Report on 73rd MEPC Meeting

The 73rd MEPC took place between October 22nd and October 26th. Gerhard Strasser (I) attended this session.

The submission of ITTC regarding the ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials has been presented and the suggested amendment to the 2014 GUIDELINES ON SURVEY AND CERTIFICATION OF THE ENERGY EFFICIENCY DESIGN INDEX was adopted (See Annex, ITTC Submission) by the plenary.

There was also announced an IMO Workshop on aquatic noise January 29 - February 1. I have informed the chair of the ITTC Specialist Committee on Noise, Dr. Bosschers about this and he has informed me that he has subscribed himself to that workshop.

There was a lengthy discussion whether on the base of the available data, an increase of the EEDI reduction rate and an advancing of the date for phase 3 could be decided for several ship types. For some of the ship types zero data were available. There was no decision on this. Some data for this discussion are shown in the Annex, EEDI Review.

The main time of the working group on Air Pollution and Energy efficiency was spent on the development of criteria for fuel oil:

- Guidance on best practice for member states/coastal states
- Guidance on best practice for fuel oil suppliers

There was also a discussion on a proposed shaft power limitation to meet the EEDI requirements during normal service and to have available the unlimited minimum power in adverse seas.

At MEPC 73, there was formed a new Working Group on Marine Plastic Litter. This group developed a draft action plan to address marine plastic litter from ships.

- The following items were dealt with:
- Waste of fishing vessels
- Reporting of containers lost at sea
- Plastic consumer goods lost at sea
- Grey water
- Improvement of the effectiveness of port reception facilities and treatment in reducing marine plastic litter

A correspondence group was established to further work on this issue.

Annex:

ITTC Submission

AMENDMENTS TO THE 2014 GUIDELINES ON SURVEY AND CERTIFICATION OF THE ENERGY EFFICIENCY DESIGN INDEX (EEDI)

45 As instructed by the Committee, the Group considered the draft amendments to the *2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)*, as set out in the annex to document MEPC 73/5/7 (ITTC).

46 Following consideration, the Group agreed to the draft amendments to the *2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)* as document MEPC 73/5/7.

47. In addition, the Group, having recalled that it finalized draft 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships, also prepared the necessary consequential amendments to the 2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI*).*

48. Following consideration, the Group finalized the draft amendments to the *2014 Guidelines on survey and certification of the Energy Efficiency Design Index (EEDI)*, together with associated draft MEPC resolution, as set out in annex 6, for adoption by the Committee.

AMENDMENTS TO THE 2014 GUIDELINES ON SURVEY AND CERTIFICATION OF THE ENERGY EFFICIENCY DESIGN INDEX (EEDI) (RESOLUTION MEPC.254(67), AS AMENDED BY RESOLUTION MEPC.261(68))

9 Paragraph 4.3.5 is replaced with the following:

"4.3.5 Sea conditions should be measured in accordance with ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 or ISO 15016:2015."

10 Paragraph 4.3.6 is replaced with the following:

"4.3.6 Ship speed should be measured in accordance with ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 or ISO 15016:2015, and at more than two points of which range includes the power of the main engine as specified in paragraph 2.2.5 of the EEDI Calculation Guidelines."

11 Paragraph 4.3.8 is replaced with the following:

"4.3.8 The submitter should develop power curves based on the measured ship speed and the measured output of the main engine at sea trial. For the development of the power curves, the submitter should calibrate the measured ship speed, if necessary, by taking into account the effects of wind, current, waves, shallow water, displacement, water temperature and water density in accordance with ITTC Recommended Procedure 7.5-04-01-01.1 Speed and Power Trials 2017 or ISO 15016:2015. Upon agreement with the shipowner, the submitter should submit a report on the speed trials including details of the power curve development to the verifier for verification."

EEDI Review

23 The Group reviewed the following EEDI data currently available in the EEDI database in the GISIS MARPOL Annex VI module and noted that for some ship types there was a lack of data. Some delegations noted that for some ship sizes, such as large bulk carriers and tankers, there was also lack of data. In this connection, the Group agreed to suggest the Committee to encourage Member States to submit EEDI data, in particular, for ship types and sizes for which there was a lack of data:

Applicable Phase	Non-mandatory	0	1	2	3	Total
Bulk carrier	160	1,555	116	-	-	**1,831**
Gas carrier	29	211	45	-	-	**285**
Tanker	204	756	318	-	-	**1,278**
Containership	141	347	128	-	-	**616**
General cargo ship	22	60	34	-	-	**116**
Refrigerated cargo carrier	-	7	2	-	-	**9**
Combination carrier	-	-	-	-	-	**-**
LNG carrier[1]	-	-	1	-	-	**1**
Ro-ro cargo ship (vehicle carrier)	6	42	12	-	-	**60**
Ro-ro cargo ship	5	8	2	-	-	**15**
Ro-ro passenger ship	-	1	1	-	-	**2**
Cruise passenger ship having non-conventional propulsion[2]	-	-	1	-	-	**1**
Total	**567**	**2,987**	**660**	**-**	**-**	**4,214**

1: LNG carriers are included under gas carriers in the Phase 0 period.
2: EEDI regulations apply to cruise passenger ships having non-conventional propulsion from 1 September 2015.

