelines for Exhaust Gas Cleaning Systems (resolution MEPC.259(68))	MEPC	PPR		3	MEPC 69/21, paragraph 19.4

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ANNEX 15

ITEMS TO BE INCLUDED IN THE AGENDAS OF MEPC 70 AND MEPC 71

No.[1]	Item	MEPC 70 October 2016	MEPC 71 May 2017
1	Decisions of other bodies	X	X
2	Consideration and adoption of amendments to mandatory instruments	X [DG]	X [DG]
3	Harmful aquatic organisms in ballast water	X [RG]	X [RG]
4	Air pollution and energy efficiency	X [WG]	X [WG]
5	Further technical and operation measures for enhancing the energy efficiency of international shipping	X [WG]	X
6	Reduction of GHG emissions from ships	X [WG]	X
7	Identification and protection of Special Areas and PSSAs	X	X
8	Pollution prevention and response (reports of the Sub-Committee)	X[2]	X[3]
9	Reports of other Sub-Committees	X	X
10	Technical cooperation activities for the protection of the marine environment	X	X
11	Capacity building for the implementation of new measures	X	X
12	Analysis and consideration of recommendations to reduce administrative burdens in IMO instruments as identified by the SG-RAR	X	X
13	Work programme of the Committee and subsidiary bodies	X	X
14	Application of the Committees' Guidelines	X	X
15	Election of the Chairman and Vice-Chairman	X	X
16	Any other business	X	X
17	Consideration of the report of the Committee	X	X

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1 The numbering does not imply that this will be the number of the agenda item in the forthcoming sessions.
2 Report of PPR 3.
3 Report of PPR 4.

ANNEX 16

DRAFT AMENDMENTS TO MARPOL ANNEX I
(Form B of the Supplement to the IOPP Certificate)

ANNEX I
REGULATIONS FOR THE PREVENTION OF POLLUTION BY OIL

Appendix II
Form of IOPP Certificate and Supplements

Form B of the Supplement to the International Oil Pollution Prevention Certificate

RECORD OF CONSTRUCTION AND EQUIPMENT FOR OIL TANKERS

Section 1 – Particulars of ship

1 Paragraphs 1.11.8 and 1.11.9 are deleted.

Section 5 – Construction (regulations 18, 19, 20, 23, 26, 27 and 28)

2 Paragraph 5.1 is replaced with the following:

"5.1 In accordance with the requirements of regulation 18, the ship is qualified as a segregated ballast tanker in compliance with regulation 18.9 ……..□"

3 Existing paragraphs 5.1.1 to 5.1.6 are deleted.

4 Paragraph 5.2 is replaced with the following:

"5.2 Segregated ballast tanks (SBT) in compliance with regulation 18 are distributed as follows:

Tank	Volume (m^3)	Tank	Volume (m^3)
		Total volume……..……..m^3	

"

5 Existing paragraphs 5.2.1 to 5.2.3, 5.3 and 5.3.1 to 5.3.5 are deleted.

6 Existing paragraphs 5.4 and 5.4.1 to 5.4.4 are renumbered as 5.3 and 5.3.1 to 5.3.4.

7 Existing paragraphs 5.5 and 5.5.1 to 5.5.2 are deleted.

8 All subsequent paragraphs in section 5 are renumbered accordingly.

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ANNEX 17

STATEMENTS BY DELEGATIONS AND OBSERVERS*

ITEM 6

Statement by the delegation of the Cook Islands

"We have now through the approval of a mandatory data collection system set course for the gathering of robust, accurate and unbiased data on the fuel consumption of the world fleet.

The review and analysis of this data will under phase three of the process allow us to assess and decide how best to further enhance the energy efficiency of the maritime sector, an issue which is clearly within IMO's mandate and competence.

As your committee knows the Cook Islands has been fully engaged in the process and deliberations leading to today's important decision and we are proud to have taken our part and colleagues may rest assured of our continued engagement going forward."

