INTRODUCTION

Key Topics

The key topics that will be discussed at MEPC 74 and may be of interest to Members include:

- Ballast Water Management
- Air Emissions

Member’s may also be interested in:

- Plastic Litter

Ballast Water Management Summary...click here to go directly to the main section

Ballast Water Management will be discussed under the following agenda items:

- Agenda Item 4 - Harmful aquatic organisms in ballast water
- Agenda Item 10 - Pollution prevention and response

Thirty-three relevant papers have been submitted under these two agenda items, the papers cover the following BWM issues:

- Sampling and testing
- Amendments to the convention with regards to installation of BW treatment systems
- Implementation of the Convention
- Approval of individual BW treatment systems
- The Convention and specific vessel types
- General amendments to the convention

Air Emissions Summary...click here to go directly to the main section

The following agenda items are relevant to the Air Emissions discussions:

- Agenda Item 5 - Air pollution and energy efficiency
- Agenda Item 6 - Further technical and operational Measures for enhancing the energy efficiency of international shipping
- Agenda Item 7 - Reduction of GHG emissions from ships
- Agenda Item 10 - Pollution prevention and response

1 The provisional agenda and provisional time table can be found in Appendix 1
• Agenda Item 12 - Technical cooperation activities for the protection of the marine environment
• Agenda item 14 - Work programme of the committee and subsidiary bodies
• Agenda item 17 - Any other business

Eighty-four papers related to air emissions were submitted under the above agenda items with the most pertinent papers being submitted under Agenda items 5, 7 and 10.

Under Agenda item 5 – Air pollution and energy efficiency, papers related to the following topics were submitted:

• EEDI
• Shaft/Engine Power limitations
• Implementation of the Sulphur Cap
• Scrubbers  

Click here to go directly to Agenda Item 5

Agenda item 7 – Reduction of GHG emissions from ships, considers the reduction of GHG emissions and the IMO’s strategy including proposals for short term measures. Click here to go directly to Agenda item 7

Agenda item 10 - Pollution prevention and response, includes papers on fuel oil non-availability and measures to address having non-compliant fuel on-board. Click here to go directly to Agenda item 10.

Plastic Litter

Four papers have been submitted under Agenda item 8- Follow-up work emanating from the action plan to address marine plastic litter from ships. Click here to go directly to Agenda item 8.

Working Groups

The Secretariat will endeavour to participate in or at least monitor:

• Working Group on Air Pollution and Energy Efficiency;
• Working Group on Reduction of GHG Emissions from Ships;
• Ballast Water Review Group; and

Submissions

INTERCARGO has co-sponsored the following papers:

MEPC 74/5/5  Bunker Supplier Licensing Schemes - Submitted by ICS, BIMCO, INTERTANKO, INTERCARGO, IPTA and WSC...click here

MEPC 74/5/20  Enhanced implementation of regulation 18 of MARPOL Annex VI: proposed plan for data collection and analysis - Submitted by Bahamas, Canada, India, Japan, Liberia, Marshall Islands, Panama, United States, BIMCO, ICS, INTERCARGO and INTERTANKO...click here

MEPC 74/5/21  MEPC Circular related to the enhanced implementation of regulation 18 of MARPOL Annex VI - Submitted by Bahamas, India, Liberia, Marshall Islands, Panama, United States, BIMCO, ICS, INTERCARGO and INTERTANKO...click here
BALLAST WATER MANAGEMENT

AGENDA ITEM 4  
HARMFUL AQUATIC ORGANISMS IN BALLAST WATER

**Sampling/testing**

**MEPC 74/4/10**  
Proposed addition of analytical method in Circular BWM.2/Circ.42 on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2) - Submitted by France

France in their submission provide information on the development of a new analytical method, that combines CV6 vital stain, membrane filtration and fluorescence detection in solid phase, which could be used to assess compliance with discharge standard D-2

**MEPC 74/4/11**  
Proposed methodology for verification of indicative ballast water monitoring systems - Submitted by Denmark

Currently there is not an international (official) standard method for certifying indicative ballast water monitoring instruments for viable organisms ≥ 10 to 50 μm and organisms ≥ 50 μm. As such, Denmark provides suggestions towards a standard for verification of ballast water compliance monitoring systems that aim at providing indicative analysis for compliance

**MEPC 74/INF.17**  
Information on the development and assessment of a new analytical method for enumerating organisms in the 10 to 50 μm size class and in the greater than 50 μm size class in treated ballast water - Submitted by France

In their paper France summarizes the recent research about a new application of the CV6 dye for the control of the viable organisms in ballast water, to detect viable organisms.

**MEPC 74/INF.18**  
Summary of currently available ballast water indicative analysis instruments - Submitted by IMarEST

IMarEST provide a summary of the available indicative analysis instruments for ballast water testing as an informational resource for interested stakeholders.

**MEPC 74/INF.19**  
Update on standardization work in ISO for ballast water sample collection and handling - Submitted by ISO

ISO provides information on the status of the 3 standard part ISO standard that addresses ballast water sampling and analysis (ISO 11711) and in particular part 2  ISO 11711-2, Ships and marine technology – Aquatic nuisance species – Part 2 – Ballast water sample collection and handling.

**Amendments to the Convention and installation of systems**

**MEPC 74/4/7**  
Draft updated unified interpretation of appendix I (Form of the International Ballast Water Management Certificate) of the BWM Convention - Note by the Secretariat

The IMO Secretariat invites the Committee to approve an updated interpretation of Appendix 1 of the Ballast Water Convention. The draft updated interpretation reflects the adoption of the BWMS
Code whereas previously the interpretation referenced the G8 Guidelines and is related to the “installed date” on the BW Certificate

MEPC 74/4/12 Proposed amendments to the BWM Convention and the BWMS Code - Submitted by the Bahamas

Bahamas, for clarification purposes, proposes amendments to;

- Regulation E-1 of the Ballast Water Convention  
  o Amendment to specifically mention the commissioning test and the indicative analysis, both for initial and additional surveys.  
- Code for Approval of Ballast Water Management Systems (BWMS Code)  
  o Amendment that states that prior to issuing the BWM Certificate it should be verified that “the installed BWMS complies with the performance standard described in regulation D-2, as demonstrated by a commissioning test based on the applicable Guidelines developed by the Organization”

**Other amendments to the Convention and/or BW Certificate**

MEPC 74/4/14 Proposed Amendments to the form of the International Ballast Water Management Certificate (IBWMC) of the BWM Convention - Submitted by China and IACS

The two co-sponsors propose amendments to International Ballast Water Management Certificate (IBWMC) and specifically to the Details of ballast water management method(s) used section of the certificate which would provide further information on the methods of BWM and any exemptions/equivalents used.

