



# Outcome of IMO MSC 102 and MEPC 75

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WEBINAR

23 NOVEMBER 2020

# Impact of pandemic to the IMO working schedules and arrangements

9 sessions postponed, 2 C/ES held by correspondence, 6 sessions (including FAL 44, MSC 102 and MEPC 75) held virtually.

ALLCOM/ES 2 held in September to agree on waving some of the Rules of Procedure of the Committee in respect of holding of remote sessions, i.e.:

**Waiver of rules** Rule 3 (meeting at IMO HQ), Rule 4 (Secretary-General to notify Members and other participants at least 2 months in advance), Rule 11, (Secretary-General to communicate the provisional agenda and supporting documents to Members and other participants 2 months before the opening of the session)

**Other rules of procedure considerations** rule 9 (regarding credentials electronically submitted credentials, with originals submitted at latter stage), Rules 27, 28 and 34 imply that a Member is "present" at a meeting or session if they are physically present.

Approval of MSC-LEG-MEPC-TCC-FAL.1/Circ.1 on *Interim guidance to facilitate remote sessions of the Committees during the COVID-19 pandemic*

Meetings virtually held (pros and cons)

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## Amendments to mandatory instruments

Amendments **chapter II-1 of the 1974 SOLAS Convention**, related to Part A, regulation 1; Part A-1 (Structure of ships) regulation II-1/3-8; Part B-1 (Stability) regulation 7-2; Part B-2 (Subdivision, watertight and weathertight integrity) regulations 12, 13, 16, 17, 17-1; and Part B-4 (Stability management) regulations 19, 21, 22. The amendments are expected to enter into force on **1 January 2024**;

Amendments to the IGF Code sections 6 (Fuel containment system), 11 (Fire safety) and 16 (Manufacture, workmanship and testing); (sections 6, 11 and 16). The amendments are expected to enter into force on **1 January 2024**;

Amendments to section 6.5.3 (welding procedure tests) of the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code). The amendments are expected to enter into force on **1 January 2024**.

Amendments (40-20) to the IMDG Code. The amendments shall enter into force on **1 January 2022** and can voluntarily be applied from 1 January 2021;

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## Supporting instruments approved

Circular MSC.1/Circ.1588/Rev.1 on amendments to the Revised Emergency Response Procedures for Ships Carrying Dangerous Goods (EmS Guide)

Circular MSC.1/Circ.1620 on Guidelines on the design of mooring arrangements and the selection of appropriate mooring equipment and fittings for safe mooring;

Circular MSC.1/Circ.1175/Rev.1 on Revised Guidance on shipboard towing and mooring equipment;

MSC circular on Voluntary early implementation of the amendments to SOLAS regulation II-1/12.6.2. The Circular will be in effect for ships built before 1 January 2024.

RESOLUTION MSC.429(98)/REV.2 – REVISED EXPLANATORY NOTES TO THE SOLAS CHAPTER II-1 SUBDIVISION AND DAMAGE STABILITY REGULATIONS (in effect on 1 January 2024)

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## Carriage of cargoes and containers (CCC)

MSC.1/Circ.1622 on Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel

MSC.1/Circ.1624 on amendments to the Code of Safe Practice for Cargo Stowage and Securing (CSS Code);

MSC.1/Circ.1353/Rev.2 on the Guidelines for the preparation of the Cargo Securing Manual;

MSC.479(102) on the Guidelines for securing arrangements for the transport of road vehicles on ro-ro ships which will replace resolution A.581(14), as amended, for submission to Assembly for consideration with a view to adoption;

MSC.1/Circ.1625 on amendments to the Code of Safe Practice for Ships Carrying Timber Deck Cargoes, 2011 (2011 TDC Code);

MSC.1/Circ.1627 on Unified interpretation of the IMDG Code

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## Ship design and construction (SDC)

The Committee approved

- - the draft new SOLAS regulation II-1/25-1 on water level detectors on multiple hold cargo ships other than bulk carriers and tankers, with a view to subsequent adoption at MSC 103. Bilge level alarm sensors can be used as an alternative to a water level detector
- draft amendments to the 2011 ESP Code, with a view to adoption at MSC 103 (Code to be re-issued as 2019 ESP Code)

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## Ship systems and equipment (SSE)

The Committee approved draft amendments to:

- Chapter 9 of the Fire Safety Systems Code to adjust the requirements to short circuit isolators in fixed fire detection systems
- new safety measures for shipboard cranes on board all ships and for anchor handling winches on board vessels used for anchor handling operations.

Associated guidelines for lifting appliances and associated loose gear were been approved in principle.

The above amendments, pending the adoption by MSC 103, are expected to enter into force on 1 January 2024.

