Sayı : 38591462-010.07.03-2023-52 10.01.2023
Konu : MEPC 79'uncu Dönem Toplantısı Sonuçları Hk.

Sirküler No: 27

Sayın Üyemiz,

Uluslararası Deniz Ticaret Odası (International Chamber of Shipping-ICS) tarafından gönderilen yazı ile Deniz Çevresini Koruma Komitesi 79'uncu Dönem (Marine Environment Protection Committee-MEPC 79) Toplantısı Sonuç raporu Odamıza iletilmiştir.

Uluslararası Denizcilik Örgütü'nün (International Maritime Organization – IMO) MEPC 79'uncu Dönem Toplantısı, 12-16 Aralık 2022 tarihleri arasında çevrim içi ortamda gerçekleştirilmiş olup Odamızca da takip edilmiştir. Toplantıda gündeme gelen önemli konuların sonucu hakkında ICS tarafından hazırlanan özet rapor Ek'te sunulmaktadır.

MEPC 79'uncu Dönem Toplantısında öne çıkan konular arasında;

1 Temmuz 2025 tarihinden itibaren Akdeniz Kükürt Emisyon Kontrol Alanı (Sulphur Emission Control Area-SECA) oluşturulmasının kabul edilmesi, 2023 yılı için planlanan IMO Sera Gazı Başlangıç Stratejisi'nin revize edilmesinin onaylanması, ilerleyen süreçte uygulanması öngörülen teknik ve piyasaya dayalı önlemler hakkında yapılan değerlendirmeler yer almıştır.

MEPC 79'da aşağıda yer alan IMO belgelerinde yapılan değişiklikler kabul edilmiştir.

- MARPOL Ek I, II, IV, VI

Kuzey Kutbu (Arctic) bölgesindeki limanlarda, liman kabul tesislerinin oluşturulmasına yönelik MARPOL Ek I, II, IV ve VI'daki değişiklikler kabul edilmiştir. Bölgesel Kabul Tesisleri Planının Geliştirilmesine İlişkin 2012 Rehberi, MARPOL değişiklikleriyle uyumlu olacak şekilde düzenlenmiştir. Bahse konu değişiklikler 1 Mayıs 2024 tarihinde yürürlüğe girecektir.

- MARPOL Ek V – Çöp Kayıt Defteri

100-400 GT arasındaki gemiler için de Çöp Kayıt Defterinin zorunlu hale getirilmesi için MARPOL Ek V'te yapılan değişiklikler kabul edilmiştir. Söz konusu uygulama 1 Mayıs 2024 tarihinde yürürlüğe girecektir.

- MARPOL Ek VI – Akdeniz Kükürt Emisyon Kontrol Alanı (SECA)

MARPOL Ek VI'da yapılan değişiklikler, Kükürt Oksitler ve Partikül Madde için bir Akdeniz Emisyon Kontrol Bölgesi oluşturmak üzere kabul edilmiştir. Diğer Kükürt ECA'ları ile aynı şekilde; kükürt içeriği %0,1'i aşmayan yakıt veya Egzoz Gazı Temizleme Sistemi (Exhaust Gas Cleaning System-EGCS/Scrubber) kullanımı zorunlu hale gelecektir.

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Değişiklikler 1 Mayıs 2024 tarihinde yürürlüğe girecek olup uygulama 1 Mayıs 2025 tarihinde başlayacaktır.

- MARPOL Ek VI – IMO Gemi Yakıt Tüketim Veritabanı'na Sunulacak Bilgiler

IMO Gemi Yakıt Tüketimi Veritabanı'na sunulmak üzere gerekli bilgilere ilaveten, mevcut gemiler için Elde Edilen ve Gerekli Karbon Yoğunluk Göstergesi (Carbon Intensity Indicator-CII) değerleri, CII derecesi ve Elde Edilen Enerji Verimliliği Tasarım Endeksi (Energy Efficiency Design Index-EEXI) değerlerini dahil etmek için MARPOL Ek VI'nın 4'üncü Ek'indeki değişiklikler kabul edilmiştir.

Değişiklikler 1 Mayıs 2024 tarihinde yürürlüğe girecektir. Ancak, 2023 yılı CII verilerinin IMO'ya bildirilmesini sağlamak için 1 Ocak 2024 tarihinden itibaren İdarelerin erken uygulamaya başlaması değerlendirilmektedir.

- Balast Suyundaki Zararlı Sucul Organizmalar - Balast Suyu Kayıt Defteri (Ballast Water Record Book-BWRB)

Balast Suyu Yönetimi (Ballast Water Management-BWM) Sözleşmesi Eki'nin 2'nci Ekindeki BWRB formatı revize edilmiştir. Revize edilmiş BWRB ile yağ kayıt defterindekine benzer şekilde kod harfleri (A-H) bulunmakta olup BWM sistemlerindeki sorun kaydını iyileştirilmesi amaçlanmaktadır. Bahse konu değişiklikler, 2023 Temmuz ayında gerçekleştirilecek MEPC 80'de kabul edilmek üzere duyurulacaktır.

- Balast Tanklarında Gri Su ve Arıtılmış Atık Su Kullanımı

MEPC 79'da arıtılmış atık suların ve gri suyun geçici olarak depolanması için balast tanklarının kullanılmasına izin verilmesi gerektiği kabul edilmiştir. Söz konusu uygulamaya yönelik Rehberlerin MEPC 80'de geliştirilmesi öngörülmektedir.

- IMO Sera Gazı Stratejisinin Revizyonu

IMO Sera Gazı Stratejisi'nin planlanan revizyonu hakkında kapsamlı bir görüş alışverişinde bulunulmuştur. MEPC 79'da kapsamlı etki değerlendirmelerinin yürütülmesi için süreç ve metodolojik unsurlara ilişkin Rehber revize edilmiştir. Stratejideki sera gazı azaltma hedeflerinin vizyonu ve seviyeleri konusunda üye devletler arasında anlaşma sınırlı kalmıştır. 2050 yılına kadar tamamen dekarbonizasyonu destekleyenler ile tam dekarbonizasyon hedefine ulaşma sürecinin fizibilite çalışmasının gerçekleştirilmesini ve karar alınmadan önce devletler üzerindeki potansiyel etkilere ilişkin daha detaylı değerlendirme yapılmasını isteyenler arasında görüş farklılığı oluşmuştur. Ayrıca, 2030 ve 2040 yılları için belirlenen ara sera gazı azaltım hedefleri konusunda fikir ayrılıkları devam etmiştir.