MEPC 74/4/17 Proposals for the application of regulations A-3.4 and A-3.5 of the BWM Convention - Submitted by China

China asks the Committee to consider incorporating regulations A-3.4 and A-3.5 into regulation A-4 in the Annex to the BWM Convention as a means of exempting ships from ballast water management rather than as exceptions.

**Implementation of the Convention**

MEPC 74/4/8 Introducing the Port with Acceptable Risks (PWAR) concept as a ship exemption proposal to enhance compliance with the Ballast Water Management Convention especially in developing countries - Submitted by Nigeria

Nigeria proposes the “Port with Acceptable Risks (PWAR)” concepts as a means of exempting vessels with having to fit a BW treatments system. The basic concept entails defining all the ports that have approved treatment systems and thus exempting vessels that only call at these ports.

MEPC 74/4/15 Proposals for improving application of the same risk area approach for exemptions from ballast water management - Submitted by China

“Same Risk Area” (SRA) “approach aims to address the issue of ballast water exemption for ships operating between several ports in two or more neighbouring countries in a limited area.” Since 2017 China has carried out SRA based research in the Yellow Sea between China and Korea and has
found a number of issues related to the assessment of a SRA. China proposes that the SRA concept is improved and proposes that the Committee invite interested parties to submit proposals.

**MEPC 74/4/16** Proposal on unified interpretation of ballast water capacity in the International Ballast Water Management Certificate - Submitted by China

China proposes that the IMO develops a unified interpretation on ballast water capacity that distinguishes between ballast water taken under normal operating regimes to meet requirements for stability, draught and propeller immersion from that taken temporarily to protect the ship and personnel safety under special operating regimes such as tankers ballasting into cargo holds.

**MEPC 74/4/21** Risk assessment study on the possible presence of species constituting hydrobiological pests in ballast water and sediments in shipping vessels (Report of FIPA Project 2016-25) - Submitted by Chile

Chile provides information on a risk assessment study, conducted in four Chilean ports in 2017, on the possible presence of species constituting hydrobiological pests in ballast water carried on ships. The overall aim of this project “was to develop a risk analysis model on environmental effect, with a view to minimizing the possible introduction of pathogens and invasive alien species through the discharge of ballast water and sediments in national ports.” The paper does not provide any details on the samples taken and fulfilling d-1 or d-2 discharge standards but includes some of the administrative issues.

**MEPC 74/INF.22** Practicality and safety of ballast water exchange plus treatment (BWE+BWT) - Submitted by IMarEST

IMarEST in their paper discuss and provide information on the use of BWE and BWT, the paper includes:

- Information Jurisdictions requiring BWE+BWT, expected benefits, frequency of practice, and use as a contingency measure
- Exchange plus treatment description and practicality
- Safety considerations
- Applicability of exchange plus treatment under the Convention

**Papers related to approval of individual BWTS**

**MEPC 74/4** Application for Final Approval of the Envirocleanse inTank™ BWTS (Bulk Chemical Variation) - Submitted by Norway

**MEPC 74/INF.6** Information on the type approval of the Envirocleanse inTank™ Electrochlorination Ballast Water Treatment System Submitted by Norway

**MEPC 74/4/1** Application for Basic Approval of the CleanBallast® - Ocean Barrier System - Submitted by Norway

**MEPC 74/4/2** Application for Final Approval of the MICROFADE II Ballast Water Management System - Submitted by the Netherlands

**MEPC 74/4/3** Application for Final Approval of the PurimarTM ballast water management system on freshwater - Submitted by the Republic of Korea
Application for Final Approval of JFE BallastAce® that makes use of NEO-CHLOR MARINE® - Submitted by Japan

Application for Basic Approval of the FlowSafe ballast water management system - Submitted by Cyprus

Report of the thirty-seventh meeting of the GESAMP-Ballast Water Working Group - Note by the Secretariat

This paper contains the report of the thirty-seventh meeting of the GESAMP-Ballast Water Working Group (GESAMP-BWWG) and includes the evaluations of proposals submitted for approval by the Netherlands and Norway.

Report of the thirty-eighth meeting of the GESAMP-Ballast Water Working Group - Note by the Secretariat

This document contains the report of the thirty-eighth meeting of the GESAMP-Ballast Water Working Group (GESAMP-BWWG) and includes the evaluations of proposals submitted for approval by Japan, Cyprus and the Republic of Korea.

Information on the type approval of the ERMA FIRST BWTS ballast water management system - Submitted by Greece

Information on the type approval of the SunRui Marine Environment Engineering Co., Ltd’s BalClor® Ballast Water Management System - Submitted by Norway

Information on the type approval of the HiBallast™ Ballast Water Management System - Submitted by Norway

Information on the type approval of the Headway Technology Co., Ltd.’s OceanGuard® Ballast Water Management System - Submitted by Norway

Information on the type approval of the CompactClean ballast water management system manufactured by DESMI Ocean Guard A/S - Submitted by Denmark

Paper related to the Convention and specific vessel types

Application of the BWM Convention to specific ship types - Submitted by the Russian Federation

Russia proposes amendments to;

- Regulation A-5 of the Ballast Water Convention
  - Amendment to increase the scope of vessel type, vessel size and ballast capacity that Reg A-5 applies (i.e. to allow multi-purpose salvage ships greater than 50m and with a ballast capacity greater than 8m³)
- Guidelines for ballast water management equivalent compliance (G3) and adopting Resolution MEPC. 123(53)
  - Amendment to reflect proposed changes to A-5
MEPC 74/4/18  Retrofitting of specialized ships with ballast water management systems - Submitted by Turkey

Turkey brings to the Committee’s attention some of the technical and operational challenges of retrofitting ballast water management systems onto specialized tug boats and provides some solutions to help alleviate these challenges.

MEPC 74/4/19  An example of dimensional challenges arising from retrofitting a ballast water management system for a specialized tug boat - Submitted by Turkey

Turkey provides an example of dimensional and technical challenges on retrofitting a ballast water management system to a tug boat. This paper should be read in combination with paper MEPC 74/4/18.