Gas tankers and LNG carriers

24 The Group noted that there were extensive EEDI data available for gas carriers and a view that the design of LNG carriers was similar to the design of gas carriers. The delegation of EC orally presented its preliminary analysis that:

49. as of 9 August 2018 (also included in MEPC 73/INF.11);
50. in total 164 gas carriers mandatory EEDI values (124 Phase 0 and 40 Phase 1);
51. average EEDI reduction rate is 25%;
52. of those phase 0 ships, 17% meet Phase 3 already; and
53. of those phase 1 ships, 20% meet Phase 3 already.

25 There was significant support for the start year for phase 3 being 2022 for gas carriers and LNG carriers.

26 One delegation re-iterated a proposal made in plenary to set the reduction rate for phase 3 for gas carriers and LNG carriers at 40%. Some delegations of the Group found that this proposal to be outside the terms of reference of the Group. Following consideration, the Group agreed not to include a proposal for a 40% reduction rate for gas carriers and LNG carriers in the draft amendments to MARPOL Annex VI, although some delegations supported to include the 40% in square brackets.

27 There was another view with significant support that the data should be further investigated and analyzed to determine the starting year and reduction rates. There was a view expressed that criteria should be agreed for assessment and evaluation of the data to avoid different conclusions from the same set of data.

28 Following consideration, the Group prepared the draft amendments with a starting year of 2022 with square brackets.

Combination carriers

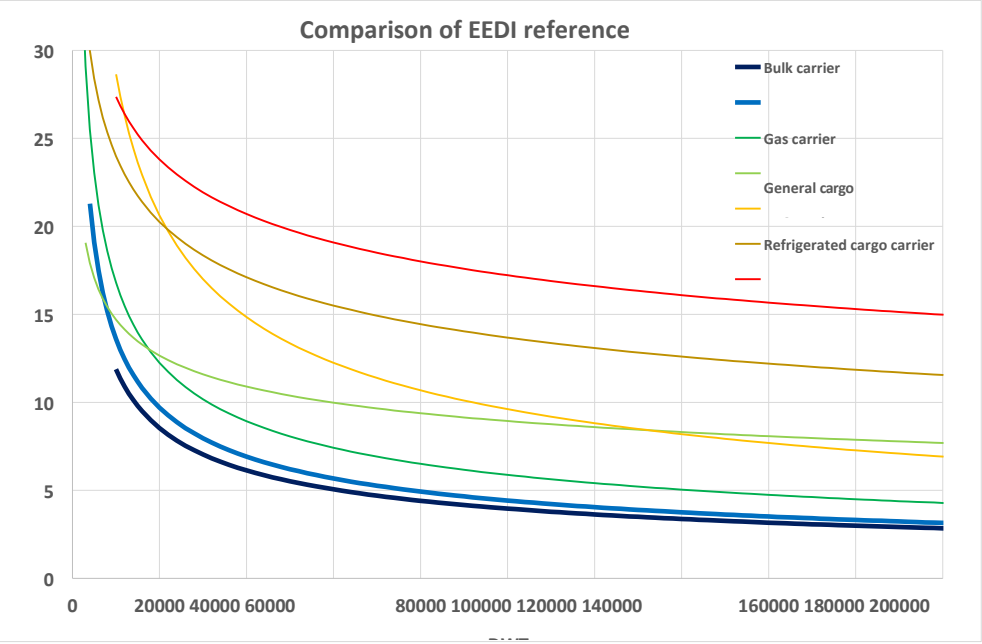
29 The Group noted the view that, as the design of combination carriers is similar to the design of oil tankers and bulk carriers, the implementation year and reduction rate in phase 3 for combination carriers should be the same as those for bulk carriers and oil tankers.

Cruise passenger ships with non-conventional propulsion

30 Some delegations expressed the view that the impact of CO2 emissions from cruise passenger ships was significant taking into account the number of new building orders in the near future, and the starting year of phase 3 for cruise passenger ships with non-conventional propulsion should be 2022.

31 Other delegations expressed the view that, due to a lack of data, currently it was difficult to determine whether it is feasible to implement phase 3 in 2022 for cruise passenger ships with non-conventional propulsion.