MEPC tarafından, bu konuda oluşturulan çalışma planına bağlı kalınacak olup 2023 Temmuz ayında gerçekleştirilecek MEPC 80'de revize edilmiş stratejinin kabul edileceği belirtilmiştir. 20-24 Mart 2023 tarihlerinde ve MEPC 80'den önceki hafta yapılacak Çalışma Grubu toplantılarında konu hakkında daha fazla değerlendirme yapılacağı ifade edilmiştir.

- Sera Gazı Emisyonlarını Azaltmak İçin Orta ve Uzun Vadeli Önlemler

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MEPC 79'dan önceki hafta düzenlenen Çalışma Grubu toplantısında, oluşturulması muhtemel orta ve uzun vadeli önlemler hakkında kapsamlı bir görüşme yapılmıştır. Söz konusu toplantıda çeşitli tedbir önerileri görüşülmüş olup teknik ve ekonomik unsurları birleştiren bazı önlemler desteklenmiştir.

Piyasaya dayalı önlemlerde, fosil yakıtlar ile düşük veya sıfır karbonlu yakıtlar arasındaki fiyat farkını kapatmak için gelirlerin kısmen gemilere geri verildiği bir indirim sistemi ile Yaşam Döngüsü Sera Gazı Emisyonlarına (Well-to-Wake/WtW) veya downstream yani kullanım sonrası oluşan (Tank-to-Wake/TtW) emisyonlara sabit bir fiyat uygulanacak vergi planı oluşturulması konusuna sıcak bakılmıştır. Bunlara ilave olarak WtW Sera Gazı yoğunluğu yakıt standardına yönelik bir teknik önlem için önemli bir destek sağlanmıştır. 20-24 Mart 2023 tarihlerinde ve MEPC 80'den önceki hafta yapılacak Çalışma Grubu toplantılarında konu hakkında daha fazla değerlendirme yapılacak olup hangi önlemlerin mevzuat haline getirileceğine dair karar MEPC 80'de verileceği belirtilmiştir.

- Karbon Yoğunluk Göstergesi (CII) İçin Düzeltme Faktörleri

CII düzeltme faktörleri için ilave teklifler MEPC 80'e ertelenmiştir. İfade edilen farklı görüşler göz önünde bulundurulduğunda, daha fazla düzeltme faktörü ekleme kararlarının ancak 2025 yılındaki inceleme döneminde alınması öngörülmektedir.

- Veri Toplama Sisteminin (DCS) Revizyonu

MEPC 79'da kabul edilen DCS değişikliklerine ek olarak, zorunlu kargo verileri raporlaması da dahil olmak üzere başka unsurların eklenmesi üzerine bir değerlendirme yapılmıştır. Değerlendirmelerin gelecek MEPC toplantılarında devam edeceği öngörülmektedir.

- Gemilerde CO_2 Yutak Sistemleri

MARPOL Ek VI kapsamında sera gazı düzenlemelerinde gemide CO2 yutak sistemleri oluşturulmasının ve depolamasının dikkate alınmasına yönelik hükümler hakkında kısa bir değerlendirme yapılmış olup süre kısıtlaması nedeniyle bu konu MEPC 80'e ertelenmiştir.

- Deniz Yakıtları İçin Yaşam Döngüsü Sera Gazı /Karbon Yoğunluğu

Yaşam döngüsü sera gazı/karbon yoğunluğuna ilişkin rehberlerin geliştirilmesi üzerine kısa bir değerlendirme yapılmıştır. Yazışma grubu rehberler üzerindeki çalışmalarına devam edecek olup rehberlere yönelik ilk çalışmanın MEPC 80'de tamamlanması beklenmektedir.

Bilgilerinize arz/rica ederim.

Saygılarımla,

e-imza
İsmet SALİHOĞLU
Genel Sekreter

Bu belge, 5070 sayılı Elektronik İmza Kanuna göre Güvenli Elektronik İmza ile İmzalanmıştır.

Ek:ICS'in Yazısı ve MEPC 79 Özet Raporu (19 sayfa)

Dağıtım:
Gereği:
- Tüm Üyeler (WEB sayfası ve e-posta ile)
- İMEAK DTO Şube ve Temsilcilikleri
- Türk Armatörler Birliği
- S.S. Armatörler Taşıma ve İşletme Kooperatifi
- GİSBİR (Türkiye Gemi İnşa Sanayicileri Birliği Derneği)
- VDAD (Vapur Donatanları ve Acenteleri Derneği)
-TÜRKLİM (Türkiye Liman İşletmecileri Derneği)
- KOSDER (Koster Armatörleri ve İşletmecileri Derneği)
- ROFED (Kabotaj Hattı Ro-Ro ve Feribot İşletmecileri Derneği)
- Yalova Altınova Tersane Girişimcileri San.ve Tic.A.Ş.
-UTİKAD (Uluslararası Taşımacılık ve Lojistik Hizmet Üretenleri Derneği)
- Türk Uzakyol Gemi Kaptanları Derneği
- GEMİMO (Gemi Makineleri İşletme Mühendisleri Odası)

Bilgi:
- Yönetim Kurulu Başkan ve Üyeleri
- İMEAK DTO Şube YK Başkanları
- İMEAK DTO Meslek Komite Başkanları

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22 December 2022 **MC(22)138**

TO: MARINE COMMITTEE

MEPC 79 – ICS REPORT

Action Required: Members are invited to note the ICS report on the main outcomes of MEPC 79

The seventy ninth session of the IMO Marine Environment Protection Committee (MEPC 79) was held from 12 to 16 December 2022, with Mr Harry Conway (Liberia) as Chair. Members are invited to note the main outcomes of the meeting, which are summarised within the ICS report, (attached as **Annex A**).

Further information can be provided by the Secretariat on request, by contacting the undersigned (chris.waddington@ics-shipping.org).

MC(22)138 -Annex A - MEPC 79 - ICS report

Chris Waddington
Technical Director

ICS REPORT ON MEPC 79

1. ADOPTION OF THE AGENDA

The Committee adopted the agenda (MEPC 79/1) and agreed to be guided in its work in general by the annotations contained in document MEPC 79/1/1 and by the provisional timetable (MEPC 79/1/1, annex 2, as amended).