MEPC 74/4/20  Practical experience in implementation of ballast water management systems for specialized tug boats - Submitted by Turkey

Turkey provides information on the technical and operational challenges of implementing ballast water management systems faced by specialized tug boats. This paper should be read in combination with paper MEPC 74/4/18.

AGENDA ITEM 10  POLLUTION PREVENTION AND RESPONSE

MEPC 74/10  Outcome of PPR 6 - Note by the Secretariat

The Secretariat provides a list of actions, from PPR 6, that are be considered and include:

- approve the draft revised BWM circular on Data gathering and analysis plan for the experience-building phase associated with the BWM Convention

AGENDA ITEM 5  AIR POLLUTION AND ENERGY EFFICIENCY

Papers related to EEDI

MEPC 74/5  Technical consequences of the EEDI on the ship machinery design, including performance of components and new issues faced as a result of introduced changes - Submitted by IACS

IACS in their paper asks the committee to note some of the technical consequences of EEDI implementation. Potential consequences include:

- Engine de-rating
- Increased time spent passing through Barred Speed range
- Shaft alignment problems
- Potential losses of efficiency by fitting efficiency improving devices
- Loss of manoeuvrability in high seas
- Increase use of alternative fuels
MEPC 74/5/2 Final report of the Correspondence Group on EEDI Review beyond Phase 2 Submitted by Japan

MEPC 74/INF.11 Comments received by the Correspondence Group on EEDI Review beyond Phase 2 - Submitted by Japan

The above two papers provide: a) the final report of the Correspondence Group on EEDI Review Beyond Phase 2 established at MEPC 71; and b) comments received during the work of the Correspondence Group on EEDI Review beyond Phase 2.

MEPC 74/5/6 EEDI Reduction beyond phase 2 – Consideration of technical issues affecting future evolution of the EEDI regulation and decarbonising shipping - Submitted by ICS, ITF and ASEF

This paper highlights a range of technical issues and challenges which will need to be considered in order to properly evaluate the development of EEDI requirements. The paper also provides proposals to improve the decision making or processes at the IMO when considering EEDI reduction rates.

MEPC 74/5/7 Update to model course 4.05 on the Energy efficient operation of ships - Note by the Secretariat

The IMO Secretariat provides an update on the status of the IMO model course on "Energy efficient operation of ships", and advises that this model course could benefit from being updated.

MEPC 74/5/11 Mandatory reporting of Attained EEDI values - Submitted by Japan, Norway, ICS, BIMCO, CLIA, IPTA and WSC

The co-sponsors, noting the limited number of ships that have had their EEDI values reported to the IMO database, propose draft amendments to Regulation 20 of Marpol VI that would make it mandatory for the Administrations to report the EEDI values.

MEPC 74/5/12 Phase 3 EEDI standards for containerships - Submitted by WSC

The World Shipping Council proposes the revision of the EEDI reduction rates for container ships.

MEPC 74/5/13 Developing an EEDI calculation method for ships with non-conventional propulsion - Submitted by Norway

MEPC 74/INF.20 Evaluation of a method for calculating EEDI for ships with non-conventional propulsion systems - Submitted by Norway

The above two papers provide information on a study on EEDI for non-conventional propulsion and recommends to find a calculation method that does not penalise innovative and energy efficient solution

MEPC 74/5/14 Clarification of ship types for EEDI application - Submitted by Republic of Korea

South Korea proposes to clarify the criteria of ship types that are subject to Attained EEDI and Required EEDI. This does not affect Bulk Carriers.
MEPC 74/5/16  Proposal to refine the terms of reference for the Correspondence Group on EEDI Review Beyond Phase 2 - Submitted by Japan

The Correspondence Group on EEDI Review Beyond Phase 2 has invited MEPC 74 to re-establish the Group in order to work on potential Phase 4 requirements. This paper provides draft terms of reference for the Group, the terms of references include:

- Consider, collate and analyse information and data pertinent to possible introduction of EEDI phase 4.
- Using the above data and information, consider the status of technological developments for improvement of energy efficiency of the EEDI regulations in chapter 4 of MARPOL Annex VI and the possible introduction of EEDI phase 4.

MEPC 74/5/22  EEDI for very large bulk carriers - Submitted by Brazil, China, India and Liberia

At MEPC 73 it was agreed that for bulk carriers (and tankers) that the EEDI Phase 3 reduction factors for 2025 should remain at 30% and also that the reference should be retained. Unfortunately for large bulk carriers the EEDI reduction factors are very difficult to achieve.

This submission highlights the difficulties for very large Bulkers to attain the EEDI reduction factors and the limitations of the EEDI reference line for use for these vessels. To overcome the issue, the co-sponsors propose that the reference line is amended for vessels more than 279,000 dwt which would allow a more reasonable basis for EEDI reduction.

INTERCARGO COMMENTS: If necessary during the discussions at MEPC 74, INTERCARGO intends to verbally support this paper.

MEPC 74/5/24  Comments on the Final report of the Correspondence Group on EEDI Review beyond Phase 2 (MEPC 74/5/2) - Submitted by Norway

Norway puts forward proposals to advance the EEDI Phase 3 requirements for LNG carriers and cruise passenger ships having non-conventional propulsion.

MEPC 74/5/27  Comments on documents MEPC 74/5/2 and MEPC 74/5/12 concerning EEDI reduction beyond phase 2 - Submitted by ICS, BIMCO, INTERTANKO and CLIA

The co-sponsors provide comments on EEDI reduction rates for; Combination carriers; Gas carriers and LNG carriers; Refrigerated cargo carriers; Containerships and Cruise passenger ships having non-conventional propulsion.