ITEM 7

Statement by the UNFCCC

"I would like to use this opportunity to inform the Committee on behalf of the UNFCCC Secretariat on the outcome of the Paris Agreement, the next steps under the global climate change regime and implications for the maritime transport sector.

The Paris Agreement

The Paris Agreement truly is a landmark agreement marking a turning point in the global climate change response. The Paris Climate Conference was the most successful climate change conference ever, exceeding the expectations of the UNFCCC constituencies and many others. This success clearly shows that no one now anywhere can be in any doubt that the transition to a low-carbon and climate-neutral global economy is the determination of all nations.

The Paris Agreement provides for durable, robust and ambitious action on climate change and is universal and inclusive as it is applicable to all Parties. This is despite the complexity of the climate change issue and the past records of climate change conferences, despite political tensions and a difficult international context and despite the lack of progress in a broader multilateral setting on a number of important issues.

The Paris Agreement provides a clear pathway, direction and destination to keep the global temperature rise below 2°C above pre-industrial levels - and for the first time acknowledges that it would be highly desirable to limit the rise to 1.5°C.

* Statements have been included in this annex in the order in which they were given, sorted by agenda item, and in the language of submission (including translation into any other language if such translation was provided). Statements are available in all the official languages on audio file at: http://docs.imo.org/Meetings/Media.aspx

Also, the Paris Agreement translates the long-term temperature goal into a global trajectory in accordance with science. This trajectory is based on the concept of "global peaking", rapid reductions thereafter and a "balance" between emissions and removals. This provides the policy certainty that the business sector has been seeking as well as signalling the turning point towards a global low-emission future.

Climate change mitigation is now firmly founded on national action, thus shifting the direction of the climate change regime from the previous "top-down" approach to a strong "bottom up" approach. Every five years all Parties will submit their nationally determined contributions (NDCs) with increasing ambition of individual effort over time. These NDCs submissions will be subject to common rules but will take into account different responsibilities of Parties in accordance with their national circumstances. The submission of NDCs is legally binding, as are the domestic measures that aim at achieving the objectives of such contributions.

Linked to the long-term global goal and the individual efforts by all Parties, the Paris Agreement establishes a process of a global stocktake of global GHG emissions every five years, which will routinize the process of collectively moving to more ambitious action over time towards meeting the objective of the agreement and the Convention, without the frustrating arguments about whether to review commitments or implementation.

The Paris Agreement addresses the differentiation between industrialized and developing countries in a nuanced way by reflecting different capabilities and circumstances of countries. Differentiation is now woven systematically throughout the Agreement, yet at the same time the era of a single, universal system with commitments applicable to all and flexibility, where necessary, is being launched.

To achieve their mitigation contributions, Parties have the opportunity to cooperatively implement NDCs. Cooperative approaches involving the international transfer of mitigation outcomes and market-based approaches as well as new mechanisms, both market-based and non-market-based, are now enshrined in the Agreement. While the precise details are still to be worked out, the agreement on cooperative implementation of NDCs was another major development in Paris.

In addition to climate mitigation, adaptation has come into its own and is now, along with loss and damage, a pillar of the international climate change regime. The Paris Agreement establishes the global goal on adaptation of enhancing adaptive capacity, strengthening resilience and reducing vulnerability to climate change. It further recognizes ongoing efforts and growing needs for adaptation.

To enable developing country Parties to implement their contributions, developed countries have the obligation to support these countries financially in a more predictable manner, through the provision of technology and by building relevant capacities.

Further, the Paris Agreement and the accompanying decision contain new developments related to support for mitigation and adaptation actions:

- the "100 billion USD goal" was not only confirmed but there is now a commitment to enhance it from 2025;

- significantly enhanced attention was paid to the reporting and assessment of support to developing countries as part of the transparency framework, and as fundamental conditions of the success of the Agreement;

– there was recognition for the first time of the possibility of developing countries providing such support;

– there was also a recognition of the technology framework and the acknowledgement that cooperation on technology needs to be strengthened; and

– a robust outcome was achieved on capacity-building to enable developing countries to fulfill their undertakings.