2. DECISIONS OF OTHER BODIES

The Committee, having noted the decisions and outcomes of LEG 109, MSC 105, FAL 46 (MEPC 79/2) and C 127 (MEPC 79/2/1) with regard to its work, agreed to take action as appropriate, under the relevant agenda items.

3. CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

Amendments to MARPOL Annexes I, II and IV concerning regional reception facilities within Arctic waters and Form of the IOPP Certificate and Supplements

MEPC 78 had approved draft amendments to MARPOL Annexes I, II and IV concerning regional reception facilities within Arctic waters and the Form of the IOPP Certificate and Supplements.

The Committee adopted the amendments and agreed that the entry into force date will be 1 May 2024.

Amendments to MARPOL Annex V concerning regional reception facilities within Arctic waters and Garbage Record Book

MEPC 78 had approved draft amendments to MARPOL Annex V concerning regional reception facilities within Arctic waters and Garbage Record Book.

The Committee adopted the amendments and agreed that the entry into force date will be 1 May 2024.

Amendments to MARPOL Annex VI concerning the designation of a Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter

MEPC 78 had approved draft amendments to MARPOL Annex VI concerning the designation of a Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter

The Committee adopted the amendments and agreed that the entry-into-force date will be 1 May 2024.

Amendments to MARPOL Annex VI concerning regional reception facilities within Arctic waters, information to be included in the bunker delivery note (BDN) and information to be submitted to the IMO Ship Fuel Oil Consumption Database

MEPC 78 had approved draft amendments to MARPOL Annex VI concerning regional reception facilities within Arctic waters, information to be included in the bunker delivery

note (BDN) and information to be submitted to the IMO Ship Fuel Oil Consumption Database.

The Committee noted that the draft amendments related to information to be included in the BDN did not resolve the requirement for testing and including flashpoint information on the BDN for low-flashpoint fuels, which was inconsistent with the recent amendments to SOLAS chapter II-2 adopted at MSC 106.

The Committee could not agree to proposed modifications to the text at this stage, and supported the recommendation by the Drafting Group that the flashpoint requirements would not be applied to low-flashpoint fuels and further invited interested Member States and international organisations to submit proposals to the next session, with specific reference made to establishing an exemption for low-flashpoint fuels in regulation 18.4 of MARPOL Annex VI to resolve the matter.

The Committee adopted the amendments and agreed that the entry-into-force date will be 1 May 2024.

Amendments to the 2012 Guidelines for the development of a regional reception facilities plan

MEPC 78 had approved draft amendments to the 2012 Guidelines for the development of a regional reception facilities plan and the associated draft MEPC resolution.

The Committee adopted the amendments and invited Member States to apply the 2012 Guidelines, as amended, when considering the development of a Regional Reception Facilities Plan, upon the entry into force of the amendments to MARPOL Annexes I, II, IV, V and VI on regional reception facilities within Arctic waters.

4. HARMFUL AQUATIC ORGANISMS IN BALLAST WATER

Amendments to the BWM Convention – Form of the Ballast Water Record Book:

While there was broad support at MEPC 78 for the development of a revised form, the Committee decided that more time was needed. The Committee therefore invited interested Member States and international organisations to submit concrete proposals for amendments to appendix II of the BWM Convention (Form of ballast water record book).

At MEPC 79, Committee approval was given to amendments to Appendix II of the Annex to the BWM Convention which introduce changes to the Ballast Water Record Book (BWRB). By making these changes, the ballast water record book will look similar to the Oil Record Book discussed in MARPOL Annex I. There is now a more detailed list of codes (by letter) and items (by number) on the BWRB for the clear classification of entries. Ballast activities are classified according to the following codes:

(A) Ballasting Operation: When ballast water is taken on board from the aquatic environment.

(B) De- ballasting Operation: When ballast water is discharged into the aquatic environment.

(C) Whenever ballast water is exchanged, circulated or treated for ballast water management purposes.

(D) Uptake or discharge of ballast water from/to a port-based or reception facility.

(E) Accidental discharge/ingress or other exceptional uptake or discharge of ballast water.

(F) Failures and In-operability's of the ballast water management system.

(G) Ballast tank cleaning/flushing, removal and disposal of sediments.

(H) Additional operational procedures and general remarks.

Salient features considered related to the BWRB are as follows:

• A proposal was made to make Part 2 of the BWRB containing a ballast water log mandatory (Tank-by-tank accountancy of shipboard ballast water operations would be required). However, it was decided that such a detailed log should not be made mandatory by inclusion within the BWM Convention.

• Proposals were noted relating to use of electronic Ballast Water Record Books, but could not be considered at this session due to time constraints, and will be considered at MEPC 80 (July 2023).

Member states and international organisations were invited to submit concrete suggestions on guidelines for record keeping and reporting under the BWM convention. During MEPC 80 in July 2023, the committee will finalise and approve these additional guidelines for recording operations concurrently with the current amendments to the BWM Convention.

Temporary Storage of Grey Water or Treated Sewage in Ballast Tanks

It was agreed by the committee that the convention should not prevent the temporary storage of grey water or treated sewage in ballast tanks. Guidance should be developed by the committee for this storage. Due to time constraints, the committee was unable to discuss the proposals regarding developing guidance for temporary storage of grey water and treated sewage in ballast tanks. These documents will be considered at the next MEPC meeting along with any further submissions on this matter.

Member states and international organisations are invited to submit concrete proposals for the temporary storage of grey water and treated sewage in ballast tanks. These proposals will be considered at MEPC 80.

Application of the BWM Convention to Ships Operating at Ports with Challenging Water Quality

In general, it was agreed that measures for situations such as ships at ports with challenging water quality should not be treated as contingency measures. To develop guidance for ships encountering challenging uptake water quality, the committee used MEPC 79/4/13 as the base document. Although time constraints prevented the committee from finishing the work, it identified elements to consider when developing future guidance for ships encountering challenging uptake water quality (MEPC 79/WP.6 contains this information in Annex 4).

Some salient points to note during the discussion are as follows:

1. In MEPC 79/4/13, it was proposed to be mandatory to use port reception facilities, and when those failed, only the ship ballast water treatment system would be used. The committee rejected this element after strong opposition from some international organisations. It is therefore not included in the working group report.

2. When considering paragraph 3.1 of document MEPC 79/4/13, there was a discussion as to whether flow rate or treatment rated capacity would be the correct element to use.

3. An overarching theme throughout the conversation was the need to ensure a holistic approach to developing guidance. This would ensure that consideration will be given to other environmental implications of challenging uptake water and BWE+BWT, such as the impact on air emissions or ship's CII rating, and should align with other work within IMO.