MEPC 74/5/28  EEDI review beyond phase 2 – considerations for Large Tankers - Submitted by INTERTANKO

This paper comments on the report of the Correspondence Group on EEDI review beyond Phase 2 and also provides information on the reasons for which VLCCs will encounter significant difficulties to meet EEDI Phase 3.
The IMO Secretariat provides an update on the information contained in the EEDI Database. The number of bulk carriers in the database as of 5 February 2019:

<table>
<thead>
<tr>
<th>Ship type</th>
<th>Voluntary</th>
<th>Phase 0</th>
<th>Phase 1</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bulk carrier</td>
<td>161</td>
<td>1,589</td>
<td>156</td>
<td>1,906</td>
</tr>
<tr>
<td>Gas carrier</td>
<td>30</td>
<td>219</td>
<td>54</td>
<td>303</td>
</tr>
</tbody>
</table>

**EEDI DATABASE – GRAPHICAL REPRESENTATIONS OF THE DATA PROVIDED**

Figure 1: EEDI database for bulk carriers
(1,906 ships: 161 ships for non-mandatory, 1,589 ships for Phase 0 and 156 ships for Phase 1)

MEPC 74/5/30 Proposed acquisition method of the wind propulsion system force matrix based on wind tunnel model test - Submitted by China

China proposes the use of wind tunnel testing as a method of obtaining the “wind force matrix of wind propulsion systems on ships” which is required to calculate the EEDI of vessels with wind propulsion.

**Papers related to Engine/Shaft power limitations and EEDI**

MEPC 74/5/5 Updated proposal for an option to limit the shaft / engine power while ensuring a sufficient safety power reserve in adverse weather conditions - Submitted by France, Germany, Japan, Norway and Spain

The co-sponsors propose a “Shaft/Engine Power Limitation” concept as a solution to the issue of reaching EEDI reduction requirements and ensuring that there is sufficient power in adverse weather.
With this concept the engines installed power is in accordance with the 2013 Interim Guidelines for determining minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions but for normal operation the power will be limited to the level set by the EEDI requirements. In case of an emergency (i.e. manoeuvrability in adverse conditions) the master can press / release an "emergency button" to use the power reserve (full installed engine power).

**MEPC 74/5/17**  
**Adverse weather condition functionality - Submitted by Denmark**

Denmark provides, in their opinion, a solution to the issue of strengthening EEDI requirements and ensuring that vessels have adequate safety power reserves for adverse weather conditions. The “Adverse weather condition” functionality is based on an extension to existing two stroke engine load diagrams. *Please see attachment MEPC 74/5/17*

**MEPC 74/5/26**  
**Comments on documents MEPC 74/5/5 - Submitted by ICS, BIMCO, IPTA, RINA and ITF**

The co-sponsors comment on paper MEPC 74/5/5. In the first case this submission proposes that amendments to the 2018 Guidelines for calculating the EEDI should not be agreed until the work on minimum power guidelines is completed.

**INTERCARGO Comments:** Although there is merit in the proposals contained with papers MEPC 74/5/5 and 74/5/17, INTERCARGO shares the same views as ICS et al in their paper MEPC 74/5/26 that the work on minimum power should be concluded prior to any changes EEDI.

**MEPC 74/5/29**  
**Comments on document MEPC 74/5/5 - Submitted by the United States**

The USA comments on MEPC 74/5/5 and does not support the shaft power limitation concept as it believes that the adoption of such a concept would undermine the spirit of EEDI.

**MEPC 74/5/31**  
**Proposal for shaft power limitation in EEDI calculation - Submitted by China**

China proposes that any shaft power limitation should not be less than 85% of the rated installed power.

**Papers related to the Implementation of the Sulphur Cap**

**MEPC 74/5/3**  
**Sulphur monitoring for 2018 - Note by the Secretariat**

MARPOL VI Regulation 14.2 stipulates that the worldwide average sulphur content of residual fuel for use on ships should be monitored. This paper provides the 2018 results of the sulphur monitoring program. Points to note include that for 2018 the average sulphur content was 2.60% (same as 2017) and 0.47% of tested fuel was above 3.50%.

**INTERCARGO COMMENTS:** No specific comments apart from this paper being of general interest for members and is attached accordingly *(See attachment MEPC 74-5-3)*
INTERCARGO and the co-sponsors propose a new requirement for the establishment of bunker supplier licensing schemes and provides a template for such a scheme based on existing IMO instruments and guidelines.

**MEPC 74/5/9**  
**Report of the Correspondence Group on Fuel Oil Quality - Submitted by the United States**

The US provides the report of the work of the Correspondence Group on Fuel Oil Quality and a finalized draft Guidance for best practice for Member State/coastal State.

**MEPC 74/5/10**  
**IMO monitoring programme of the worldwide average sulphur content of fuel oils supplied for use on board ships after 1 January 2020 - Note by the Secretariat**

Based on the new 0.5% sulphur limit of fuel oil that will enter into force on 1 January 2020 and the potential types of fuel oils that will most likely be available/used from this time, the IMO Secretariat proposes amendments to the 2010 Guidelines for monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships.

**MEPC 74/5/18**  
**Consideration on the enhancement of the implementation of regulation 18 of MARPOL Annex VI - Submitted by Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom and European Commission**

The co-sponsors provide proposals on data collection of fuel oil quality and reporting of non-availability of compliant fuel oils. The submission also recommends an enhancement of the GISIS MARPOL Annex VI module for the purpose of enhancing the regulation 18 (Marpol VI).

**MEPC 74/5/19**  
**Prohibition to carry non-compliant fuel under regulation 14.1 of MARPOL Annex VI - Submitted by Brazil and the United Arab Emirates**

The co-sponsors propose a new paragraph to be added to the draft 2019 Guidelines for consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI. The new paragraph, aims to address the situations where non-compliant fuel has been taken on board. The co-sponsors propose that after loading non-compliant fuel, at the next port of where compliant fuel is loaded, the compliant fuel should be loaded into the tank where the non-compliant fuel was bunkered. The authorities at the following port should verify the procedures/actions (FONAR, etc) taken by the ship with a view to minimise/reduce any penalty due to having non-compliant fuel on-board.
MEPC 74/5/20  
Enhanced implementation of regulation 18 of MARPOL Annex VI: proposed plan for data collection and analysis - Submitted by Bahamas, Canada, India, Japan, Liberia, Marshall Islands, Panama, United States, BIMCO, ICS, INTERCARGO and INTERTANKO

MEPC 74/5/21  
MEPC Circular related to the enhanced implementation of regulation 18 of MARPOL Annex VI - Submitted by Bahamas, India, Liberia, Marshall Islands, Panama, United States, BIMCO, ICS, INTERCARGO and INTERTANKO

At MEPC 73 INTERCARGO co-sponsored a submission (paper MEPC 73/5/14 Safety implications and respective challenges associated with 2020 compliant fuels) that proposed an Experience Building Phase that would support the implementation of the global sulphur cap.

