

TRIPARTITE 2019 TOKYO



17 October

Session 2 GHG Strategy

MSC-MEPC CO-OPERATION

Global Sulphur Cap

MARPOL VI – Thus considered by MEPC, however safety issues should be considered by MSC

GHG Reduction ??

IACS/Industry Spring Technical Meeting

“Include an agenda item relating to cooperation between IMO MSC and MEPC in the agenda of the Tripartite 2019 meeting for discussion and a possible submission of a proposal to IMO’s Assembly meeting for developing a high-level IMO framework document (Resolution) to ensure cooperation between the two IMO Committees”

MSC-MEPC CO-OPERATION

PROPOSED SUBMISSION TO IMO ON CLOSER ALIGNMENT OF SAFETY & ENVIRONMENTAL CONSIDERATIONS

- Full decarbonisation is likely only possible through the development and use of [a range] of alternative fuels and the associated new or updated technologies
- Fuels identified as potential candidates (eg. Ammonia, Hydrogen) carry with them significant safety issues that will need to be addressed
- Future regulations should, from the outset, be developed with both of these factors being considered simultaneously
- The current process of MEPC having the lead with MSC only commenting upon request is considered sub-optimal

MSC-MEPC CO-OPERATION

TRIPARTITE PROPOSAL

- Tripartite agrees in principle to a submission to C124 (July 2020) that requests Council, in the context of its discussions on a plan for the Organization's long-term work (as a follow-up to paper C 122/3(a)/2), to instruct MSC and MEPC to investigate the potential for closer working in preparation for the future challenges posed by decarbonisation.
- A submission to C124 (rather than Assembly in December) is considered preferable as likely to result in more concrete advice to the Committees
- This submission should be drafted by a couple of volunteers and shared for participants' input/co-sponsorship in the usual fashion