The Committee concluded by inviting submissions to MEPC 80 (July 2023) with concrete proposals for guidance to ships encountering challenging uptake water.

Unified Interpretations of the BWM Convention

The Committee approved two new Unified Interpretations related to the BWM Convention:

1) BWM Convention, Regulation E-1.1.5 and Appendix I – Date to be used for determining implementation of mandatory commissioning testing of individual BWMS in accordance with Resolution MEPC.325(75).

The Committee approved interpretations related to commissioning tests of BWMS undergoing a major modification or an upgrade on board an existing ship. The interpretation clarifies that if a BWMS on board a ship undergoes an upgrade or change to a major component as defined under paragraph 3.9 of the BWMS Code, the BWMS should be regarded as a newly installed BWMS. A commissioning test should be conducted in accordance with regulation E-1.1.5 of the BWM Convention and an International Ballast Water Management Certificate (IBWMC) for that ship should be re-issued accordingly.

2) BWMS Code, Paragraph 4.10 – Requirements for calibration of BWMS components that take measurements.

The Committee approved an interpretation to clarify that for BWMS components that take measurements, the interval for accuracy checks for calibration or replacement of sensors should not be mandatorily linked to the survey scheme for the BWMS. The accuracy check of BWMS components that take measurements should be performed in accordance with the calibration procedure at intervals specified in the manufacturer's instructions. A validity check of calibration certificates should be conducted at BWM annual, intermediate and renewal surveys.

These interpretations will be included in BWM.2/Circ.66/Rev.4.

BWM System Approvals

1. Final Approval was granted by the Committee for RADClean® BWMS, submitted by the Islamic Republic of Iran. RADClean treats ballast water by filtration and electro chlorination during uptake and neutralisation with sodium thiosulfate prior to discharge.

2. Final Approval was granted by the Committee for ECS-HYCHLORTMTM 2.0 System, submitted by the United Kingdom. The ECS-HYCHLORTM 2.0 System treats ballast water by electro-chlorination, followed by neutralisation during discharge using sodium thiosulfate prior to discharge.
3. Basic Approval was not granted by the Committee for AirTree BWMS ABWOT, submitted by Germany. This system design treats ballast water with mechanical filtration at ballast water uptake, in-tank treatment by ozone during the voyage, and neutralisation with sodium thiosulfate at discharge when needed.

5. AIR POLLUTION PREVENTION

Matters relating to Exhaust Gas Cleaning Systems (EGCS)

The Committee considered the following documents related to EGCS:

1. MEPC 79/5/1 (CESA), providing considerations on the proposed EGCS discharge emission factors presented in document MEPC 78/9/3 (Germany), and recommending that future submissions proposing representative emission factors should, next to a description of the methodology deployed, include the exact raw data used for the arrival of representative emission factors and should name the source;
2. MEPC 79/5/3 (FOEI et al.), outlining how the discharge of wastes from EGCS into the marine environment as an alternative compliance mechanism for SOx emissions would appear to raise issues of inconsistency with the Law of the Sea obligations of States as set out in UNCLOS to protect and preserve the marine environment, and suggesting steps to address these likely inconsistencies;
3. MEPC 79/5/4 (CESA), proposing further modifications to the draft amendments to MARPOL Annex VI with regard to EGCS as proposed in document MEPC 76/9/2 (Austria et al.), in order to ensure uniform regulation and certainty for the industry; and
4. MEPC 79/INF.4 (Netherlands), reporting that in 2021, the Netherlands' Human Environment and Transport Inspectorate (ILT) carried out 19 EGCS inspections to gain inspection experience; highlighting that the most common deficiencies were related to certification and documentation and a lack of familiarisation with the EGCS among crews and that it was difficult to carry out date inspection; suggesting the need for improvements of maintenance.

Following consideration, the Committee referred documents MEPC 79/5/1, MEPC 79/5/4 and MEPC 79/INF.4 to PPR 11 and instructed the Sub-Committee to consider them further in conjunction with document MEPC 78/9/3 (Germany) which proposed an approach using “worst-case emission factors, with a view to advising the Committee accordingly.

With regard to the legal issues raised in document MEPC 79/5/3, the Committee invited the Secretariat to consider providing a legal opinion as appropriate to a future session, taking into account the existing study on Implications of UNCLOS for the IMO (LEG/MISC.8).

Matters related to Black Carbon

The Committee considered MEPC 79/5/5 (FOEI et al.) proposing to amend MARPOL Annex VI to incorporate a requirement for ships to only use marine distillate fuel or other cleaner alternative fuels or methods of propulsion that are safe for ships when operating in or near to the Arctic and instructed the PPR Sub-Committee to further consider the document at its tenth session with a view to advising the Committee.

Licensing schemes for bunker suppliers

The Committee considered documents relating to licensing schemes for bunker suppliers, including MEPC 79/5 co-sponsored by ICS. Following discussions, the Committee:

- encouraged Member States to make use of the revised Guidance for best practice for Member State/coastal State set out in circular MEPC.1/Circ.884/Rev.1 containing a voluntary license scheme in the appendix; and

- invited interested Member States and international organisations to submit information on experience gained of the implementation of the guidance on best practice and relevant instruments to a future session.

Biofuels and biofuel blends

The Committee considered documents related to biofuels and biofuel blends containing matters related to the NOX Technical Code, ISO 8217, sea trials, and Black Carbon.

The Committee recalled that MEPC 78 had approved unified interpretations to regulation 18.3 of MARPOL Annex VI concerning the use of biofuels (as set out in MEPC.1/Circ.795/Rev.6) which recognise that for NOX certification, blends that contain up to 30% biofuel (B30) should be treated the same way as hydrocarbon fuel oils.

Following consideration of the related documents, the Committee took the following decisions:

- Noted that there was insufficient support at this session for the development of a standard test method for NOx compliance when using biofuels in accordance with the unified interpretation. The Committee invited interested Member States and international organisations to submit additional information on the use of biofuels and biofuel blends in relation to NOx requirements to a future session;

- Endorsed the understanding that fuels complying with the ISO 8217:2005, 2010, 2012 or 2017 standards, including the Fatty Acid Methyl Ester (FAME) products, are the acceptable fuel specifications to be used at the parent engine NOX emissions test, and invited interested Member States and international organisations to submit proposals for relevant draft amendments to the NOX Technical Code to a future session;

- Agreed that the current text of the unified interpretation was sufficient to resolve the issues with application of MARPOL Annex VI and the NOx Technical Code with respect to biofuels, and that there was no need to establish a long-term approach at this stage; and
- Supported the extension of the unified interpretation of regulation 18.3 of MARPOL Annex VI (as set out in MEPC.1/Circ.795/Rev.6) to synthetic fuels.