Following a lengthy debate, MEPC 73 invited “…further concrete proposals on how to enhance the implementation of regulation 18 of MARPOL Annex VI, in particular on reporting fuel oil quality and reporting of non-availability of compliant fuel oils, including the enhancement of GISIS modules for data collection and analysis.”

*Paper MEPC 74/5/20 contains a more detailed proposal for the previously named experience building phase which is now referred to as data collection and analysis. The paper proposes data collection through the enhancement of the MARPOL Annex VI Regulation 18 and IMO Global Integrated Shipping Information System (GISIS). The data collection would then be followed by an analysis of the data and then reporting of the analysis on a regular basis, with the purpose of assisting the IMO and member states with understanding the implementation of the sulphur cap.*

*Paper MEPC 74/5/21 contains a draft MEPC circular that urges the Member States to immediately start to report the relevant Regulation 18 data.*

MEPC 74/5/23  
Comments on document MEPC 74/5/18 (Enhanced implementation of MARPOL Annex VI regulations) - Submitted by Greece

Greece comments on and supports *paper MEPC 74/5/18* and reiterates the importance of ensuring the global availability of safe compliant fuel.

MEPC 74/5/25  
Best Practice Guidance for Member States/coastal States - Submitted by IBIA

IBIA provides comments on the draft guidance for best practice for Member States/coastal States developed by the Correspondence Group on Fuel oil quality.

Papers related to Scrubbers

MEPC 74/5/8  
Guidance on temporary indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the EGCS fails to meet the provisions of the Guidelines - Note by the Secretariat

At PPR 6 the IMO Secretariat was instructed to prepare a draft MEPC circular on *Guidance on temporary indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the EGCS fails to meet the provisions of the Guidelines*. This paper contains that draft.
Japan provides a report on the environmental impact of discharge water from scrubbers which concluded “that that risks of discharge water from scrubbers to the marine environment and the marine aquatic organism are negligible from short- and long-term perspectives.”

CLIA provides information on the assessment of 281 exhaust gas cleaning system washwater samples against 54 test parameters.

Other papers

MEPC 74/5/15 Effective Implementation of MARPOL Annex VI on large yachts to provide NOX reduction and enable less GHG emissions - Submitted by Turkey and ICOMIA

The co-sponsors highlight the issues with Tier III implementation for yachts over 24m in length and under 500 GT.

AGENDA ITEM 6 FURTHER TECHNICAL AND OPERATIONAL MEASURES FOR ENHANCING THE ENERGY EFFICIENCY OF INTERNATIONAL SHIPPING

MEPC 74/6/2 Analysis of the data from the IMO Ship Fuel Oil Consumption Database Phase 2 of the three-step approach - Submitted by IACS and OCIMF

IACS and OCIMF propose and discuss different Performance Indicators (PIs) and potential analysis of data that could be used as part of the three step approach (Data collection, Data Analysis and Decision). See attachment MEPC 74-6-2

MEPC 74/6/1 Transport work for offshore and marine contracting vessels - Submitted by the Russian Federation and IMCA

MEPC 74/6/3 Comments on MEPC 74/6 - Submitted by the Russian Federation

The above 3 papers are not applicable to INTERCARGO
AGENDA ITEM 7  REDUCTION OF GHG EMISSIONS FROM SHIPS

MEPC 74/7  Outcome of the United Nations Climate Change Conference held in Katowice, Poland, in December 2018 (COP 24) - Note by the Secretariat

The IMO Secretariat provides a summary on the IMO’s work at the United Nations Climate Change Conference held in Katowice, Poland, in December 2018.

MEPC 74/7/1  Possible future working arrangements to support the follow-up actions of the Initial IMO Strategy on Reduction of GHG Emissions from Ships - Note by the Secretariat

The IMO Secretariat expects an increase of the workload of the IMO due to the work associated the IMO’s Reduction of GHG strategy. In this paper, the IMO Secretariat provides possible future working arrangements to assist/enable this important work to be carried out.

MEPC 74/7/2  Energy efficiency improvement measure for existing ships - Submitted by Japan

Japan, as a potential GHG reduction short term measure, proposes an EEDI requirement for existing ships which would consist of 3 policy pillars:

- Calculation of energy efficiency performance
- Mandatory design efficiency improvement
- Enforcement (survey and certification)

Japan further proposes that a correspondence group is established at MEPC 74 to consider the technical issues related to their proposed short term measure.

MEPC 74/INF.23  Engine Power Limitation for improving energy efficiency of existing ships - Submitted by Japan

Japan provides information on installing an Energy Power Limitation system which keep vessels’ engine power at optimum level. The device could be used to limit engine power and thus improve EEDI of existing ships and thus be utilised as a short term measure in the GHG Strategy

MEPC 74/7/3  Understanding the economic impacts of greenhouse gas emissions mitigation policies on shipping - Submitted by the World Bank

MEPC 74/INF.12  Understanding the economic impacts of greenhouse gas emissions mitigation policies on shipping - Submitted by the World Bank

The above two papers discuss the potential economic impact that may arise due to the GHG reduction strategy. MEPC 74/INF.12 contains the research paper Understanding the economic impacts of greenhouse gas emissions mitigation policies on shipping and MEPC 74/7/3 contains a summary.

MEPC 74/7/4  Proposal for a goal-based short-term reduction measure - Submitted by Denmark, Germany and Spain

The co-sponsors propose “reduction measure would establish a mandatory requirement in the SEEMP that the ship must document that it meets a specific yearly or 3-yearly energy efficiency target” and would apply to new and existing vessels including pre-EEDI vessels.
MEPC 74/7/5 Establishment of a voluntary multi-donor trust fund to sustain the Organization’s technical cooperation and capacity-building activities to support the implementation of the Initial Strategy - Note by the Secretariat

The IMO Secretariat provides analysis on the mechanism for the establishment of a voluntary multi-donor trust fund to enable the IMO’s technical cooperation and capacity-building activities to support the implementation of the Initial IMO Strategy on reduction of GHG emissions.

