



IMO MEPC 76 Meeting Summary

July 22, 2021

The seventy-sixth session of the Marine Environment Protection Committee was held virtually from 10 to 17 June 2021.

The Committee, considering the limited time available for this session and in order to ensure continuity of the work of the Sub-Committees, agreed to postpone the consideration of the following agenda items and the related documents to MEPC 77:

1. agenda item 4: Harmful aquatic organisms in ballast water
2. agenda item 5: Other items under “Air pollution prevention” including those referred to the correspondence group
3. agenda item 6: Other items under “Energy efficiency of ships”, including those referred to the correspondence group
4. agenda item 7: Other items under “Reduction of GHG emission from ships”
5. agenda item 9: Other items under “Pollution prevention and response”
6. agenda item 13: Any other business

CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

MEPC 76 adopted the following amendments

MARPOL Annex I

Amendments to MARPOL Annex I that introduce a prohibition on the use and carriage for use as fuel of heavy fuel oil (HFO) by ships in Arctic waters. The prohibition will apply on and after 1 July 2024, except for vessels which meet certain construction standards with regard to oil fuel tank protection in MARPOL Annex I or the Polar Code, for which the prohibition will apply on and after 1 July 2029. A State Party to MARPOL with a coastline which borders on Arctic waters may waive the requirement for ships flying its flag while operating in waters subject to that Party’s sovereignty or jurisdiction up to 1 July 2029.

The above amendments are contained in **resolution MEPC.329(76)** and expected to enter into force on 1

November 2022.

MARPOL Annex VI

Amendments to MARPOL Annex VI concerning mandatory goal-based technical and operational measures to reduce carbon intensity of international shipping and exemption of UNSP barges from survey and certification requirements.

The amendments relate to:

1. The Energy Efficiency Existing Ship Index (EEXI), applicable from the first annual, intermediate or renewal IAPP survey after 1 January 2023;
2. The enhanced Ship Energy Efficiency Management Plan (SEEMP), whereby an approved SEEMP needs to be kept onboard from 1 January 2023;
3. The operational Carbon Intensity Indicator (CII) rating scheme, taking effect from 1 January 2023; and
4. excluding unmanned non-self-propelled (UNSP) barges from survey and certification requirements for an International Air Pollution Prevention (IAPP) certificate.

The above amendments are contained in **resolution MEPC.328(76)** and expected to enter into force on 1 November 2022, as part of the fully consolidated MARPOL Annex VI.

MARPOL Annexes I and IV

Amendments to MARPOL Annex I and Annex IV exempting UNSP barges from survey and certification requirements for pollution prevention by oil and sewage. The exemptions under Annex I are based on the barge is not propelled by mechanical means, carries no oil, has no machinery fitted that may use oil or generate oil residues, has no oil fuel tanks and neither persons or animals on board. Likewise, the exemptions under Annex IV are based on the barge is not propelled by mechanical means, has neither persons or animals on board and not used for holding sewage or having any arrangement that could produce sewage.

Circular [MEPC.1/Circ.892](#) on Guidelines for exemption of UNSP barges from the survey and certification requirements were approved. UNSP barges being exempted will be issued an exemption certificate valid for 5 years instead of the relevant MARPOL certificate.

The above draft amendments are contained in **resolution MEPC.330(76)** and expected to enter into force on 1 November 2022.

International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (AFS Convention)

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

This introduces 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 at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application of such anti-fouling system prior to 1 January 2023.

The requirement to remove or seal does not apply to fixed and floating platforms, FSUs and FPSOs constructed prior to 1 January 2023 and not dry-docked on or after that date; ships not engaged in international voyages; and ships of less than 400 GT engaged in international voyages, if accepted by the coastal State.

The amendments are contained in **resolution MEPC.331(76)** and expected to enter into force on 1 January 2023.

AIR POLLUTION AND ENERGY EFFICIENCY

The Committee approved the amendments to the 2013 Interim guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions, including the change of title to "Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions". The amendments will be reflected in **circular MEPC.1/Circ.850/Rev.3**.

The Committee adopted **resolution MEPC.332(76)** on Amendments to the 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI for new ships (resolution MEPC.308(73)), as amended

by **resolution MEPC.322(74)**).

