

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

INTRODUCTION

The 69th session of the Marine Environment Protection Committee (MEPC) met in London at the IMO Headquarters from 18 to 22 April 2016 and the 97th session of the Maritime Safety Committee (MSC) was held from 11 to 20 May 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.

It is worth noting that, on 8 September 2016, the long expected entry into force of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), a key international measure for environmental protection that aims to stop the spread of potentially invasive aquatic species in ships' ballast water has been triggered, and the Convention will enter into force on 8 September 2017, marking a landmark step towards halting the spread of invasive aquatic species, which can cause havoc for local ecosystems, affect biodiversity and lead to substantial economic loss. Under the Convention's terms, ships will be required to manage their ballast water to remove, render harmless, or avoid the uptake or discharge of aquatic organisms and pathogens within ballast water and sediments.

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>).

69th session of the Marine Environment Protection Committee (MEPC 69)

Mandatory system for collecting ships' fuel consumption data approved

The MEPC approved mandatory requirements for ships to record and report data on their fuel consumption together with additional data on proxies for the "transport work" undertaken by the ship.

The mandatory data collection system is intended to be the first step in a three-step process in which analysis of the data collected would provide the basis for an objective, transparent and inclusive policy debate in the MEPC. This would allow a decision to be made on whether any further measures are needed to enhance energy efficiency and address greenhouse gas emissions from international shipping.

Reduction of GHG emissions from ships

The MEPC welcomed the Paris Agreement under the UNFCCC and recognized the role of IMO in mitigating the impact of GHG emissions from international shipping. Following a wide-ranging discussion on future work to further address greenhouse gas emissions from ships, the Committee agreed to establish a working group at MEPC 70 for an in-depth debate on how to progress the matter.

Adoption of amendments to MARPOL

The MEPC adopted amendments to MARPOL and the NOX Technical Code 2008, with expected entry into force on 1 September 2017:

- amendments to MARPOL Annex II, appendix I, related to the revised GESAMP hazard evaluation procedure;
- amendments to MARPOL Annex IV relating to the dates for implementation of the discharge requirements for passenger ships while in a special area, i.e. not before 1 June 2019 for new passenger ships and not before 1 June 2021 for existing passenger ships;
- amendments to MARPOL Annex VI regarding record requirements for operational compliance with NOX Tier III emission control areas;
- amendments to the NOX Technical Code 2008 to facilitate the testing of gas-fuelled engines and dual fuel engines;

Establishment of effective dates for the Baltic Sea Special Area

The MEPC agreed to establish the effective dates for the application of the Baltic Sea Special Area under MARPOL Annex IV (Prevention of pollution by sewage from ships). In the special area, the discharge of sewage from passenger ships will generally be prohibited unless the ship has in operation an approved sewage treatment plant that meets the applicable additional effluent standards for nitrogen and phosphorus in accordance with the 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants (resolution MEPC.227(64)).

The dates are: for new passenger ships, on 1 June 2019 and for existing passenger ships, with some exceptions, on 1 June 2021. An MEPC resolution adopting the effective dates encourages Member Governments, industry groups and other stakeholders to comply immediately on a voluntary basis with the Special Area requirements for the Baltic Sea Special Area.

Implementation of the BWM Convention

The MEPC approved draft amendments to regulation B-3 of the Convention relating to the time scale for implementation of the requirements, to be held in abeyance and circulated on entry into force of the BWM Convention for subsequent adoption.

The Committee granted Final Approval to three further ballast water management systems that make use of active substances. The Committee noted that the total number of type-approved systems is currently 65.

Energy efficiency of international shipping

The Energy-Efficiency Design Index (EEDI) for new ships and associated operational energy-efficiency measures for existing ships became mandatory in 2013, with the entry into force of relevant amendments to MARPOL Annex VI. The regulations require IMO to review the status of technological developments and, if proven necessary, amend the time periods and the EEDI reference line parameters for relevant ship types and reduction rates.

Data received by the IMO Secretariat identifies that so far nearly 1,200 ships have been certified as complying with the new energy-efficiency design standards.

Following consideration of an interim report of its correspondence group reviewing the status of technological developments relevant to implementing Phase 2 of the EEDI regulations, MEPC instructed the group to continue considering the status of technological developments for ro-ro cargo ships and ro-ro passenger ships and to make further recommendations to MEPC 70.

Fuel oil quality

Following discussion of the report of a correspondence group established to consider possible quality-control measures prior to fuel oil being delivered to a ship, MEPC encouraged the fuel oil supply industry to develop draft best practice for fuel oil providers and submit this best practice to the Committee for consideration at a future session. The Committee also agreed that best practice for fuel oil purchasers/users and Member States/coastal States should be developed and instructed the correspondence group to continue its work on this guidance.

96th session of the Maritime Safety Committee (MSC 96)

Construction rules verified as conforming to goal-based standards

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 which were adopted in 2010.

