

# News from IMO

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This contribution presents a compilation of information on current work of selected IMO bodies in the period preceding the publication of this issue of ToMs. The outcome of IMO bodies responsible for safety and environment protection has been covered, aiming at informing readers on the decisions taken, as well as on the IMO instruments and/or their amendments that have entered into force.

## KEY WORDS

- ~ IMO
- ~ Safety
- ~ Environment protection

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## INTRODUCTION

Within its mandate, IMO provides the forum for cooperation among Governments in the field of international shipping regulations relating to technical matters. Within this framework, this year's World Maritime Day theme, which is "*Connecting Ships, Ports and People*", should contribute to building on the long standing effort of Member States towards the achievement of those objectives.

The 70th session of the Marine Environment Protection Committee (MEPC) met in London at the IMO Headquarters from 24 to 28 October 2016 and the 97th session of the Maritime Safety Committee (MSC) was held from 21 to 25 November 2016. Selected decisions and outcome of discussions of the MEPC and MSC have been presented in this review, along with amendments to the mandatory IMO instruments that entered into force since the last issue of ToMs.

Whilst news presented in this contribution only highlight the selected topics, complete information on the outcome of various IMO bodies is available in their reports, which can be found on the Organization's IMODOCS website (<http://docs.imo.org>). More information and highlights on the work of the Organization can be found on its public website (<http://www.imo.org>), including press briefings and meeting summaries available in "Media Centre" area. In addition, most of the Organization's technical and operational data, some of which is available to the public, is stored in the Global Integrated Shipping Information System (GISIS), which is also accessible via a public website (<https://gisis.imo.org/Public>).

## 70th session of the Marine Environment Protection Committee (MEPC 70)

### Adoption of mandatory data collection system for fuel oil consumption

The MEPC adopted mandatory MARPOL Annex VI requirements for ships to record and report their fuel oil consumption. Under the amendments, ships of 5,000 gross tonnage and above will be required to collect consumption data for each type of fuel oil they use, as well as other, additional, specified data including proxies for transport work. The aggregated data will be reported to the flag State after the end of each calendar year and the flag State, having determined that the data has been reported in accordance with the requirements, will issue a Statement of Compliance to the ship. Flag States will be required to subsequently transfer this data to an IMO Ship Fuel Oil Consumption Database. IMO will be required to produce an annual report to the MEPC, summarizing the data collected.

### Roadmap for reducing GHG emissions approved

The MEPC approved a Roadmap for developing a comprehensive IMO strategy on reduction of GHG emissions from ships, which foresees an initial GHG reduction strategy to be adopted in 2018.

### Energy efficiency of international shipping

The energy-efficiency regulations require IMO to review the status of technological developments and, if proven necessary, amend the time periods, the EEDI reference line parameters for relevant ship types and reduction rates.

Whilst the review is ongoing, updated guidelines for calculation of the EEDI were adopted, as amendments to the 2014 Guidelines on the method of calculation of the attained EEDI for new ships.

IMO was the first Organization to adopt, in 2011, energy-efficiency measures that are legally binding across an entire global industry. Energy-efficiency design standards for new ships and associated operational energy-efficiency measures for existing ships became mandatory in 2013, with the entry into force of the relevant amendments to MARPOL Annex VI. Data received by the IMO Secretariat identifies that so far more than 1,900 ships have been certified as complying with the new energy efficiency design standards.

### 2020 global sulphur cap implementation date decided

In a landmark decision for both the environment and human health, 1 January 2020 was confirmed as the implementation

date for a significant reduction in the sulphur content of the fuel oil used by ships.

The decision to implement a global sulphur cap of 0.50 % m/m (mass/mass) in 2020 represents a significant cut from the 3.5 % m/m global limit currently in place and demonstrates a clear commitment by IMO to ensuring shipping meets its environmental obligations.

### Adoption of other amendments to MARPOL

The MEPC adopted the following with an expected entry into force date of 1 March 2018:

- Amendments to MARPOL Annex I to update Form B of the Supplement to the International Oil Pollution Prevention Certificate, in relation to segregated ballast tanks;
- Amendments to MARPOL Annex V related to products which are hazardous to the marine environment (HME) and Form of Garbage Record Book. The amendments provide criteria for the classification of solid bulk cargoes as harmful to the marine environment and are aimed at ensuring that such substances are declared by the shipper if they are classed as harmful and are not discharged.

### Implementation of the BWM Convention - Revised Guidelines for approval of ballast water management systems adopted

The Committee welcomed the news that the conditions for entry into force of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), 2004, were met on 8 September 2016 and consequently the treaty will enter into force on 8 September 2017.

The MEPC adopted revised *Guidelines for approval of ballast water management systems* (G8), which update the Guidelines issued in 2008 and recommended application of the revised Guidelines (G8) as soon as possible. The Committee agreed that BWMS installed on ships on or after 28 October 2020 should be approved taking into account the revised guidelines. Systems installed prior to that date could be approved using the existing guidelines or the revised guidelines.

The revision to the guidelines updates the approval procedures for ballast water management systems (BWMS), including more robust test and performance specifications as well as more detailed requirements for type approval reporting and control and monitoring equipment, among others. The approval should take the form of a Type Approval Certificate for BWMS, specifying the main particulars of the BWMS and any limiting operating conditions.

It was also agreed that the approval process should be made mandatory and the MEPC instructed the IMO Secretariat to prepare the *Code for approval of ballast water management systems* as well as draft amendments to the BWM Convention making the Code mandatory, for circulation with a view to adoption following entry into force of the Convention.