Unified interpretations to MARPOL Annex VI were updated and approved to clarify the dates related to EEDI Phase 2 and 3 for new ships, and this will be reflected in **circular MEPC.1/Circ.795/Rev.5**.

Unified Interpretations to the NOx Technical Code 2008 were approved to clarify requirements for testing and certification of engines with Selective Catalytic Reduction (SCR) systems, and this will be shown in **circular MEPC.1/Circ.895**.

REDUCTION OF GHG EMISSIONS FROM SHIPS

The Committee adopted amendments to MARPOL Annex VI that will require ships to reduce their greenhouse gas emissions. These amendments combine technical and operational approaches to improve the energy efficiency of ships, also providing important building blocks for future GHG reduction measures.

ENERGY EFFICIENCY EXISTING SHIP INDEX (EEXI)

The technical measure that was adopted by **resolution MEPC.328(76)** requiring all ships to calculate their Energy Efficiency Existing Ship Index (EEXI) is applicable from the first annual, intermediate or renewal IAPP survey after 1/1/2023. **Resolution MEPC.333(76)** provides guidelines on the method of calculation of the attained EEXI and **resolution MEPC.334(76)** provides guidelines on survey and certification of the EEXI. Guidelines on the shaft/engine power limitation system to comply with the EEXI requirements and use of a power reserve were adopted as **resolution MEPC.335(76)** providing shipowners the option to improve the EEXI value without compromising safety.

CARBON INTENSITY INDICATOR (CII)

Resolution MEPC.328(76) furthermore introduce a new operational measure effective from 1/1/2023 that will require all ships to establish their annual operational carbon intensity indicator (CII) and CII rating. Carbon intensity links the GHG emissions to the amount of cargo carried over distance travelled. Ships will get a rating of their energy efficiency using rating categories A, B, C, D or E, where A is best. Administrations, port authorities and other stakeholders as appropriate, are encouraged to provide incentives to ships rated as A or B. A ship rated D for three consecutive years, or E, is required to submit a corrective action plan, to show how the required index (C Or above) would be achieved.

To support the CII calculation and rating following guidelines were adopted by the Committee:

- 1) **Resolution MEPC.336(76)** – 2021 Guidelines on operational carbon intensity indicators and the calculation methods (CII Guidelines, G1)
- 2) **Resolution MEPC.337(76)** – 2021 Guidelines on the reference lines for use with operational carbon intensity indicators (CII Reference Lines Guidelines, G2)
- 3) **Resolution MEPC.338(76)** – 2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII Reduction Factor Guidelines, G3)
- 4) **Resolution MEPC.339(76)** – 2021 Guidelines on the operational carbon intensity rating of ships (CII Rating Guidelines, G4)

The Committee agreed to use 2019 as the baseline year for the reference lines, the reduction factor defines the mid-point of the C-rating band for each year and CII reduction rates were set to increase 1% per year for 2020 to 2022 followed by 2% per year from 2023 to 2026 as noted in the following table. The rates for 2027–2030 will be decided as part of the review of the measure to be concluded by 1 January 2026.

Year	Reduction from 2019 reference
2023	5%
2024	7%
2025	9%
2026	11%
2027-2030	To be decided

Due to time constraints the Guidelines for the development of the Ship Energy Efficiency Management Plan (SEEMP) will be finalized by an intersessional correspondence group with a view for adoption at MEPC 78 in 2022 the latest.

MARINE PLASTIC LITTER

MEPC 76 approved two circulars regarding marine plastic litter:

MEPC.1/Circ.893 - Provision of adequate facilities at ports and terminals for the reception of plastic waste from ships. The circular reminds Parties to MARPOL Annex V of their obligation under regulation 8 of MARPOL Annex V to ensure the provision of adequate facilities at ports and terminals for

the reception of garbage, including plastic waste from ships and fishing gear, without causing undue delay to ships, and according to the needs of the ships using these facilities.

MEPC.1/Circ.894 - Sharing of results from research on marine litter and encouraging studies to better understand microplastics from ships. The circular encourages Member States and international organizations to:

- .1 provide to the Organization results of any research conducted on marine litter, including any information on the areas contaminated by marine litter from ships; and
- .2 undertake studies to better understand microplastics from ships and provide the results of such studies to the Organization.