Survival craft safety: SOLAS amendments adopted

The MSC adopted amendments to SOLAS regulations III/3 and III/20 to make mandatory the Requirements for maintenance, thorough examination, operational testing, overhaul and repair of lifeboats and rescue boats, launching appliances and release gear.

This package of provisions, with an expected entry into force date of 1 January 2020, aims to prevent accidents with survival craft and addresses longstanding issues such as the need for a uniform, safe and documented standard related to the servicing of these appliances, as well as the authorization, qualification and certification requirements to ensure that a reliable service is provided.

Adoption of other amendments

The MSC also adopted the following amendments, with an expected entry into force date of 1 January 2020:

- Amendments to SOLAS regulation II-2/13 to extend the requirements for evacuation analysis to all passenger ships, not just ro-ro passenger ships. Associated revised guidelines on evacuation analysis for new and existing passenger ships were approved;
- Amendment 38-16 to the International Maritime Dangerous Goods (IMDG) Code, to reflect latest changes to the United

Nations Recommendations on the Transport of Dangerous Goods;

- Amendments to chapter 8 of the International Code for Fire Safety Systems (FSS Code) regarding prevention of internal corrosion and clogging of sprinklers and a new chapter 17 of the FSS Code, containing mandatory requirements for helicopter facility foam firefighting appliances. An MSC circular on early implementation of the new chapter 17 of the FSS Code was also approved; and
- Amendments to the Code for the Construction and Equipment of Mobile Offshore Drilling Units, 2009 (2009 MODU Code), to align it with the new provisions of chapter 17 of the FSS Code.

Advice regarding the verification of the gross mass of packed containers loaded before 1 July 2016 and transhipped on or after 1 July 2016 agreed

An MSC circular (MSC.1/Circ.1548) on Advice to Administrations, port State control authorities, companies, port terminals and masters regarding the SOLAS requirements for verified gross mass of packed containers was agreed, following discussion on the entry into force of the requirements in SOLAS regulations VI/2.4 to VI/2/6 on the verification of the gross mass of packed containers on 1 July 2016.

Cyber security - interim guidelines approved

The MSC approved interim guidelines on maritime cyber risk management, aimed at enabling stakeholders to take the necessary steps to safeguard shipping from current and emerging threats and vulnerabilities related to digitization, integration and automation of processes and systems in shipping.

The interim guidelines are intended to provide high-level recommendations for maritime cyber risk management, which refers to a measure of the extent to which a technology asset is threatened by a potential circumstance or event, which may result in shipping-related operational, safety or security failures as a consequence of information or systems being corrupted, lost or compromised. The guidelines include background information, functional elements and best practices for effective cyber risk management and are expected to be updated when the Facilitation Committee had completed its work on facilitation aspects of cyber risk management.

Guidance for developing national maritime security legislation approved

Guidance for the development of national maritime security legislation was approved. The guidance aims to assist SOLAS Contracting Governments with developing national

legislation to fully implement the provisions of SOLAS chapter XI-2 on Special measures to enhance maritime security and the International Ship and Port Facility Security (ISPS) Code.

Carriage of industrial personnel - outline for new SOLAS chapter and code endorsed

The MSC endorsed the draft outline for a new proposed SOLAS chapter related to the carriage of industrial personnel, and the outline of a proposed mandatory code. The SOLAS chapter and code would be aimed at ensuring the safe and efficient transfer of technicians serving and servicing installations in the growing offshore alternative energy sectors.

It was agreed that MSC 97 would continue discussion on a roadmap for developing the requirements in the chapter and code, as well as a proposed Recommendation for the carriage of more than 12 industrial personnel on board vessels engaged on international voyages, which could be adopted as interim guidance pending the development, approval and adoption of the proposed new mandatory requirements.

Recognition of Galileo

The MSC recognized the Galileo Global Navigation Satellite System (GNSS) as a component of the World Wide Radionavigation System (WWRNS).

Ships routing systems adopted

A number of new and amended ships routing systems were adopted, including:

- new traffic separation schemes "Off Southwest Australia";
- new traffic separation scheme "In the Corsica Channel";
- amendments to the existing traffic separation scheme "In the Approaches to Hook of Holland and at North Hinder" and associated measures, superseding the existing precautionary areas;
- amendments to the existing traffic separation scheme "At West Hinder"; amendments to the existing traffic separation scheme "In Bornholmssgat";
- new two-way routes and precautionary areas "Approaches to the Schelde estuary", superseding the existing precautionary area "In the vicinity of Thornton and Bligh Banks";
- new routing measures "In Windfarm Borssele"; and
- amendments to the existing area to be avoided "Off the coast of Ghana in the Atlantic Ocean".

Amendments to mandatory IMO instruments that entered into force

SOLAS amendments that entered into force on 1 July 2016:

- 2014 amendments to SOLAS 1974 (chapters II-2, VI and XI-1 and Appendix) (resolution MSC.380(94))
- 2014 amendments to the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011 (2011 ESP Code) (MSC.381(94))