The MEPC also further discussed a number of issues in relation to implementation of the BWM Convention, including the roadmap for data gathering and analysis of experience gained with the implementation of the BWM Convention, as well as developing guidance on contingency measures under the BWM Convention and amendments to the Guidelines for risk assessment under regulation A-4 of the BWM Convention (G7), and made pertinent decisions.

With regards to the dates of implementation of the BWM Convention, the proposed draft amendments to regulation B-3 of the Convention relating to the time scale for implementation of its requirements had been previously approved at 69th session of the Committee (MEPC 69) for circulation upon entry into force of the Convention, with a view to subsequent adoption. The draft amendments would provide for compliance with regulation D-2 (Ballast water performance standard) of the Convention by a ship's first renewal survey following entry into force, however, an alternative proposal put forward at this session would be debated at the next Committee session (MEPC 71) in mid-2017.

The Committee granted Final Approval to one BWMS that makes use of active substances and Basic Approval to one system and noted that the total number of type-approved BWMS stands now at 69.

## 97th session of the Maritime Safety Committee (MSC 97)

### Adoption of amendments

The MSC adopted the following amendments, which are expected to enter into force on 1 January 2020:

- Amendments to SOLAS, including amendments to regulation II-1/3-12 on protection against noise, regulations II-2/1 and II-2/10 on firefighting and new regulation XI-1/2-1 on harmonization of survey periods of cargo ships not subject to the ESP Code;
- Amendments to the 2008 International code on Intact Stability (IS Code), relating to ships engaged in anchor handling operations and to ships engaged in lifting and towing operations, including escort towing;
- Amendments to the International Code for Fire Safety Systems (FSS Code), clarifying the distribution of crew in public spaces for the calculation of stairways width;
- Amendments to the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code), aligning the wheelhouse window fire-rating requirements in the IGC Code with those in SOLAS chapter II-2.

The MSC also adopted the following amendments, which are expected to enter into force on 1 July 2018:

- Amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code).
- Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) and its related STCW Code, to include new mandatory minimum training requirements for masters and deck officers on ships operating in Polar Waters; and an extension of emergency training for personnel on passenger ships.

### Interim recommendations on the safe carriage of industrial personnel adopted

The MSC adopted Interim Recommendations on the safe carriage of more than 12 industrial personnel on board vessels engaged on international voyages.

Governments are invited to apply the Interim Recommendations, pending the planned development of the new chapter of SOLAS and the draft new code addressing the carriage of more than 12 industrial personnel on board vessels engaged on international voyages.

Offshore industrial activities covered by the Interim Recommendations would include the construction, maintenance, operation or servicing of offshore facilities related, but not limited, to exploration, the renewable or hydrocarbon energy sectors, aquaculture, ocean mining or similar activities.

### Goal-based standards

Whilst making progress on the proposed amendments to revise and update the GBS Verification Guidelines, based on the experience gained during the initial verification audits, the MSC agreed a revised timetable and schedule of activities for the implementation of the GBS verification scheme, to include a 31 December 2017 deadline for the receipt of rule change information and request for new initial verification audits, if any.

At its last session, the MSC confirmed that ship construction rules for oil tankers and bulk carriers submitted by 12 classification societies conform to the goals and functional requirements set by the Organization for new oil tankers and bulk carriers set out in the International goal-based ship construction standards for bulk carriers and oil tankers (resolution MSC.287(87)), which were adopted in 2010.

### Updated SafetyNET and NAVTEX manuals

The MSC approved amendments to update the International SafetyNET and the NAVTEX Manuals, which will be issued as MSC circulars, replacing versions issued in 2010 and 2011.

SafetyNET is the international automatic direct-printing satellite-based service for the promulgation of Maritime Safety Information (MSI), navigational and meteorological warnings, meteorological forecasts and other urgent safety-related messages to ships, as well as search and rescue (SAR) information. NAVTEX provides coastal shipping, via terrestrial means, with similar messages by automatic display or printout from a dedicated receiver.

#### **STCW Manila 2010 – transitional arrangements clarified**

The MSC noted that the transitional arrangements for implementation of the 2010 Manila amendments to the STCW Convention and Code end on 1 January 2017. However, there was concern that some Parties may not be in a position to issue STCW certificates in accordance with the requirements of the Convention by 1 January 2017. It was agreed that a practical and pragmatic approach should be taken during inspections, for a period of six months (i.e. until 1 July 2017), to allow flexibility in cases where seafarers are unable to provide certificates that were

issued in compliance with the 2010 Manila Amendments and related circular was issued (MSC.1/Circ.1560).

#### **Amendments to mandatory IMO instruments that entered into force**

*Inter alia*, the following two new codes took effect upon entry into force of related amendments to relevant conventions on 1 January 2017:

**Polar Code** - International Code for Ships Operating in Polar Waters took effect upon the entry into force of the amendments to SOLAS 1974, introducing new Chapter XIV, and related MARPOL amendments. Its requirements, specifically tailored for ships operating in polar environments of Arctic and Antarctic waters, go above and beyond those of existing IMO conventions such as MARPOL and SOLAS, which are applicable globally and will still apply to shipping in polar waters.

**IGF Code** - International Code of Safety for Ships using Gases or other Low-flashpoint Fuels took effect upon the entry into force of the amendments to SOLAS 1974, along with the new training requirements for seafarers working on those ships.