Figure 1: Comparison of EEDI reference lines for various ship types



EEDI DATABASE – GRAPHICAL REPRESENTATIONS OF THE DATA PROVIDED

Figure 1: EEDI database for bulk carriers
(1,596 ships: 161 ships for non-mandatory, 1,353 ships for Phase 0 and 82 ships for Phase 1)

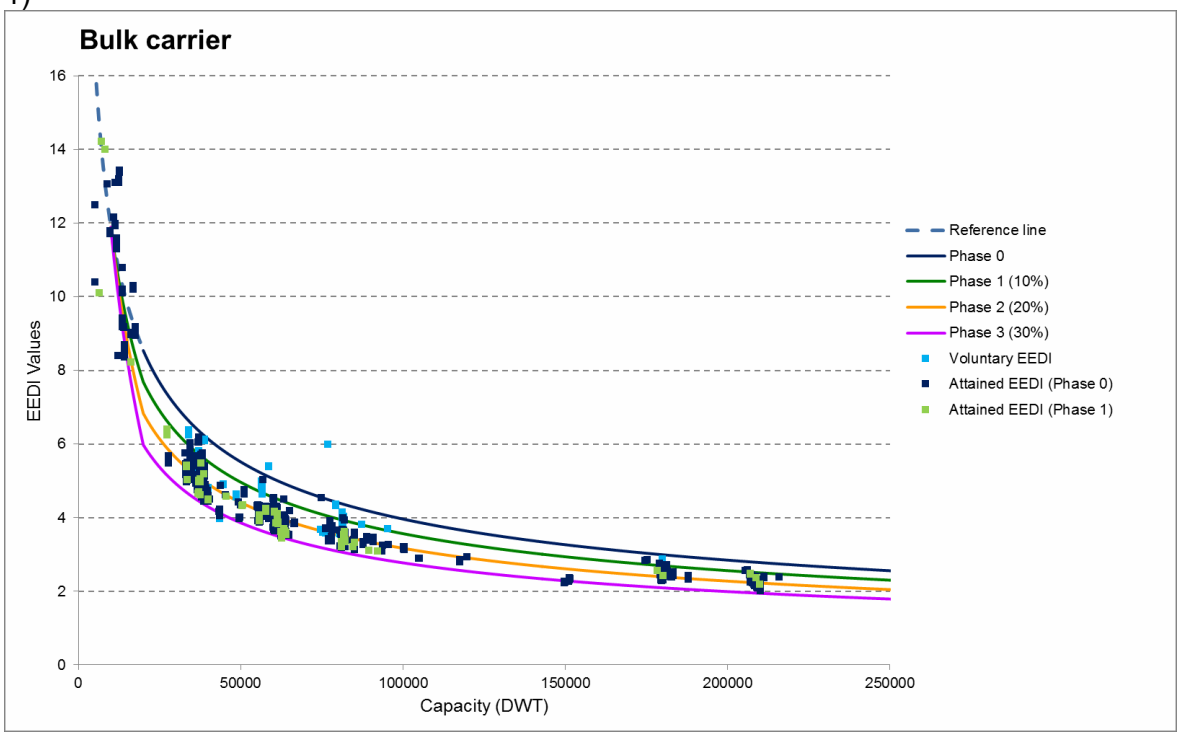


Figure 2: EEDI database for gas carriers
(238 ships: 30 ships for non-mandatory, 168 ships for Phase 0, 34 ships for Phase 1 and 6 ships for Phase 2)

