Lloyd`s Classification Limited

Circular Information

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Subject
Introduction to the Outcomes of MEPC63

To whom it may concern

A summary of the decisions taken at the sixty-third session of the Marine Environment Protection Committee (MEPC 63) held from 27 February 2012 to 2 March 2012 is provided below for your information.

1. Mandatory requirements adopted

Key mandatory requirements adopted during this session are summarized below.

(1) Amendments to MARPOL Annexes relating to Small Islands Developing States (Attachment 1)

Amendments to MARPOL Annexes I, II, IV, V, and VI were adopted, aimed at enabling Small Islands Developing States*1 to comply with requirements regarding reception facilities for ship waste through regional arrangements.

The amendments are expected to enter into force on 1 August 2013.

Note*1: Refers to small island states in the Pacific, the West Indies, the Indian Ocean, and elsewhere that are considered to have difficulty in continuous development due to scarce population and resources.

(2) Amendments to NOx Technical Code enabling separate certification of SCR and diesel engine (Attachment 2)

MARPOL Annex VI requires ships with keels laid after 1 January 2016 to comply with the NOx Tier III regulations in the Emission Control Areas (ECA). Amendments were adopted to the NOx Technical Code permitting separate certification of the diesel engine and the Selective Catalytic Reduction (SCR) System, a technology that makes it possible to comply with the above Tier III requirements.

The amendments are expected to enter into force on 1 August 2013.

2. Ballast Water Management Convention

Adopted in 2004, the Ballast Water Management Convention will enter into force 12 months after ratification by 30 states, representing thirty-five percent (35%) of the aggregate global merchant shipping tonnage. As of the end of May 2012, it has not come into effect with ratification of thirty three (35) countries, representing 27.95% of the world's merchant shipping tonnage.

Ballast Water Management Systems specified in the said convention should be type approved by the Administration based on IMO Guidelines. In cases where "active substances" are used to sterilize harmful aquatic organisms and pathogens, the approval of the active substances itself by the IMO (Basic Approval) and the comprehensive approval of the systems by the IMO (Final Approval) are needed prior to the type approval by the Administration.

(1) Approval of Ballast Water Management Systems using active substances

During this session, three basic approvals and six final approvals were granted to Ballast Water Management Systems using active substances. Consequently, the number of systems given final approval by the IMO has reached twenty-six in total.

At the moment, the number of systems that can be actually installed onboard ship, i.e. which have been type approved by the Administration, amounts to twenty-two, including systems not using active substances (Attachment 3).

(2) Assessment of impact of entry into force of Ballast Water Management Convention

The Ballast Water Management Convention requires ships of over 400 GT to undergo surveys and carry required certifications onboard. In addition, all ships are required to carry an approved Ballast Water Management Plan (hereinafter referred to as the "Management Plan") and a Ballast Water record book onboard, as well.
Ships constructed before the convention comes into effect are to be equipped with a Management Plan in conjunction with the entry into force, since the stepwise implementation of the survey and issuance of certifications is not allowed. Also the installation of an approved Ballast Water Management System is required by the first intermediate survey or renewal survey after the Convention enters into force.
At this session, IACS and the International Chamber of Shipping (ICS), amongst others, submitted a document that raised questions about the feasibility of the said requirements and countermeasures were discussed. As a result, a number of countries have supported the establishment of a framework enabling the issuance of certificates even before the Convention enters into force Discussions will continue this matter.
(3) Validity of Ballast Water Management Plans
In anticipation of the adoption of Ballast Water Management Convention, many classification societies have already begun to offer Ballast Water Management Plan approval services in accordance with IMO Resolution A.868(20) "Guidelines for control and management of ships' ballast water to minimize the transfer of harmful aquatic organisms and pathogens". On the other hand, Ballast Water Management Plans have also been approved in accordance with Resolution MEPC.127(53) (G4 Guideline) after was adopted.
At this session, discussions took place on the handling of Management Plans approved in accordance with the previous resolutions (A.868(20)). Consequently, it was confirmed that those Management Plans are also valid.
(4) Review of the availability of the ballast water management technology
At MEPC 62, the Committee agreed that a review of the availability of the ballast water management technology should be conducted within 12 months after the Convention achieves its ratification requirements for entering into force.
At this session, Japan provided documents on the current installation status of ballast water management systems and proposed that an appropriate review, as noted above, should be conducted based on the understanding that the ballast water management systems are not smoothly installed. As a result, it was agreed to put forward the collection and analysis of the data collected from Member States based on the proposal of Japan.