UNIFIED INTERPRETATIONS TO THE NOX TECHNICAL CODE 2008, AS AMENDED

The Committee approved **MEPC.1/Circ.895** - Unified interpretations to the NOX Technical Code 2008, as amended. The circular clarifies requirements for testing and certification of engines with Selective Catalytic Reduction (SCR) systems.

UNIFIED INTERPRETATIONS TO MARPOL ANNEX VI

The Committee approved **MEPC.1/Circ.795/Rev.5** - Unified interpretations to MARPOL Annex VI. The Unified Interpretations clarifies the dates related to EEDI Phase 2 and 3 for "new ships".

INTERNATIONAL MARITIME RESEARCH AND DEVELOPMENT BOARD

The committee considered a refined/revised proposal for an International Maritime Research and Development Board. This proposal was first discussed at MEPC 75 and carried over to MEPC 76. The refined proposal took into account views and concerns expressed at MEPC 75, including proposed draft amendments to MARPOL Annex VI for the establishment of the IMRB and IMRF.

A prolonged discussion followed in which little common ground could be identified and due to lack of time to express views, full consideration of the refined IMRB proposal and related commenting documents could not be carried out. Consequently, the Committee agreed that the discussion would be resumed at MEPC 77.

PROVISIONAL LIST OF MEPC 76 RESOLUTIONS AND CIRCULARS

- RESOLUTION MEPC.328(76) - AMENDMENTS TO MARPOL ANNEX VI (2021 REVISED MARPOL ANNEX VI)
- RESOLUTION MEPC.329(76) - AMENDMENTS TO MARPOL ANNEX I (PROHIBITION ON THE USE AND CARRIAGE FOR USE AS FUEL OF HEAVY FUEL OIL BY SHIPS IN ARCTIC WATERS)
- RESOLUTION MEPC.330(76) - AMENDMENTS TO MARPOL ANNEXES I AND IV (EXEMPTION OF UNMANNED NON-SELF-PROPELLED BARGES FROM CERTAIN SURVEY AND CERTIFICATION REQUIREMENTS)
- RESOLUTION MEPC.331(76) - AMENDMENTS TO THE AFS I CONVENTION (CONTROLS ON CYBUTRYNE AND FORM OF THE INTERNATIONAL ANTI-FOULING SYSTEM CERTIFICATE)
- RESOLUTION MEPC.332(76) - AMENDMENTS TO THE 2018 GUIDELINES ON THE METHOD OF CALCULATION OF THE ATTAINED ENERGY EFFICIENCY DESIGN INDEX (EEDI) FOR NEW SHIPS (RESOLUTION MEPC.308(73), AS AMENDED BY RESOLUTION MEPC.322(74) – UNIFIED INTERPRETATION TO REGULATION 2.23 OF MARPOL ANNEX VI)
- RESOLUTION MEPC.333(76) - 2021 GUIDELINES ON THE METHOD OF CALCULATION OF THE ATTAINED ENERGY EFFICIENCY EXISTING SHIP INDEX (EEXI)
- RESOLUTION MEPC.334(76) - 2021 GUIDELINES ON SURVEY AND CERTIFICATION OF THE ENERGY EFFICIENCY EXISTING SHIP INDEX (EEXI)
- RESOLUTION MEPC.335(76) - 2021 GUIDELINES ON THE SHAFT/ENGINE POWER LIMITATION SYSTEM TO COMPLY WITH THE EEXI REQUIREMENTS AND USE OF A POWER RESERVE
- RESOLUTION MEPC.336(76) - 2021 GUIDELINES ON OPERATIONAL CARBON INTENSITY INDICATORS AND THE CALCULATION METHODS (CII GUIDELINES, G1)
- RESOLUTION MEPC.337(76) - 2021 GUIDELINES ON THE REFERENCE LINES FOR USE WITH OPERATIONAL CARBON INTENSITY INDICATORS (CII REFERENCE LINES GUIDELINES, G2)
- RESOLUTION MEPC.338(76) - 2021 GUIDELINES ON THE OPERATIONAL CARBON INTENSITY REDUCTION FACTORS RELATIVE TO REFERENCE LINES (CII REDUCTION FACTOR GUIDELINES, G3)
- RESOLUTION MEPC.339(76) - 2021 GUIDELINES ON THE OPERATIONAL CARBON INTENSITY RATING OF SHIPS (CII RATING GUIDELINES, G4)