6. ENERGY EFFICIENCY OF SHIPS

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)

The amendment proposed by ICS, as set out in document MEPC 79/6/2, is intended to ensure consistency with the current CII requirements for vessels with multiple load lines. With minor changes to the proposed wording the amendment was adopted as follows:

> *"In case of a new ship with multiple load line certificates or with a load line certificate containing multiple summer load lines, the maximum summer draught should be used to calculate and verify the required and attained EEDI. For ships that may have previously received multiple EEDI assessments for several deadweights that correspond to multiple load lines, all those EEDI assessments should remain valid."*

The amendment proposed by ICS and RINA, as set out in document MEPC 79/6/2 is intended to provide a clearer format for the equation for PME(i). The amendment was adopted as follows:

"2.2.5.2 $P_{PTO(i)}$; Shaft generator

In case where shaft generator(s) are installed, $P_{PTO(i)}$ is 75% of the rated electrical output power of each shaft generator. In case that shaft generator(s) are installed to steam turbine, $P_{PTO(i)}$ is 83% of the rated electrical output power and the factor of 0.75 should be replaced to 0.83.

For calculation of the effect of shaft generators two options are available:

Option 1:

The maximum allowable $P_{PTO(i)}$ deduction ~~for the calculation of $\Sigma P_{ME(i)}$ is to~~ should be no more than ~~P_{AE}~~ $P_{AE}/0.75$ with P_{AE} as defined in paragraph 2.2.5.6. For this case, $\Sigma P_{ME(i)}$ is calculated as:

$$\sum_{i=1}^{nME} P_{ME(i)} = 0.75 \times \sum MCR_{ME(i)} - 0.75 \times \sum P_{PTO(i)} \quad with \ \sum P_{PTO(i)} \leq \frac{P_{AE}}{0.75}$$

~~$$\sum_{i=1}^{nME} P_{ME(i)} = 0.75 \times \left(\sum MCR_{ME(i)} - \sum P_{PTO(i)}\right) \quad with \ 0.75 \times \sum P_{PTO(i)} \leq P_{AE}$$~~

The amendment proposed by IACS in MEPC 76/6/9 is intended to include ethane and its associated CF value in the list of fuels. The amendment was adopted.

Amendments to the 2014 Guidelines on the survey and certification of the Energy Efficiency Design Index (EEDI) (resolution MEPC.254(67), as amended)

Within their submission MEPC 79/6 ITTC had proposed to update the reference to the ITTC recommended procedure on the conduct and evaluation of speed power trials to their latest version (2021). The amendment was adopted.

Within their submission MEPC 77/INF.29, Germany had proposed the inclusion of the overridable shaft power limitation concept within the EEDI framework. The Group noted that the proposal should be reconsidered at a future session in the context of updated proposals.

Proposed new Unified Interpretation of regulation 22.3 of MARPOL Annex VI

Within their submission MEPC 76/6/3, China proposed a new unified interpretation of regulation 22.3, clarifying the EEDI reporting requirements, e.g. with respect to the required timing of submissions. The proposal was accepted.

Proposed Unified Interpretation of Appendix IX of MARPOL Annex VI to clarify the reporting of boil-off gas consumption in the IMO DCS

Within their submission 79/7/5 IACS proposed an amendment to the unified interpretations of MARPOL Annex VI (MEPC.1/Circ.795/Rev.6) to clarify the reporting of boil off gas within the IMO DCS. The proposal was adopted.

Proposed Unified Interpretation of regulations 8, 26.3.1 and 28 of MARPOL Annex VI

Within their submission 79/7/24, IACS proposed amendments to the unified interpretations of MARPOL Annex VI (MEPC.1/Circ.795/Rev.6) to give clarifications on the requirements for SEEMP development, verification and the issuing of the Statement of Compliance. The proposed amendments were adopted.

Matters relating to the possible introduction of EEDI Phase 4

Following consideration, the Committee noted that there was not sufficient support for further considering the possible introduction of EEDI Phase 4 at this stage, and consequently invited interested Member States and international organisations to submit further proposals to a future session.

EEXI

ICS made an intervention, informing the Committee that, ahead of the 2023 survey identified in regulation 5.4.7 of MARPOL Annex VI for EEXI verification, ships were facing critical shortages in the delivery of power limitation devices which were a key compliance method for EEXI, and expressed our view that exemptions would be needed in such cases from flag Administrations.

7. REDUCTION OF GHG EMISSIONS FROM SHIPS

Assessments of impacts on States

The Committee approved MEPC.1/Circ.885/Rev.1 on the Revised procedure for assessing impacts on States of candidate measures

The Committee noted that the Group had completed the consideration of concrete proposals on how to keep the impacts of the short-term GHG reduction measure under review whilst also noting that this issue might be added on the Group's agenda in the future when needed.

Further consideration of the revision of the Initial Strategy, and initiation of the development of a Revised Strategy

N.B. The strategy discussion seamlessly spanned both ISWG-GHG-13 and MEPC 79, and therefore this section of the ICS report applies to the outcome of both meetings.

The negotiations took place within a good atmosphere, with all delegations acknowledging the need to increase the current levels of ambition. However, as expected, no decisions were taken as these are not required until MEPC 80 in July 2023, when the revised Strategy is scheduled to be adopted, with two further ISWG meetings still to be held from 20-24 March and from 26-30 June. Nevertheless, governments increased understanding of their respective positions (as well as the views of ICS as set out in ICS's submission to the ISWG).

At the moment, governments remain broadly divided between those (including ICS) which want some kind of (net) zero target agreed for 2050, and those who argue that this would be incompatible with their obligations under the UNFCCC Paris Agreement and the Glasgow Climate Pact.

The proposal from ICS (supported by India and the United States) for a target to be set for 2030 for 5% of the energy used by international shipping to be generated from alternative fuels also gained traction. However, China, among others, is currently opposed (although this could possibly be a negotiating tactic in pursuit of their other objectives).