MEPC 74/7/6 Considerations for effective uptake of alternative low-carbon/zero-carbon/fossil-free fuels under the programme of follow-up actions of the Initial IMO Strategy on reduction of GHG emissions from ships - Submitted by CESA and EUROMOT

In order to promote a common understanding at the IMO, the co-sponsors, in their paper, provide possible definitions of alternative fuel terminology, such as Low-carbon fuel, Zero-carbon fuel and Fossil-free fuel. The co-sponsors also suggest the introduction of alternative fuels highlighting that the production of such fuels will require substantial amounts of renewable energy.

MEPC 74/7/7 Comprehensive insights on worldwide bunkering availability and uptake of alternative fuels for ships - Submitted by Norway

Norway provides information on the uptake of alternative fuels and the DNV GL Alternative Fuels Insight (AFI) platform. “The AFI platform has been developed to provide a clear picture not only of the fuels and the surrounding infrastructure, but to build links between suppliers and owners and charterers.” A link to AFI can be found here https://afi.dnvgl.com.

MEPC 74/7/8 The regulation of ship operational speed: an immediate GHG reduction measure to deliver the IMO 2030 target - Submitted by CSC

The Clean Shipping Coalition (CSC) propose mandatory maximum operational speeds per ship type and size as part of the IMO’s short-term measures to reduce GHG emissions.

MEPC 74/7/9 The need for measures that change operational practices - Submitted by Belgium, Finland, France, Germany, Netherlands, New Zealand and Spain

The co-sponsors stress that, in order to meet the 2030 level of ambition, at least one of the following short term measures needs to be adopted:

- The goal-based short term reduction measure
- Regulation of ship operational speed
- Energy efficiency improvement measure on existing ships

MEPC 74/7/10 Draft MEPC resolution that invites Member States to encourage voluntary cooperation between the port and shipping sectors to reduce GHG emissions from ships - Submitted by Argentina, Canada, Cook Islands, Islamic Republic of Iran, New Zealand, Panama, Singapore, ICS, IAPH, IMPA, WWF, RINA, IHMA and FONASBA

The co-sponsors provide a draft MEPC Resolution that encourages port developments and activities to facilitate the reduction of GHG emissions from ships. The developments and activities could include:
• Provision of onshore power supply
• Safe and efficient bunkering of sustainable low- and zero-carbon fuels
• Incentives promoting sustainable low- and zero-carbon shipping
• Optimization of port calls.

MEPC 74/7/11  Comments on document MEPC 74/7/5 on the establishment of a voluntary multi-donor trust fund to sustain the Organization’s technical cooperation and capacity-building activities to support the implementation of the Initial Strategy - Submitted by the Marshall Islands

The Marshall Islands comments on paper MEPC 74/7/5 and notes that the establishment of a voluntary multi-donor trust fund would need to encompass other country-led initiatives which are also working to support reducing GHG emissions from ships.

MEPC 74/7/12  Comments on document MEPC 74/7/1 on Possible future working arrangements to support the follow-up actions of the IMO Strategy on Reduction of GHG Emissions from Ships - Submitted by Kiribati, Marshall Islands, Solomon Islands and Tuvalu

The co-sponsors remind the Committee of the necessary participation of small island developing States (SIDS) and least developed countries (LDCs) in any processes adopted to support the implementation and review of the Initial IMO Strategy on reduction of GHG emissions from ships.

MEPC 74/7/13  Proposal for a draft Assembly resolution on financing and partnership arrangements to enable the active and full participation by SIDS and LDCs in the GHG emissions reduction processes - Submitted by Kiribati, Marshall Islands, Solomon Islands and Tuvalu

The co-sponsors put forward a proposal for a draft Assembly resolution on financing and partnership arrangements to enable the active and full participation by SIDS and LDCs in the GHG emissions reduction processes.

MEPC 74/7/14  Comments on document MEPC 74/7/5 on the establishment of a voluntary multi-donor trust fund ("GHG TC-Trust Fund") - Submitted by the Republic of Korea

South Korea comments on paper MEPC 74/7/5, which presents the Secretariat's analysis on the mechanism for the establishment of a voluntary multi-donor trust fund to sustain the Organization’s technical cooperation and capacity-building activities to support the implementation of the Initial IMO GHG Strategy

MEPC 74/7/15  Proposal of considerations to increase transparency and objectivity in the process of developing the Fourth IMO GHG Study - Submitted by Ghana, Panama and United Arab Emirates

The co-sponsors, in order to increase the transparency of the development of the Fourth IMO GHG Study, propose the following:

• the terms of reference for the Fourth IMO GHG Study should contain references to relevant provisions and norms or regulations, relating to the process for the bidding, such as responsibilities of the parties, conflicts of interest, financial assessment
• the weighting attributable to the financial offers, and the formula for the integration of the technical and financial evaluation should be included within the table of evaluation of proposals
the Secretariat provides a presentation which explains the evaluation process of all parts of the tender

**MEPC 74/7/16**  Comments on document MEPC 74/7/4 - Submitted by ICS and BIMCO

The co-sponsors highlight their concerns with the proposals contained within paper MEPC 74/7/4 and put forward recommendations should the proposals in MEPC 74/7/4 be agreed by the Committee.

**MEPC 74/7/17**  Comments on document MEPC 74/7/3 - Submitted by Brazil

Brazil comments on paper MEPC 74/7/3 Understanding the economic impacts of greenhouse gas emissions mitigation policies on shipping - Submitted by the World Bank.

**MEPC 74/7/18**  The regulation of ship operational speed: draft amendments to MARPOL Annex VI - Submitted by CSC

CSC provides draft amendments to MARPOL Annex VI that would be necessary to regulate ship operational speed in the manner described in document MEPC 74/7/8.

**MEPC 74/7/19**  Challenges in developing an energy efficiency mechanism for ships in operation - Submitted by China

**MEPC 74/INF.2**  Existing IMO procedures relevant for impact assessments - Note by the Secretariat

At MEPC 73 the Committee requested the IMO Secretariat to provide information on the existing IMO procedures relevant to impact assessments to assist in the development of the assessment that the GHG Strategy may have on member States.