In order to build mutual trust and confidence that all Parties are taking ambitious action in accordance with their different capacities, and to ensure accountability and delivery towards the implementation of individual NDCs, the Paris Agreement establishes a transparency framework for both action and support that is in the heart of the agreement.

This means that every two years all Parties will submit a report covering mitigation and adaptation actions as well as related support received and provided. These reports will undergo a technical expert review and a multilateral consideration. Depending on Parties' different national capacities the scope and level of details of reporting is expected to vary between Parties. The reporting and review modalities, procedures and guidelines will need to be developed within the next few years.

The Paris Agreement and the accompanying decision also include provisions to enhance pre-2020 climate actions (workstream 2) by strengthening the technical examination process on mitigation as an avenue for catalysing mitigation action, and by launching a technical examination process on adaptation.

Next steps under the global climate change regime

As an immediate next step, governments need to sign the Paris Agreement. This process will start on 22 April at a ceremony at UN headquarters, with a record number of more than 160 countries participating, including more than 60 of them represented by their Heads of State. Moreover, early this week the U.N. spokesman Farhan Haq announced that five countries - Barbados, Belize, Tuvalu, Maldives and Samoa – will not only sign the agreement reached in Paris in December but deliver their ratification.

Following the signature Governments will need to get ready for the implementation of the Paris Agreement before they will ratify it. The Paris Agreement will enter into force 30 days after the date on which at least 55 Parties accounting for more than 55 per cent of total global greenhouse gas emissions have ratified it. This can happen anytime even before 2020, which was the initial target date originally envisaged by Parties before Paris. Such possible faster pace indicated serious commitment by the Governments to dealing with the global challenge of climate change.

For the intergovernmental process under the UNFCCC, this means first of all that a huge task is ahead in fulfilling the mandates given to it by the Agreement and the COP decision – developing modalities and rules, getting institutions off the ground or shifted into a higher gear and putting the transparency regime in place.

International transport as part of global actions to address climate change

Let me now turn to emissions from international transport, including international maritime transport and how they can be addressed in the context of this strengthened global effort.

Although now often celebrated as the successful outcome, as the UNFCCC Executive Secretary, Christiana Figueres, stressed in many occasions, the Paris Agreement is marking only the beginning of a huge task ahead of us. The Paris Agreement does not by itself deliver on the task and reach its goals.

Unfortunately, global emissions are still rising and INDCs alone are inadequate to deliver towards the temperature goals enshrined in the Paris Agreement. To achieve these goals, the Paris Agreement calls for global peaking as soon as possible and if this does not come in time, the chances of attaining the objective of a 1.5 °C or even a 2 °C limit will slip away.

To realize the 1.5 degree temperature goal, every country, every industry, everyone must raise ambition to levels beyond business-as-usual practices and moderate climate action plans. Global ambition must be raised now to peak emissions within a decade and reduce both the long-term costs and the long-term risk exposure. If we know one thing, it is that making it work now holds significant advantage over delaying action.

As you know, unlike in the Kyoto Protocol, emissions from international transport are not addressed directly under the Paris Agreement. They are addressed by the relevant specialized organizations with competencies for the respective sectors, namely the International Civil Aviation Organization and the International Maritime Organization.

However, both international aviation and maritime transport have to contribute their fair share to global efforts towards the agreed temperature goal by contributing to the global peaking of greenhouse gas emissions as soon as possible, rapidly reducing them thereafter and moving towards global low-emission and climate-neutral development.

I would like to encourage the MEPC to use the momentum of the Paris Conference and the Paris Agreement to further strengthen its work on addressing emissions from maritime transport and to develop robust approaches to contribute to global efforts towards low-emission and climate-neutral development.

I am looking forward to working with you during this week and in the future to jointly accelerate actions and climate ambition in line with the goals of the Paris Agreement.

I am also looking forward to further strengthen our excellent cooperation with the IMO Secretariat on climate related matters.