Another significant area of contention is whether the revised target should apply to tank-to-wake or well-to-wake emissions. A number of governments, including China and Japan, have made clear that they cannot accept that IMO has a mandate to regulate upstream emissions. However, there is general agreement that when developing GHG reduction measures, IMO should take account of upstream emissions, and that the way in which this issue is finally addressed should become clearer once IMO has made further progress on the development of separate guidelines on carbon lifecycle analysis (LCA).

It should be noted that there currently appears to be little appetite for 'green corridors' to be referred to within the IMO Strategy (as proposed by WSC) although the MEPC adopted a resolution referring to corridors (and maritime hubs) as something which might be promoted on a voluntary basis as part of national action plans.

Whilst no decisions have yet been taken, the IMO meetings developed a document (based on the ISWG Chairman's understanding of common ground so far) which

compiles the various text alternatives which have been proposed for inclusion in the Revised Strategy – including suggestions made by ICS – to assist the next round of discussions at ISWG-GHG 14 in March.

Further consideration of a basket of candidate mid-term measures in the context of Phase II of the Work plan for the development of mid- and long-term measures

N.B. The mid-term measure discussion seamlessly spanned both ISWG-GHG-13 and MEPC 79, and therefore this section of the ICS report applies to the outcome of both meetings.

The progress made on mid-term measures was probably as good as could reasonably be expected in view of the complexity of these negotiations, Phase II of which, under the previously agreed IMO Work Plan, is also not scheduled to conclude until MEPC 80 in July 2023. A decision will then hopefully be taken on the measures that will actually be developed in Phase III via amendments to MARPOL Annex VI, with ICS asserting that, with political will, these measures could be adopted in 2024 (one year before the full implementation of the regional ETS by the EU).

Although no firm conclusions were reached during the past two weeks, there appears to be increasing convergence among governments on a number of issues:

- That the 'basket' of mid-term measures should include both a technical measure (such as global fuel standard) and an economic measure whereby ships will be required to make financial contributions to an IMO fund.
- That the economic measure, if taken forward, will most likely use a flat rate (levy-based) contribution system per tonne of CO2 emitted by ships. Of particular significance was the willingness of the EU 27 to accept a levy-based system (provided that this is supplemented by a fuel standard, similar to that which EU States have proposed for global application).

NB: While China and its allies have not officially withdrawn their original proposal for a Fund and Reward system that uses the CII framework, they appeared to signal (but did not say explicitly) that a Fund and Reward system using a flat rate contribution, such as that proposed by ICS, might potentially be acceptable. However, the United States, despite its insistence that shipping should decarbonise rapidly, is clearly opposed to the adoption of any economic measure that involves payment to an IMO fund.

- With the exception of the Pacific Island States, who continue to see an economic measure as a 'cash cow' which could generate billions of dollars a year to be given to developing nations, there was general recognition (including among EU States) that the quantum of any flat rate contribution should initially be set at a relatively low level, so as to minimise the economic impacts. It will be recalled that this is something which the ICS Fund and Reward proposal is intended to achieve by targeting rewards to the relatively small proportion of ships which will be using low and zero-carbon fuels during the early years of implementation, so that the price gap with conventional fuels can be reduced without requiring the cost of conventional fuels to double or triple, which would be politically unacceptable.

- That whilst a proportion of any funds collected would need to be used to support the decarbonisation of efforts of developing countries – so as to satisfy the UNFCCC CBDR-RC principle, plus new concepts (developed at COP 26 in Glasgow) concerning the need for 'just and equitable' transition –any funds directed for use within developing countries should only be used within the maritime sector.
- That the basket of measures will require a comprehensive impact assessment to be conducted before the measures are adopted to determine any disproportionally negative impact assessment on States and any remedial actions that may be required. Significantly, however, MEPC 79 approved revised procedures for the conduct of this impact assessment, removing a potential obstacle to IMO making further progress.

Whilst ICS had the opportunity to explain its Fund and Reward proposal, it would be premature to suggest that it yet has widespread support, although it would be fair to say that the concepts it embraces are starting to gain traction.

Draft guidelines on Life cycle GHG intensity of marine fuels and the use of biofuels

The 6 papers submitted to MEPC 79 on this matter had already been considered at ISWG-GHG-13.

The Committee:

- noted the progress made with respect to the development of Marine Fuel Life Cycle Guidelines by the Correspondence Group, with a view to finalisation and adoption of the guidelines by MEPC 80.
- approved the updated terms of reference of the Correspondence Group on Marine Fuel Life Cycle GHG Analysis,
- agreed to relax the deadline for submission of the final report of the Correspondence Group on Marine Fuel Lifecycle GHG Analysis by the nine-week document deadline of MEPC 80 (Friday, 28 April 2023).
- invited interested Member States and international organisations to consult with the delegation of India in their further consideration of developing a draft MEPC resolution on the uptake of sustainable biofuels for shipping at MEPC 80.

Revision of the IMO Ship Fuel Oil Consumption Data Collection System (IMO DCS)

The Committee noted submission 13/7 by the EU countries to ISWG-GHG-13. This proposed

- Expanding the DCS to include cargo data, therefore enabling EEOI to be adopted as a metric.
- Recording of shore power.
- Increasing the granularity of data recording by splitting the recorded fuel consumption between propulsion, boilers and cargo handling.
- Recording of adoption of innovative energy saving technologies.

- Providing public access to the data (or at least access by Member States and NGOs).

The Committee:

- Invited interested Member States and international organisations to further investigate technical and practical implications on the introduction of the proposal.
- Instructed ISWG-GHG 14 to further consider the draft amendments to appendix IX of MARPOL Annex VI, using annex 1 to document ISWG-GHG 13/7 as a basis.
- Invited the co-sponsors of document ISWG-GHG 13/7 to consult with those delegations that had expressed concerns (e.g. with respect to confidentiality) to work on a possible revised proposal with a view to submission to a future session.

Proposals related to onboard CO_2 capture

MEPC 79 received 6 submissions relating to onboard CO_2 capture and storage, including 79/7/4 by Liberia and ICS.

Due to time constraints the Committee did not consider in detail the proposals. The Committee agreed to further consider the submitted proposals at MEPC 80, and invited interested Member States and international organisations to submit further information, comments and proposals on onboard CO2 capture to that session.

Matters regarding the implementation and review of the CII framework

In connection with the matters regarding the implementation and review of the CII framework, 7 papers were submitted, including 79/7/13, 79/7/15 and 79/7/27 by ICS.

