



Türk Loydu Summary Report – MEPC 82

OCTOBER 2024

TLR /MEPC 82

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summary report

The eighty second session of the Marine Environment Protection Committee was held from 30 September to 04 October 2024. Decisions and discussions have been summarized hereunder.

CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

Amendments to the MARPOL Annex VI

The Committee was adopted the amendments to Annex VI of MARPOL concerning the designation of the Canadian Arctic and the Norwegian Sea as ECAs for Nitrogen Oxides, Sulphur Oxides and Particulate Matter by MEPC 392(82). The amendments will enter into force on 1 March 2026.

HARMFUL AQUATIC ORGANISMS IN BALLAST WATER

The Committee noted the matters related to the on-going review of the BWM Convention like modifications to BWMS with existing type approval. Also MEPC 82 considered the matters on Amendments to the Guidance on ballast water record-keeping and reporting and Operational challenges encountered by ships. The Ballast Water Review Group has been established during the meeting.

The Committee approved the 2024 Guidance for Administrations on the type approval process for ballast water management systems (BWM.2/Circ.43/Rev.2) and the 2024 Guidance on ballast water record-keeping and reporting (BWM.2/Circ.80/Rev.1), which incorporates guidance on recording operational scenarios related to challenging water quality conditions.

AIR POLLUTION PREVENTION

Implementation of the global 0.50% sulphur limit and the use of EGCS

The Committee noted the report related to the implementation of the 0.50% sulphur limit and outcomes of the sulphur monitoring for 2023. Also MEPC 82 considered the proposal on evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas and the Committee agreed to instruct the APEE Working Group to consider the proposed draft terms of reference for the re-establishment of the GESAMP Task Team on EGCS.

Reduction of the impact on the Arctic of Black Carbon emissions from international shipping

The Committee adopted resolutions MEPC.393(82) on Guidance on best practice on recommendatory goal-based control measures to reduce the impact on the Arctic of Black Carbon emissions from international shipping and MEPC.394(82) on Guidelines on recommendatory Black Carbon emission measurement, monitoring and reporting.

This Guidance is intended to assist ship operators/companies in their efforts to reduce Black Carbon (BC) emissions from their ships operating in or near the Arctic in measurable and concrete ways.

Issues related to NOx emissions

The Committee approved draft amendments to MARPOL Annex VI and associated draft amendments to the NOx Technical Code (NTC) 2008 concerning the use of multiple engine operational profiles for a marine diesel engine, including clarifying engine test cycles. Regarding to certification of an existing engine subject to substantial modification, the Committee approved draft amendments to NTC 2008 concerning certification of an existing engine subject to substantial modification or being certified to a Tier to which the engine was not certified at the time of its installation, with a view to adoption at MEPC 83.

ENERGY EFFICIENCY OF SHIPS

Review of the short-term GHG reduction measure

The Committee noted that the documents deferred to this session and submitted to this session on the review of the short-term GHG reduction measure had been considered by the Working Group.

Having considered the progress made by the Working Group on the review of the short-term GHG reduction measure, the Committee:

- noted the update of the initial analysis of available data and proposals to be considered during the review of the short-term GHG reduction measure
- agreed to establish a correspondence group on the review of the short-term GHG reduction measure
- agreed to the holding of a meeting of ISWG-APEE 1

Proposed UI on application of amendments to appendix IX of MARPOL Annex VI (resolution MEPC.385(81))

MEPC 82 considered UI on the practical implications of implementing the amendments to appendix IX of MARPOL Annex VI concerning the information on transport work and enhanced granularity to be submitted to IMO DCS.

Following consideration, the Committee approved MEPC.1/Circ.913 on Guidance on the application of the amendments to appendix IX of MARPOL Annex VI adopted by resolution MEPC.385(81) on inclusion of data on transport work and enhanced granularity in the IMO Ship Fuel Consumption Database (IMO DCS).

Proposed draft amendments concerning clarification of entries in data reporting required by regulations 27 and 28 of MARPOL Annex VI

MEPC noted that the Working Group had considered the draft amendments to appendix IX of MARPOL Annex VI concerning clarification of entries in data reporting required by regulations 27 and 28 of MARPOL Annex VI and approved for inclusion in the revised MARPOL Annex VI under development

Proposed draft amendments to the 2022 SEEMP Guidelines

The Committee noted that the Working Group had considered draft amendments to the 2022 Guidelines for the development of a Ship Energy Efficiency Management Plan

(SEEMP) seeking alignment with the amendments to appendix IX of MARPOL Annex VI adopted by MEPC 81 (resolution MEPC.385(81)) and consequently adopted resolution MEPC.395(82) on 2024 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP).

Sample format for confirmation of compliance pursuant to regulation 5.4.5 of MARPOL Annex VI (SEEMP Part II)

Amendments to the sample format for the Confirmation of compliance pursuant to regulation 5.4.5 of MARPOL Annex VI – SEEMP Part II (MEPC.1/Circ.876) to update the references to regulation 26.2 of MARPOL Annex VI and the 2022 SEEMP Guidelines had been considered. Consequently, the Committee approved MEPC.1/Circ.914 on Revised sample format for the confirmation of compliance pursuant to regulation 5.4.5 of MARPOL Annex VI.