Statement by the delegation of Argentina

"En primer lugar, agradecemos a las delegaciones que han presentado documentos en este punto de la agenda por su contribución al enriquecimiento de este debate, aun cuando tenemos reservas sobre algunos aspectos de su contenido. También agradecemos, entre otras, a las delegaciones de China, Brasil, Panamá e India, cuya sustancia compartimos en general.

El Acuerdo de París representa un hito en la evolución de los esfuerzos de la comunidad internacional para la mitigación del impacto de los gases de efecto invernadero. Ese Acuerdo fue posible gracias al espíritu de compromiso que primó en las negociaciones. De allí que resulte imprescindible el pleno y absoluto respeto al equilibrio y verdadero contenido de los compromisos allí alcanzados. Aludimos a la plena vigencia del Protocolo de Kyoto, en particular su artículo 2, cuyo contenido y efectos en nada quedaron alterados por lo acordado en París.

Nuestra Delegación desea destacar tres elementos claves que surgen del Protocolo y del Acuerdo: el principio de responsabilidades comunes pero diferenciadas, la inexistencia de obligaciones de reducción de emisiones de gases de efecto invernadero para los países en desarrollo, y la no incorporación de una aproximación de tipo sectorial a la temática. Observamos que el documento MEPC 69/7/2 no parece incorporar estos principios.

Aclaramos que no pretendemos ignorar el principio de no discriminación al que se refirió el Secretario General en su intervención inaugural. Insistimos, sin embargo, en considerar que ese principio se encuentra, en lo relativo a la emisión de gases de efecto invernadero, sujeto en su aplicación al principio de responsabilidades comunes pero diferenciadas, es decir, al principio general básico y vinculante en la cuestión del cambio climático. Se trata, en pocas palabras, de definir cómo se avanzará en la reducción de la emisión de gases de efecto invernadero sin afectar el principio de responsabilidades comunes pero diferenciadas. Este fue el sentido de la declaración que 91 PEDs formularon en el marco de la COP21, para que la OACI y la OMI respeten los principios surgidos del protocolo de Kyoto.

No ignoramos la problemática que puede surgir de la armonización del principio de trato no discriminatorio con el principio de responsabilidades comunes pero diferenciadas. Pero reconocer la complejidad del asunto no puede conllevar que los Estados aquí representados decidamos ignorar este desafío.

En ese sentido, creemos también que la propuesta del párrafo 14 del documento MEPC 69/7/1 es prematura, porque, aunque el documento menciona la relevancia del principio de diferenciación, no se clarifica cómo se lo tendrá en cuenta a la hora de definir la 'contribución prevista proporcional de la OMI'. Por último, recordamos que las 'contribuciones previstas determinadas' tienen, según lo acordado en París, un carácter gubernamental, por lo que no entendemos cómo ese concepto pudiera ser aplicado a un organismo internacional.

Por estos motivos, consideramos que la sustancia de los documentos presentados responde a una discusión que deberíamos tener en otra instancia de nuestro trabajo, una vez que culminemos con las etapas correspondientes a la recolección de datos y al análisis de esos datos, tal como han subrayado en sus intervenciones China, Panamá, et al. Por lo tanto, consideramos prematura su consideración en este foro y solicitamos que esta posición sea acabadamente reflejada en el Informe de este Comité."

Statement by the delegation of Brazil

"Firstly, we thank the proponents of this document for their submission and offer the following comments to the Committee.

Brazil celebrates the adoption of the Paris Agreement by COP-21 last December, under the United Nations Framework Convention on Climate Change (UNFCCC) and the ambitious, balanced and lasting compromise reached.

The Paris Agreement was indeed a milestone and Brazil recognizes the positive momentum that it has generated. However, caution is needed to properly consider the processes that IMO should pursue in facing climate change.

Measures related to the mitigation of GHG emissions from international shipping are an important component of the international response to climate change. The limitation or reduction of emissions of greenhouse gases of international maritime transport should be considered under the mandate given by Article 2.2 of the Kyoto Protocol and be consistent with the principles and provisions of the UNFCCC, as indicated by IMO Assembly resolution A.963(23).