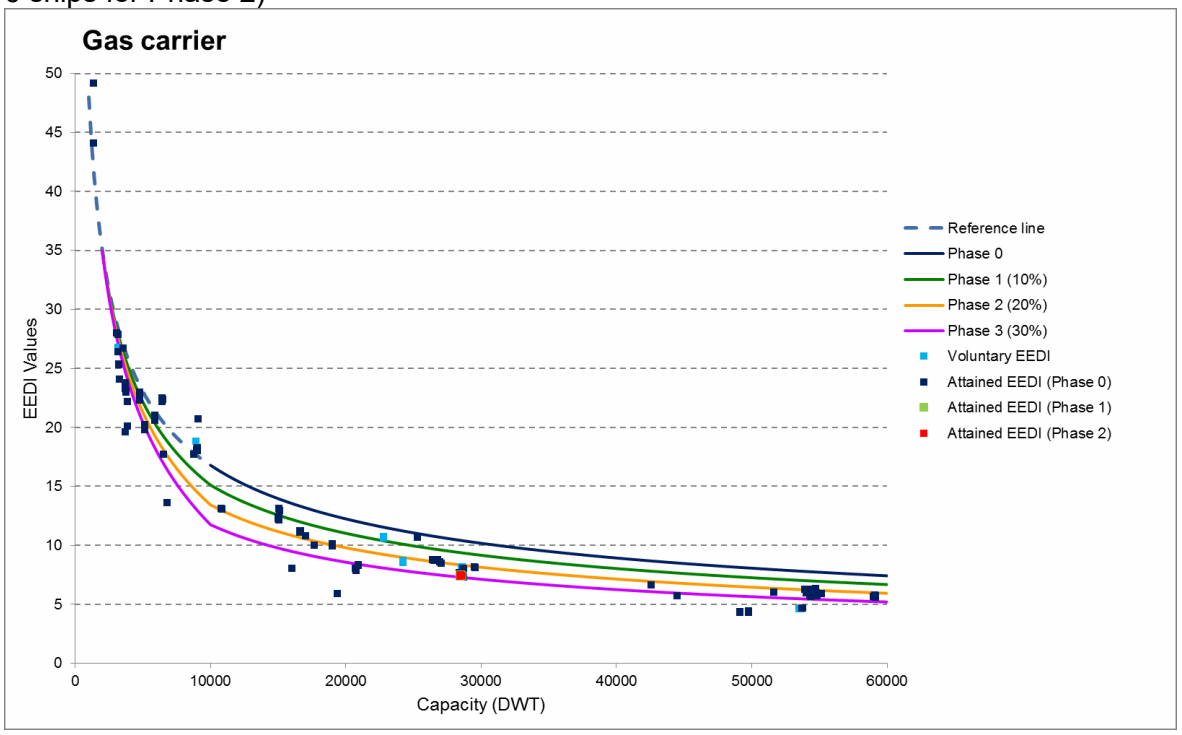


Figure 3: EEDI database for tankers
(1,123 ships: 204 ships for non-mandatory, 663 ships for Phase 0 and 256 ships for Phase 1)

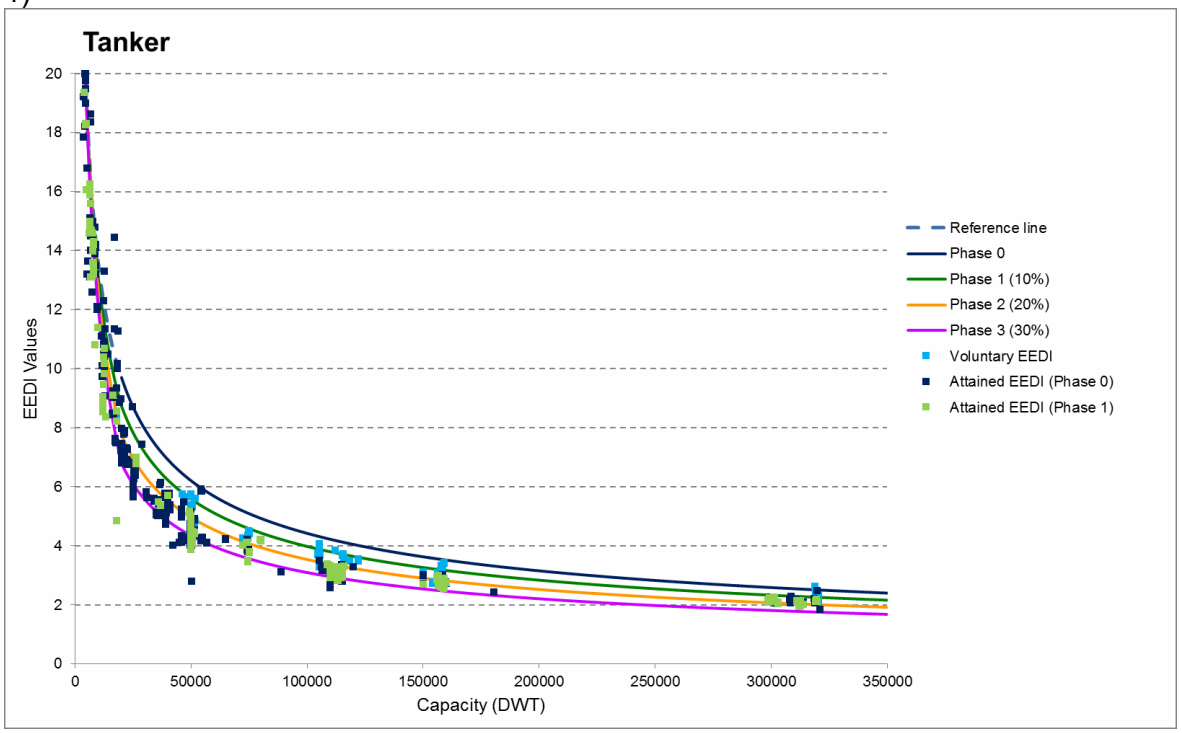


Figure 4: EEDI database for containerships
(511 ships: 141 ships for non-mandatory, 277 ships for Phase 0 and 93 ships for Phase 1)