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## Any other business (COVID-19 matters only)

The Committee approved an MSC Circular on Industry recommended framework of protocols for ensuring safe ship crew changes and travel during the Coronavirus (COVID-19) pandemic

The Committee requested the Secretariat to initiate the development, in collaboration with ILO and ICAO, of a logo or symbol to promote awareness of resources dedicated to seafarers

The Committee requested the Secretariat to develop, as a matter of priority, a new GISIS module for the dissemination of information by Member States regarding ports that facilitated crew changes.

Subsequently, the Committee approved circular MSC.1/Circ.1638 on the Unified interpretation of SOLAS regulation II-1/3-10 concerning the term "unforeseen delay in delivery of ships" during COVID-19. The Committee approved



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**Adoption of amendments to mandatory instruments and approval of supporting instruments: LR presentation**

## **Approval of short measures for reducing the Co2 emissions**

Draft amendments to MARPOL Annex VI were approved, introducing new regulations to reduce GHG emissions from ships. These are the Energy Efficiency Existing Ship Index (EEXI), operational Carbon Intensity Indicator (CII), which includes a rating scheme (A to E), and an enhanced SEEMP with mandatory content, approval and subsequent audits.

EEXI will impose a requirement equivalent to Energy Efficiency Design Index (EEDI) Phase 2 or 3 (with some adjustments). EEXI to all existing ships ( to be verified and a new Energy Efficiency Certificate issued no later than the first annual International Air Pollution Prevention (IAPP) survey on or after 1 January 2023.

Ships above 5,000 GT need to calculate a CII and will be given an annual rating of A to E. The rating thresholds will be increasingly stringent towards 2030. D rating for three consecutive years or an E rating in a single year, a corrective action plan needs to be developed as part of the SEEMP and approved.

By 1 January 2023, all ships above 400 GT need to have an approved SEEMP on board (implementation of the SEEMP subject to audits) . For ships above 5,000 GT, the SEEMP also needs to include mandatory content, such as an implementation plan on how to achieve the CII targets.

The amendments are expected to be adopted at MEPC 76 in June 2021 with entry into force on **1 January 2023**.

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## Approval of short measures for reducing the Co2 emissions (cont'd)

Adoption of the amendments at MEPC 75 is subject to::

- Approval of an impact assessment on States (to be developed); and
- Approval of supporting guidelines (to be developed) such as:
  - Guidelines on the method of calculation of the attained EEXI;
  - Guidelines on survey and certification of the attained EEXI;
  - Guidelines on calculation and verification of the attained annual Carbon Intensity Indicator (CII) using data collected in accordance with regulation 22A of MARPOL Annex VI;
  - Guidelines on determination of the required annual operational Carbon Intensity Indicator (CII), including reference lines, reduction factors and rating mechanism;
  - Guidelines on the development of a plan of corrective actions to achieve the required annual operational Carbon Intensity Indicator (CII);

A number of existing guidelines need also to be revised ::

- 2016 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) (resolution MEPC.282(70));
- 2017 Guidelines for the development and management of the IMO Ship Fuel Oil Consumption Database (resolution MEPC.282(70));
- Procedures for port State control, 2019 (resolution A.1138(31));

2013 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI (MEPC/1/Circ.815)

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## **INDUSTRY PROPOSAL FOR INTERNATIONAL MARITIME R&D BOARD**

The Committee gave initial consideration to the industry's proposal for a US\$5 billion International Maritime Research and Development Board (IMRB).

Although the matter is to be progressed at MEPC 76, significant comments were raised on the proposed framework and opposing views (for different reasons such as preference to MBM measures, concern that the IMRB could constitute a duplication of their effort to sustain R&D, concern for a negative impact on export) were expressed.

Recorded 37 comments that need to be addressed during the intersessional period before MEPC 76.

### **4th IMO GHG study**

The study was approved.

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## **AFS Convention**

Amendments to the AFS Convention to include controls on cybutryne and an operative paragraph with respect to issuance of the new International Anti-fouling System Certificate (IAFSC) were approved.

This implies a ban to apply or re-apply anti-fouling systems containing cybutryne from 1 January 2023. All ships should remove or seal such anti-fouling systems no later than 60 months following the last application of such anti-fouling system prior to 1 January 2023, The amendments are expected to be adopted at MEPC 76 in June 2021 with entry into force on 1 January 2023.

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## **Ban on carriage of HFO as fuel in Arctic**

Amendments to MARPOL Annex I, Reg. 43A, prohibiting the use and carriage of HFO as fuel in the Arctic from 1 July 2024 were approved. For vessels complying with Reg. 12A, fuel oil tank protection (e.g. double hull), the proposed entry into force date is 1 July 2029. There is also an option for states with an Arctic coastline to waive the requirement for ships flying its flag and operating in its water until 1 July 2029.

The amendments are expected to be adopted at MEPC 76 in June 2021 with entry into force on 1 July 2024.

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Thank You!