Important political decisions remain unaddressed by IMO, both at a technical and a political level, including the right balance to be struck between the basics principles of 'common but differentiated responsibility' (CBDR) and non-discrimination.

The provision for nationally determined contributions (NDC) is at the core of the Paris Agreement. Proposals to establish a global target for ships of all countries, indiscriminately, would fail the principles and provisions of the UNFCCC because they disregard the differentiation between developed and developing countries.

As this Organization has already recognized when adopting the resolution MEPC.229(65) on the 'Promotion of Technical Co-operation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships', the principle of common but differentiated responsibilities (CBDR) needs to be an integral part of our work.

As a result, any target for reducing or limiting emissions for international shipping must necessarily entail a discussion of equity and distribution of responsibilities between the countries, as they would be ultimately responsible for implementing measures to achieve reductions in emissions from ships. Only then we will be able to ensure that the contribution of IMO to the international response to climate change is coherent with the international climate change regime.

Furthermore, we urge the Committee to consider the impact of any measures adopted by IMO on international trade and the development of all countries, in particular developing countries, that already pay 40 to 70 per cent more on average for the international transport of their imports when compared to developed countries, according to the 2015 Review of Maritime Transport published by UNCTAD.

Brazil supports a comprehensive assessment of the possible social, economic, technical and environmental implications of the measures under discussion, taking into account that the international maritime transport plays a vital role in the facilitation of world trade, and therefore on social and economic development of all countries.

It would also be advisable to assess the relative impact of energy efficiency measures already adopted at IMO and currently being implemented before deciding on additional measures.

We must bear in mind the need to provide developing countries with the necessary means to implement new measures related to this agenda item, through the promotion of the transfer of financial resources and technologies from developed countries to developing countries, in accordance with the obligations under the Paris Agreement.

Lastly, from a procedural point of view, Brazil deems inadequate to have two complex and inter-related negotiations occurring simultaneously, as would be the case for the data collection system (item 6) and the identification of the international shipping's share in the global efforts against climate change (item 7).

At this time, Brazil cannot support the launch of negotiations on a sectorial target for international shipping."

Statement by the delegation of India

"India welcomes the adoption of the Paris Agreement by COP-21, under the United Nations Framework Convention on Climate Change (UNFCCC), and acknowledged that COP- 21 held in Paris marked a milestone in global climate co-operation.

For the post-2020 period, India has committed to reduce the emissions intensity of its GDP by 30% by 2030 from 2005 level.

India's INDC do not bind it to any sector specific mitigation obligation or action. India's goal is to reduce overall emission intensity and improve energy efficiency of its economy over time and at the same time protecting the vulnerable sectors of economy and segments of our society.

The Paris Agreement recognizes the imperatives of sustainable patterns of consumption and production, with developed countries taking the lead, and the importance of climate justice, in strengthening the global response to threat of climate change.

It would also be advisable to assess the relative impact of energy efficiency measures already adopted by this Committee and currently being implemented before deciding on additional measures and caution is needed to properly consider the processes that MEPC should pursue in mitigating of GHG emissions from international shipping.

Few of the important decisions have not been addressed by this Committee, both at a technical and a political level, including maintaining the right balance between the basic principles of 'common but differentiated responsibilities and respective capabilities' (CBDR – RC) and non-discrimination on the 'Promotion of Technical Co-operation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships'.

India is of the view that comprehensive assessment should be undertaken, of the proposals now under discussion, taking into account that the international maritime transport plays a vital role in the facilitation of world trade, and thereby stimulates the social and economic growth of all countries.

We also support (in principle) views expressed by distinguished delegations of China and Brazil."

Statement by the delegation of Brazil

"We feel obliged to remind the Committee, since we are discussing sectorial targets for emission reduction that at UNFCCC the discussion is based upon the respect to the consensus rule. So we should have at the IMO an inclusive and transparent process, a multilateral approach consistent with the principles and provisions of the UNFCCC."