**MEPC 74/INF.3**  Establishment of a Steering Committee for the Fourth IMO GHG Study - Note by the Secretariat

This paper provides information on establishing a Steering Committee for the Fourth IMO GHG Study whose role is:

1. Act as a focal point for the Committee;
2. Provide input into the tendering process and approve the study outline
3. Confirm that the study meets the terms of reference, review and monitor the progress of the Update Study

**MEPC 74/INF.26**  Joint Industry Project – JoRes - Submitted by RINA

“The main objective of the proposing Joint Research project (JoRes JRP) is to join the industry efforts and gather the full set of the ship performance data (model test results, Computational Fluid Dynamic (CFD) calculations and ship scale measurements) and increase knowledge on the important propeller/hull interaction effects to better understand the ship efficiency potential”
AGENDA ITEM 10  POLLUTION PREVENTION AND RESPONSE

MEPC 74/10  Outcome of PPR 6 - Note by the Secretariat

The Secretariat provides a list of actions, from PPR 6, that are be considered and include, but not limited to:

- Finalize and adopt the draft MEPC resolution on 2019 Guidelines on consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI
- Note that the Sub-Committee requested the Secretariat to prepare and submit to the Committee a draft MEPC circular containing interim guidance on failure of a single monitoring instrument and on recommended actions to take if the exhaust gas cleaning system fails to meet the provisions of the EGCS Guidelines.
- Consider the draft 2019 Guidelines for port State control under MARPOL Annex VI and the associated draft MEPC resolution.
- Approve, subject to concurrent approval by MSC 101, the draft MSC-MEPC circular on Delivery of compliant fuel oil by suppliers

MEPC 74/10/1  Guidance on contingency measures for addressing non-compliant fuel oil - Submitted by India

This paper proposes draft interim guidance on contingency measures for addressing non-compliant fuel oil taken onboard during non-availability situations. The guidance, in those instances when FONAR is used and non-compliant fuel remains on board, requests, inter alia, that the ship, flag and port State:

- Facilitate de-bunkering of non-compliant fuel oil to an appropriate shipboard/land-based facility, if practicable and available;
- Permit the use of non-compliant fuel oil as soon as feasible in sea areas agreeable to the port and flag States during the ship's voyage, bearing in mind distance from land.
- After the non-compliant fuel oil is de-bunkered/used, consider the possibility of flushing through the tank and pumping system with compliant fuel oil with the lowest sulphur content available on board.

India proposes that this guidance remains valid until 30 June 2020, as they are of the opinion that non-availability of compliant fuel will be a temporary issue.

INTERCARGO Comments: Although the paper has many merits, the INTERCARGO Secretariat is of the opinion that there should not be a time limit on the use of FONAR and subsequently what to do in those cases when non-compliant fuel remains on-board.

MEPC 74/10/2  Comments on the draft amendments to regulation 14 of MARPOL Annex VI - Submitted by IMarEST

IMarEST provides draft guidelines on how to draw a sample to verify the sulphur content of fuel carried on-board.

INTERCARGO Comments: Noting that PPR 6 agreed an amendment to regulation 14 of MARPOL Annex VI extending the usage of the verification procedures given in appendix VI of that Annex to also cover in-use and on-board fuel oil samples and that there are no guidelines for taking on-board samples (from ships’ tanks), INTERCARGO sees no harm in this submission by IMarEst.
MEPC 74/10/3 Comments on the draft 2019 Guidelines for port State control under MARPOL Annex VI - Submitted by IMarEST

IMarEST provides draft amendments, relevant to the NOX related aspects, to draft 2019 Guidelines for port State control under MARPOL Annex VI.

MEPC 74/10/4 Fuel Oil Non-Availability Report (FONAR) Investigations - Submitted by Australia

In order to facilitate the investigation of Fuel Oil Non-Availability Reports, Australia suggests that the Flag state, of a vessel that has used FONAR, informs the port state where non-compliant fuel was purchased and also informs the IMO via GISIS. The port state could then investigate the case and report to the IMO. Australia then suggests that the results of the investigation could be made available to members States via GISIS. The MARPOL VI GISIS module could also be updated to facilitate this.

MEPC 74/10/5 Proposed amendments to the draft 2019 guidelines for port State control under MARPOL Annex VI, to manage the claim of non-availability of compliant fuel oil in support of the consistent implementation of the 0.50% m/m sulphur limit under MARPOL Annex VI - Submitted by Australia

Australia proposes that amendments prepared by the III Sub-Committee on the 2009 Guidelines for port State control under the revised MARPOL Annex VI should be further considered by the Committee when finalizing the draft 2019 guidelines for port State control under MARPOL Annex VI.

MEPC 74/10/6 Proposed amendments to the draft 2019 Guidelines for consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI - Submitted by Australia

Australia proposes amendments to the draft 2019 Guidelines for consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI. The proposed amendments intend to clarify the actions that need to be taken when a vessel takes non-compliant fuel in cases of non-availability.

MEPC 74/10/7 Management of non-compliant fuel oil after the submission of a Fuel Oil Non-Availability Report (FONAR) - Submitted by Australia, United States and IBIA

The co-sponsors provide comments the use of non-compliant fuel and in particular the draft Guidance for port State control on contingency measures for addressing non-compliant fuel oil. The co-sponsors’, in the guidance, suggest that in the case of non-availability of compliant fuel and non-compliant fuel is taken on-board, then if it is not possible to de-bunker the fuel, the ship should be allowed to burn the non-compliant fuel, on the high seas, on route. See attachment MEPC 74/10/7

INTERCARGO Comments: Australia puts forward a pragmatic proposal for those cases when non-compliant fuel is on-board, however further details need to be provided/discussed to clarify “if discharging the non-compliant fuel oil is not possible….”

MEPC 74/10/10 Comments on document MEPC 74/10 - Submitted by ICS

ICS informs the Committee on their Guidance on Implementation of 2020 Global Sulphur Cap.
MEPC 74/10/11  Sulphur verification process - Submitted by IBIA and IPIECA

The co-sponsors state that the amendments to MARPOL VI regarding the sulphur verification procedure referred to in regulation 18.8.2 that were developed and agreed at PPR 6 could have unintended consequences and propose 2 options to address the problem.

MEPC 74/10/13  Need for clarifications in case of discrepancy on fuel oil compliance between data on the bunker delivery note (BDN) and test results on fuel oil samples taken during fuel oil delivery - Submitted by INTERTANKO and ICS

The paper addresses a practical situation ships experience when receiving fuel oils which, according to the BDN are compliant in terms of sulphur content but which, according to the test results performed by accredited laboratories on fuel oil samples taken during the fuel oil delivery indicate the sulphur content might be over the required limit.