REDUCTION OF GHG EMISSIONS FROM SHIPS

Further development of candidate mid-term measure(s)

The Committee reviewed the outcomes of ISWG-GHG 17, particularly the agreement to use the draft IMO net-zero framework as the basis for developing amendments to MARPOL Annex VI. Proposals included financing mechanisms for Small Island Developing States (SIDS) and Least Developed Countries (LDCs), as well as amendments to integrate wind energy into GHG reduction measures. The Committee agreed on the draft text which integrates inputs and proposals from Member States and international organizations on possible amendments to be made to MARPOL Annex VI. The Committee invited Member States and international organizations to continue to work towards further convergence on the development of the basket of candidate mid-term measure(s) through intersessional meetings.

Life Cycle GHG Assessment (LCA) Framework

The Committee noted progress on the development of the Life Cycle GHG Assessment (LCA) framework, with the GESAMP-LCA Working Group conducting its first meeting in September 2024. The group is preparing methodologies for reviewing default emission factors, with a second meeting planned for November 2024. Studies on alternative fuels, including ammonia and LNG-powered vessels, were reviewed, and interested parties were encouraged to contribute proposals for sustainable fuel certification.

Fifth IMO GHG Study

A preliminary analysis of the terms of reference for the Fifth IMO GHG Study was considered. Proposals included establishing a Steering Committee to oversee the study and incorporating elements such as the relationship between maritime emissions and global trade patterns. The Committee requested the Secretariat to submit a revised proposal for consideration at MEPC 83.

Comprehensive Impact Assessment (CIA) of Mid-Term Measures

The Committee reviewed the Comprehensive Impact Assessment (CIA) of proposed mid-term measures, including their effects on the global fleet and vulnerable economies. Some delegations raised concerns over the reliability of the study's findings, particularly regarding the impact of carbon pricing mechanisms on GDP and consumer prices. The CIA highlighted the need for further assessments, particularly on food security, before finalizing policy decisions.

Food Security Considerations

Recognizing the importance of food security, the Committee agreed to conduct a supplementary assessment on how maritime GHG reduction measures could affect food-importing developing countries. The World Maritime University (WMU) and other UN agencies such as the FAO and World Food Programme were invited to contribute to this work.

FOLLOW-UP WORK EMANATING FROM THE ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS

Outcome of PPR 11

The Committee had for its consideration the action regarding marine plastic litter from ships requested of it by PPR 11. The Committee approved the Guidelines on good practice relating to clean-up of plastic pellets from ship-source releases.

Matters related to the Action Plan to Address Marine Plastic Litter from Ships

MEPC 82 considered the documents submitted since MEPC 77. The Committee noted that the second stage of efforts to reduce environmental risks from the maritime transport of plastic pellets might take multiple sessions of the PPR Sub-Committee and was not explicitly covered in the Action Plan to Address Marine Plastic Litter from Ships. To advance this work, the Secretariat proposed two options : either incorporating a specific action into the existing Action Plan to ensure draft amendments to relevant mandatory instruments fall within the scope of output 4.3 or approving a new, separate output dedicated to developing these draft requirements.

The Committee agreed to instruct PPR 12 to develop text for a specific action concerning the development of mandatory measures to reduce the environmental risks of plastic pellets transported by sea in freight containers as part of its review of the Action Plan.

The Committee also instructed the PPR Sub-Committee, as part of the work under the anticipated new action on plastic pellets, to conduct an analysis of the potential mandatory instruments that could be amended and the associated implications at PPR 12 and subsequent sessions, as required.

Subsequently, the Committee invited interested Member States and international organizations to submit to the PPR Sub-Committee information on experience gained with the implementation of MEPC.1/Circ.909, as well as further proposals on potential instruments that could form the legal basis for mandatory provisions, including information on the implications associated with potential mandatory measures.

REDUCTION OF UNDERWATER RADIATED NOISE FROM COMMERCIAL SHIPPING

The Committee approved the Guidance on the Experience-Building Phase (EBP) for the Revised guidelines for the reduction of underwater radiated noise from shipping to address adverse impacts on marine life (MEPC.1/Circ.906/Rev.1) incorporating an underwater radiated noise (URN) management planning reference chart to enhance implementation and planning efforts.

The Committee also approved the URN Action Plan, a dynamic document that will be reviewed and updated as needed. The plan aims to overcome barriers to the adoption of the Revised URN Guidelines and further mitigate URN from ships.

Additionally, the Committee agreed to proceed with a three-year EBP for the Revised URN Guidelines, expected to conclude by MEPC 85 in 2026. However, an extension of up to two years may be considered if further experience is needed to develop best practices.

POLLUTION PREVENTION AND RESPONSE

The Committee considered the report of PPR 11 and approved the followings:

- MEPC.1/Circ.590/Rev.1 on Revised tank cleaning additives guidance note and reporting form.
- Guidelines for developing a local oil/hazardous and noxious substances marine pollution contingency plan
- MEPC.1/Circ.915 on Guidelines on mitigation measures to reduce risks of use and carriage for use of heavy fuel oil as fuel by ships in Arctic waters

ANY OTHER BUSINESS

Ship recycling

The Committee considered the interplay between the Hong Kong Convention and the Basel Convention. In view of the forthcoming entry into force of the Hong Kong Convention on 26 June 2025 and the urgent need to provide guidance on the interplay between the two Conventions, the Committee approved the Provisional guidance on the implementation of the Hong Kong and Basel Conventions with respect to the transboundary movement of ships intended for recycling (HKSRC.2/Circ.1).

The Committee noted that additional work was required to improve the guidance in order to provide further legal clarity and certainty, in cooperation with the Secretariat of the Basel Convention.

Antifouling systems

The Committee concurrently approved the Revised guidance on best management practices for removal of anti-fouling coatings from ships (AFS.3/Circ.6), already approved by the governing bodies of the London Convention and Protocol.

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