Statement by the delegation of China

"We note with great regret an article published yesterday on the website of Seas at Risk. The article covered in an extremely irresponsible way what the Organization is doing to reduce GHG emission from international shipping. That article did not mention the significant progress in establishing a mandatory data collection scheme which is soon to be adopted in this Organization. Instead, the article smears and slanders the Member States in their efforts in scientifically and effectively carrying out the work of GHG reduction.

Seas at Risk is a subsidiary organ annexed to CSC. CSC, as a NGO with consultative status with this Organization, fully participated in the discussion of this session of the MEPC.

It is very regrettable that we have to point out that CSC misplaced and failed the trust we as Member States accord to it and abused the rights to attend IMO meetings.

We are here to call upon fellow Member States and organizations with consultative status with this Organization, to cherish the spirit of cooperation that our Organization has been thriving upon to safeguard this Organization's credibility. We also kindly request the Secretariat to take effective measures to clear up the glaring influence caused by that slandering article."

Statement by the delegation of the Cook Islands

"It is with considerable reluctance that we comment on this matter, however as one of two Parties singled out for special attention by an NGO present here in this room we have to say that we share the concerns raised by China.

Indeed, we note that there was a twitter feed running during yesterday's sessions which was giving a running commentary on discussions, taking comments out of context, misrepresenting country positions and all this before the group had even found resolution on some of the more contentious matters. We do consider this a clear abuse of the privilege that has been extended to particular groups and individuals to participate in such important sessions of the IMO MEPC.

Turning to the published article which has so grossly misreported our position and our contribution to the work of this Organisation, we find this extremely disappointing, as people here know we were supporting a significant proportion of members in this room in finding a workable solution to the challenge of assessing and responding to GHG emissions in the shipping sector.

It is disappointing also because it diminishes what we consider to be a landmark decision taken by the membership on a mandatory data collection system which needs to be celebrated and not scorned.

Of course we absolutely support the freedoms of all groups participating here in our sessions, but this must extend to the members as well – we need to feel free to express our views without the threat of others reporting these live out on the worldwide web and as I say, taken out of context and misrepresented.

We will leave it there, but wish to register this concern with your Committee and the Secretariat, and of course my delegation absolutely refutes the claims made in such articles and twitter feeds. We reserve the right, if needed, to come back to this issue at appropriate future sessions of IMO."

ITEM 10

Statement by the delegation of the Russian Federation

"Resolution MEPC.200(62) designates the Baltic Sea as a Special Area under MARPOL Annex IV (regulation 1.6.1). All Baltic countries initiated the relevant amendments to be introduced in the above MARPOL Annex, taking into account the special environmental sensitivity and the existing serious environmental issues of the marine environment (eutrophication), as was repeatedly noted in various documents

The status of 'Special Area' provides for the introduction of more stringent requirements for the discharge of sewage from passenger ships in the Baltic Sea.

One of the key requirements of a 'Special Area' status is the availability in the region's ports of adequate reception facilities for the collection of sewage from passenger ships.

In this regard, in accordance with regulation 13.2 of Annex IV to the MARPOL Convention, the Russian Federation declares that there are adequate reception facilities for the collection of sewage from passenger ships in the Russian ports of the Baltic Sea. This fact is reflected in the 'port reception facilities' module in GISIS, which was fully updated by the Russian Federation in 2015.

The mandatory regulations approved on the national level in the Russian ports of the Baltic region legally establish the requirement for the availability of reception facilities in their respective seaports.

The quays of the passenger ship ports where cruise passenger ships call (for example modern passenger port Marine Façade in St. Petersburg) are connected to the municipal sewerage, which allows for prompt disposal of large volumes of sewage with no undue delay of ships.

Thus, the Russian Federation considers the provisions of regulation 13.2 of Annex IV to the MARPOL Convention to be satisfied (fulfilled), and believes that the effective dates of the implementation of Special Area status could be established for the entire Baltic Sea Special Area within the framework of the said Annex."

