

Report on MEPC 74

Vienna 19.08.2019

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During 13. – 17 05. 2019 the chair of the AC of ITTC attended the Marine Environment Protection Committee (MEPC), 74th session.

The main issue of this MEPC was the adoption of guidance and guidelines to support the consistent implementation of the lower 0.50% limit on sulphur in ships' fuel oil, which will enter into effect from 1 January 2020.

Another issue was a discussion about scrubber washwater as a pollutant, which IMO allowed as a means of reducing SOx emissions.

The Working Group on Plastic litter worked out an action plan how IMO is going to deal with this problem.

For ITTC of interest are the outcomes of the working group on Air Pollution and Energy Efficiency and on Reduction of Greenhouse Gas Emissions (GHG) from Ships.

Air Pollution and Energy Efficiency:

Phase 3 of the EEDI rules are scheduled to come into effect in 2025 and require a reduction of power of 30% over the baseline. Now it is proposed to bring forward the next phase of EEDI reductions for gas carriers, containerships, general cargo vessels, LNG carriers and cruise ships to 2022.

Containerships above 40 000 tdw will be subject to much higher reduction rates than was previously the case. There was a working group established to work on these issues, which are planned to be adopted in MEPC 75. The suggestions at MEPC 74 was that gas tankers above 15000 tdw , general cargo ships above 3000 tdw, LNG carriers above 10000 tdw and cruise ships above 25000 grt should be considered to come into effect 2022. For containerships between 1500 tdw and 40000 tdw the reduction rate of 30% remains, containerships above 40000 tdw will be subject to a sliding scale to a reduction rate up to 50%.

Reduction of Greenhouse Gas Emissions (GHG) from Ships:

The aim of the Paris Agreement is to decrease global warming described in its Article 2, "enhancing the implementation" of the UNFCCC through:

(a) Holding the increase in the global average temperature to well below 2°C above pre-industrial levels and to pursue efforts to limit the temperature increase to 1.5°C above pre-industrial levels, recognizing that this would significantly reduce the risks and impacts of climate change;

(b) Increasing the ability to adapt to the adverse impacts of climate change and foster climate resilience and low greenhouse gas emissions development, in a manner that does not threaten food production;

(c) Making finance flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development.

This strategy involved energy and climate policy including the so-called 20/20/20 targets, namely the reduction of carbon dioxide (CO₂) emissions by 20%, the increase of renewable energy's market share to 20%, and a 20% increase in energy efficiency.

Countries furthermore aim to reach "global peaking of greenhouse gas emissions as soon as possible".

The Paris Agreement is an incentive for and driver of fossil fuel divestment.

To achieve the goals of the Paris Agreement EEDI rules are not enough. Therefore, the Working Group for Reduction of Greenhouse Gas Emissions (GHG) from Ships request to consider concrete proposals to encourage the uptake of alternative low-carbon and zero-carbon fuels, including the development of lifecycle GHG/carbon intensity guidelines for all relevant types of fuels and incentive schemes The MEPC 74 established a correspondence group to further go into details.