Following consideration, the Committee agreed to defer further consideration of the submissions to MEPC 80, for consideration by the Working Group on Air Pollution and Energy Efficiency expected to be established at that session, and requested the Secretariat to submit a proposal to the next session on how the review of the short-term measure could be conducted in an effective and efficient way for consideration by the Committee.

8. FOLLOW-UP WORK EMANATING FROM THE ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS

Study on marine plastic litter from ships by the IMO: Status report

As part of the Committee's Strategy to Address Marine Plastic Litter from Ships MEPC.341(77), IMO has committed to conducting a study of marine plastic litter on all ships, including macro plastics and microplastics. At MEPC 79, the IMO Secretariat provided an update on this effort, along with feedback on the study's terms of reference from an external consultant. As a result of the feedback, the following issues must be addressed in order for the study to deliver useful results:

1. Lack of validation and standardisation of data on marine plastic litter, preventing an accurate global assessment.
2. Difficulties in distinguishing the origin of plastic litter (sea-based vs. land-based).
3. A need to consider a risk-based, regional approach to reducing marine plastic litter from ships, given the obstacles to conducting a global assessment of this pollution type.

As a result of this assessment, the Consultant concluded that at this point a single study may not be able to provide a global assessment of plastic waste inputs to the marine environment from sea-based sources. However, a multifaceted approach may enable a global assessment of this type of pollution by building up the necessary components, i.e. by working in cooperation with the fishing industry, port reception facilities and other relevant parties.

The Committee invited interested parties to make submissions to MEPC 80 (July 2023) on how to proceed with the IMO Study on Marine Plastic Litter from Ships, taking into account the consultant's recommendations.

MARPOL Annex V - Garbage Record Book Amendments

The Committee adopted Resolution MEPC.360(79) amending MARPOL Annex V to include ships of 100 gross tons or more (from the current threshold of 400 gross tons or more) as required to keep a garbage record book. The purpose of this is to expand tracking and reporting of accidental plastic discharges to the sea.

Other matters related to marine plastic litter from ships
The following documents were presented to the Committee for consideration.

1. In MEPC 79/INF.13 (Republic of Korea), a method for predicting marine debris sources and amounts based on big data technology is described. It was developed as part of the "Development of Smart Technology to Support the Collection and Management of Marine Debris", a national research and development program of the Korean government.

2. MEPC 79/INF.20 (South Africa), contains the South African Maritime Safety Authority's experience with the clean-up operation following the plastic pellet spill by the MSC Susanna.

In light of the information contained in both documents, the Committee agreed to send them to PPR 10 for further review. There will also be consideration given to revising guidelines associated with garbage record books during PPR 10 (April 2022).

9. REPORTS OF OTHER SUB-COMMITTEES

Outcome of HTW 8

The Committee approved the draft amendments to the Guidelines for the development, review and validation of model courses (MSC-MEPC.2/Circ.15/Rev.1), as set out in annex 5 to document HTW 8/16, providing new appendices 4 and 5 on taxonomy for model courses and Guidance on learning outcomes, respectively, having noted that MSC 106 had also approved the draft amendments. Consequently, the Committee instructed the Secretariat to revise the Guidelines accordingly and issue them as MSC-MEPC.2/Circ.15/Rev.2.

ICS participated in the WG for Guidelines for the development, review and validation of model courses and is satisfied with the outcome.

Outcome of SSE 8

Having considered the draft MEPC resolution on amendments to the 2014 Standard specification for shipboard incinerators (resolution MEPC.244(66)), as prepared by SSE 8 and set out in annex 17 to document SSE 8/20, revising the provisions of its annex 2 on fire protection requirements for incinerators and waste stowage spaces to remove the discrepancies between the resolution and SOLAS chapter II-2, the Committee adopted resolution MEPC.[…](79) on Amendments to the 2014 Standard specification for shipboard incinerators (resolution MEPC.244(66)).

Outcome of CCC 8

With regard to the outcome of CCC 8 in relation to the IGF Code and alternative fuels (MEPC 79/9/3, paragraphs 2.1.1 and 2.1.2), the Committee noted:

.1 that MSC 106 had approved the expansion of output 2.3 to accommodate alternative fuels not considered as having a low-flashpoint and had agreed for the title of the output to be changed to "Amendments to the IGF Code and development of guidelines for alternative fuels and related technologies", based on the recommendation of CCC 8; and

.2 the updated work plan for the development of the IGF Code and safety provisions on alternative fuels, as set out in annex 2 to document CCC 8/18.

Outcome of III 8

The Committee approved, in general, the report of the eighth session of the Sub-Committee on Implementation of IMO Instruments (III 8/19).

The Committee noted the discussion by III 8 regarding the request in document MEPC 77/14/5 for clarification of the definition of UNSP barges in MARPOL Annex VI (III 8/19, paragraph 10.12). Following consideration, the Committee endorsed the conclusion of III 8 that no further action was required.

The Committee endorsed the conclusion of III 8 that under the AFS Convention there is no such requirement for type-approval as pre-qualification for anti-fouling paint products for issuance of an International Anti-fouling System Certificate, though it should be at the discretion of the Administration to decide if more than what is required under the provisions of the Convention is needed.

The Committee concurred with the decision of MSC 106 and authorised III 9 to report the outcome of its work related to the Procedures for Port State Control, 2023; the Survey Guidelines under the HSSC 2023, including provisions for remote surveys; the revised Guidelines on the implementation of the ISM Code by Administrations, including provisions for remote ISM Code audits; and the Non-exhaustive list of obligations under instruments relevant to the III Code, which would require the adoption of Assembly resolutions, directly to A 33.

The Committee requested the Secretariat to provide a list of relevant e-learning courses under the remit of each sub-committee to assist in their prioritisation by the sub-committees in relation to the implementation of instruments other than the STCW

Convention, taking into account the List of IMO Model Courses set out in annex 7 to document III 8/19, but not limited to the courses in the list.

10. IDENTIFICATION AND PROTECTION OF SPECIAL AREAS, ECAS AND PSSAS

The technical group on particularly sensitive sea areas (PSSA) considered the submission from France, Italy and Monaco on the issue of cetacean protection within the northern Mediterranean sea. There was unanimous support within plenary for adoption of the protective measure. Within the technical group, the experts examined the need for the protected area, the scope of the area and the associated protected measures (APM). As the measures are voluntary in nature and at this stage the 'data collection system' envisaged in the submission has not been set up, the working group accepted in principle the measures. The PSSA was preliminary accepted by the committee with NCSR to confirm APM in 2023.