Statement by the delegation of the Bahamas

"MEPC 68 was held from 11 to 15 May 2015 at which time the Committee was notified in document MEPC 68/10/2 of the declaration by eight States of the Baltic Sea that 'adequate reception facilities for sewage are available in relevant ports within the region.'

Our attention has been drawn to a report, dated 13 October 2015, found on the website of the Baltic Ports Organization, of the GreenCruise Conference held in Copenhagen.

The Secretary-General of the Baltic Ports Organization is quoted as follows: *'BPO supports the mandatory delivery of sewage from passenger ships as it will lead to cleaner Baltic Sea by reducing discharge of nutrients to the marine environment. BPO calls local sewage companies for an open dialogue with ports // in order to find a sustainable solution. During the planning phase for PRFs also national administrations have its role to play in facilitating the open dialogue between ports and other local players.'*

The same website contains an article, dated 23 March 2016, titled 'Green light for Green InfraPort'. This report advises of an EU Grant for the development and implementation of sustainability solutions of Baltic ports // quote 'mainly [for] the planning and development of port reception facilities for sewage from passenger ships…'

Furthermore, in a report dated 6 April 2016, we learn of an 'International Workshop on Port Reception Facilities – for the Baltic Sea as Special Area according to MARPOL Annex IV' to be held in July 2016. The report contains the following text: *The topic of obligatory delivery of sewage from passenger ships remains one of BPO's main priorities. Baltic ports need to be adequately prepared for the upcoming deadlines and costs linked to the development of necessary infrastructure.*

We fully acknowledge the importance of this matter to the Baltic States. However, the information obtained from the Baltic Ports Organization, the HELCOM review 2014 and the comments made by HELCOM here today continue to cast doubt that comprehensive and sufficient Port Reception facilities are in place to support the Special Area.

Consequently the concerns we expressed at MEPC 68 about the way in which this important matter has been progressed have not diminished. We note with disappointment that many of the GISIS database entries for the 10 ports with the most cruise ship calls (excepting St. Petersburg) remain substantially incomplete. Therefore we repeat our call from MEPC 68 that the Baltic States ensure the full and proper communication of adequate port reception facilities so that passenger ships can continue to plan and provide their services in an environmentally sustainable way without delay or excessive cost."

ITEM 20

Statement by the delegation of Panama

"Es para esta delegación un honor informar al Comité que El Canal de Panamá ha proporcionado a la industria marítima una ruta valiosa desde su apertura en 1914, la cual ha ayudado a evitar las emisiones de Gases de Efecto Invernadero por parte de los buques que utilizan el canal, por lo que es un componente importante de una industria marítima eficiente y comprometida con la reducción de los efectos del cambio climático.

El Tercer Juego de Esclusas permitirá el transporte de mayores volúmenes de carga utilizando menos buques, reduciendo así el consumo de combustible y las emisiones de CO_2, lo cual contribuirá con los esfuerzos internacionales para reducir el calentamiento global.

Además, la ACP está implementando un módulo de emisiones de CO_2 para la industria marítima, el cual permitirá calcular y señalar las emisiones de CO_2 para rutas del comercio mundial, asistiendo en la elección de rutas, no sólo sobre la base de las variables de costos, sino también de factores ambientales colocando a la ruta de Panamá como una opción ambientalmente importante. Se ha estimado que la ruta del Canal reducirá más de 160 Millones de toneladas de CO_2 en los 10 primeros años de funcionamiento de su ampliación.

Es así que la ruta de Panamá, con su Canal Ampliado, contribuirá a los esfuerzos de las naciones, la industria, El Convenio Marco de Cambio Climático y la Organización Marítima Internacional para la reducción de gases de efecto invernadero.

Y es con gran alegría y orgullo, que la Delegación de Panamá anuncia la inauguración del Tercer Juego de Esclusas del canal, el próximo 26 de junio de 2016."