The co-sponsors believe that using a FONAR is inappropriate that the simplest way to address this issue is for the vessel to notify their flag administrations and this should be reflected in the PSC Guidelines.

AGENDA ITEM 12  TECHNICAL COOPERATION ACTIVITIES FOR THE PROTECTION OF THE MARINE ENVIRONMENT

MEPC 74/12/4  Update on the work of the Global Industry Alliance to Support Low Carbon Shipping - Note by the Secretariat

The Secretariat provides an update on the work of the Global Industry Alliance (GIA) which was established, under the IMO, “...to develop innovative solutions to address common barriers to the uptake and implementation of energy efficiency technologies and operational measures.” The work includes:

- Development of a standardized data reporting protocol for hull and propeller performance data
- Development of an e-learning course on the energy efficient operation of ships
- Development of a practical guide on the Just-In-Time operation of ships

Further information on the GIA can be found here.

AGENDA ITEM 14  WORK PROGRAMME OF THE COMMITTEE AND SUBSIDIARY BODIES

MEPC 74/14/1  Proposal for evaluation and developing harmonized rules and guidance on the discharge of liquid effluents from exhaust gas cleaning systems - Submitted by Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom and the European Commission

The EU 28 plus the EC propose a new output (agenda item) for MEPC to consider “..to evaluate and harmonize the development of rules and guidance on the discharge of liquid effluents from EGCS, including conditions and areas.”
MEPC 74/14/4 New output on amendments to regulation 13.2.2 of MARPOL Annex VI - Submitted by Norway

Norway proposes a new output, for MEPC to consider that would amend regulation 13.2.2 of MARPOL Annex VI in order to ensure that the installation of a marine diesel engine replacing a boiler shall be considered a replacement engine.

MEPC 74/14/7 Comments on the proposal for evaluation and developing harmonized rules and guidance on the discharge of liquid effluents from exhaust gas cleaning systems - Submitted by CLIA

CLIA provide their comments on the proposed new output.

MEPC 74/14/8 Environmental impact assessment of EGCS discharges for generic risk-based requirements adequately addressing all available technologies - Submitted by CESA

CESA comments on MEPC 74/14/1and in general supports the proposal of a new output to evaluate and develop harmonized guidance on the discharge of liquid effluents from EGCS. However, CESA suggests a framework for an independent study that would gather further information on the environmental impact of EGCS discharges in advance of any decision to take further regulatory measures.

MEPC 74/14/9 Comments on document MEPC 74/14/1 - Submitted by China

China proposes elements and a suggested method that should be considered/included in the assessment of the environmental impacts of discharge water from exhaust gas cleaning systems.

AGENDA ITEM 17 ANY OTHER BUSINESS

MEPC 74/17/1 Proposal for consideration on the possible adjustment of storage period of bunker samples on board ships navigating on regular routes - Submitted by the Republic of Korea

MARPOL Annex V requires the bunker delivery note to be accompanied by a representative sample of the fuel oil delivered which is to be retained for at least 12 months. Certain vessel types such as high speed passenger craft may bunker up to twice a day which entails a large number of samples being kept on-board which may not be easy to store. South Korea puts forward 2 proposals which would allow some flexibility for the sample retention period.

PLASTIC LITTER

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

MEPC 74/8 Report of the Correspondence Group on Marine Plastic Litter from Ships - Submitted by the United Kingdom

MEPC 73 established a correspondence group on Marine Litter from Ships which was tasked to:

1. identify issues to be considered under an IMO study on marine plastic litter from ships;
2. determine the most appropriate mechanism to undertake the study, in particular whether a literature review and/or a quantitative study should be pursued;
3. develop a regulatory framework matrix which identifies all international regulatory instruments and best practices associated with the issue of marine plastics from ships; and
4. provide a report to MEPC 74.

The UK, in their paper, provide the report as requested in point 4 above.

**MEPC 74/8/1**  
Input by the LC/LP governing bodies on the IMO Action plan to address marine plastic litter from ships - Note by the Secretariat

This document reports on the discussion by the 40th Consultative Meeting of Contracting Parties to the London Convention (LC)² and the thirteenth Meeting of Contracting Parties to the London Protocol (LP) in relation to the IMO Action plan to address marine plastic litter from ships.

**MEPC 74/8/2**  
Proposal to consider the adoption of an IMO strategy to address marine plastic litter from ships - Submitted by United Arab Emirates and Vanuatu

The co-sponsors put forward proposals for the development of an IMO strategy to address marine plastic litter from ships and request the Committee to establish a working group at MEPC 74 to discuss this matter.

**MEPC 74/8/3**  
Proposal to extend the reporting requirement in regulation 10.6 of MARPOL Annex V to include reporting data on discharge or accidental loss of fishing gear by the flag State to IMO via GISIS - Submitted by Vanuatu

Vanuatu proposes an amendment to MARPOL Annex V that would make the reporting of any discharge or accidental loss of fishing gear a mandatory requirement.

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APPENDIX 1

PROVISIONAL AGENDA

Opening of the session
1 Adoption of the agenda
2 Decisions of other bodies
3 Consideration and adoption of amendments to mandatory instruments
4 Harmful aquatic organisms in ballast water
5 Air pollution and energy efficiency
6 Further technical and operational measures for enhancing the energy efficiency of international shipping
7 Reduction of GHG emissions from ships
8 Follow-up work emanating from the Action Plan to address marine plastic litter from ships
9 Identification and protection of Special Areas, ECAs and PSSAs
10 Pollution prevention and response
11 Reports of other sub-committees
12 Technical cooperation activities for the protection of the marine environment
13 Capacity-building for the implementation of new measures
14 Work programme of the Committee and subsidiary bodies
15 Application of the Committees' Method of Work
16 Election of the Chair and Vice-Chair
17 Any other business
18 Consideration of the report of the Committee
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<td></td>
<td>3 Consideration and adoption of amendments to mandatory instruments</td>
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<td>13 Capacity-building for the implementation of new measures</td>
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<td>5 Air pollution and energy efficiency</td>
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WG1 Working Group on Air pollution and Energy Efficiency
WG2 Working Group on Reduction of GHG Emissions from Ships
WG3 Working Group on Marine Plastic Litter
DG Drafting Group on Amendments to Mandatory Instruments
RG Ballast Water Review Group