11. APPLICATION OF THE COMMITTEES' METHOD OF WORK

No papers were submitted under this agenda item.

12. WORK PROGRAMME OF THE COMMITTEE AND SUBSIDIARY BODIES

Revision of MARPOL Annex II in order to improve the effectiveness of cargo tank stripping, tank washing operations and prewash procedures for products with a high melting point and/or high viscosity

The Committee considered document MEPC 79/12 (Austria et al.), proposing a new output to amend MARPOL Annex II in order to improve the effectiveness of cargo tank stripping, tank washing operations and prewash procedures for products with a high melting point and/or high viscosity, together with the Chair's preliminary assessment of the proposal (MEPC 79/WP.3, annex).

1 Most delegations from EU Member States expressed support for the proposed new output, with some commenting or expressing specific concerns about certain aspects of the proposal. The Committee noted that:

2 the efficiency and adequacy of the existing prewash requirements and the relevant operations applicable to persistent floating products with a high viscosity and/or a high melting point was questionable and so, it was necessary to consider improvements of the overall effectiveness of cargo tank stripping, tank washing operations and the prewash procedures applied to such cargoes;

3 the proposed new output could be supported subject to the PPR Sub-Committee being able to consider a variety of proposals on how the issues raised in document MEPC 79/12 could be addressed;

4 the proposed prewash procedure set out in annex 1 to document MEPC 79/12 required further technical consideration;

5 it was not clear if document MEPC 79/12 was proposing that the application of the discharge requirements for persistent floating products with a high viscosity and/or a high melting point, as adopted by resolution MEPC.315(74), which entered into force

on 1 January 2021 and were applicable in certain European waters, ought to be extended worldwide;

6 while tank stripping and prewash procedures fell directly under the purview of MARPOL Annex II, tank washing operations did not, other than in respect of discharge of cargo residues, so further details were needed with regard to what exactly was being proposed in document MEPC 79/12 in relation to tank washing operations;

7 further details were required to better understand what was being proposed with regard to stripping test requirements;

8 it was unclear whether document MEPC 79/12 was proposing that the requirement for analyses by a surveyor should be extended to pollution category Y products that were classified as persistent floaters and had a high viscosity and/or a high melting point; should that be the case, careful consideration should be given to the availability of surveyors, particularly since ship operators faced challenges in that regard even under the existing requirements for pollution category X cargoes;

9 it was important to ensure the availability of port reception facilities to accommodate the cargo residues and increased wash water discharges that would result from the implementation of the proposed revised prewash procedures; and

One delegation did not support the proposal in document MEPC 79/12 for a new output as, in their view, sufficient evidence had not been presented to merit a new output to amend MARPOL Annex II prewash procedures worldwide.

Following consideration, the Committee agreed to include in the post-biennial agenda of the Committee an output on "Amendments to MARPOL Annex II in order to improve the effectiveness of cargo tank stripping, tank washing operations and prewash procedures for products with a high melting point and/or high viscosity", assigning the PPR Sub-Committee as the associated organ, with two sessions needed to complete the output and with the understanding that the comments and concerns expressed at this session of the Committee would be taken into account by the Sub-Committee.

ICS intervened against the proposal under this document and presented several reasons, as follows:

1 Since the last amendments came into force on 1 January 2021, no data has been provided since then, and the efficiency of those measures would never be assessed if the proposed measures were approved.

2 It was stated that crews were not always sufficiently familiar with proper stripping procedures, and in some cases cargo tanks were not stripped due to the crew wanting to avoid the risk of a clogged stripping line, which raised the question of whether a revision of the procedures would have any significant effect; ICS called for Port State to exercise control over compliance with procedures.

3 There would be increased costs for ship operators as a result of the increased energy requirements for the prewash operations cited in annex 1 to document MEPC 79/12, and there were technical concerns over the ability of ports in the region being able to accommodate the increased need for facilities.

4 No analysis had been provided regarding the amount of time, energy and costs associated with implementing the proposed initiative nor had the additional GHG or CO_2 expended during the port stay been assessed.

ICS' views were also supported by IPTA and recorded by the Chair. ICS will continue to intervene on this at PPR as necessary.

Amendments to the Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships (resolution MEPC.107(49))

The Committee considered document MEPC 79/12/1 (China), proposing a new output to amend the Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships (resolution MEPC.107(49)).

The Committee agreed to include in the post-biennial agenda of the Committee an output on "Revision of the Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships (resolution MEPC.107(49))", with two sessions needed to complete the output, and assigning the PPR Sub-Committee as the associated organ.

Ship-to-ship oil transfers conducted on the high seas and proposed new output for the revision of chapter 8 of MARPOL Annex I

Paper 79/12/2 that was submitted to this session, was subsequently withdrawn.

Tentative dates for MEPC 80

The Committee noted that MEPC 80 had been tentatively scheduled to take place from 3 to 7 July 2023.

13. ELECTION OF THE CHAIR AND VICE-CHAIR

The Committee unanimously elected Dr. Harry Conway (Liberia) as Chair and Mr. Hanqiang Tan (Singapore) as Vice-Chair, both for 2023.

14. ANY OTHER BUSINESS

Special requirements for the use and carriage of oils as fuels in Arctic waters

A proposal was considered regarding regulation 43A of MARPOL Annex I to be amended to increase its effectiveness in protecting the Arctic from heavy fuel oil (HFO) by removing waivers to the special requirements for the use and carriage of oils as fuels in Arctic waters.

Many delegations agreed with the aims of the proposal in principle but recognised that the provisions in regulation 43A as adopted by MEPC 76 represented a delicate compromise which had been reached following careful consideration and negotiations by the PPR Sub-Committee. Consequently, these delegations did not support reopening negotiations regarding regulation 43A of MARPOL Annex I at this time and therefore without sufficient support, the Committee did not consider it further.

Situation concerning "Mount Hikurangi"

The Committee noted statements by ICS, followed by the delegations of Hong Kong, China and China with regard to the situation concerning Mount Hikurangi and, in particular, its Captain Yu Yihai, who had been held for 16 months in Honduras without trial, and whose application for bail had been recently refused by the Sentencing Court in the Honduras capital (Tegucigalpa).

In this regard, the Committee noted that the Secretariat would continue to monitor the situation and update the relevant IMO bodies, as appropriate.