



TECHNICAL CIRCULAR No. 085 of 14th October 2012

To:	All Surveyors/Auditor
Applicable to flag:	All Flags
Subject:	MEPC 64th Session Progressions
Reference:	IMO – MEPC 64 TH

MEPC 64th Session Progressions

Committee (MEPC) held its 64th session from 1 to 5 October. New and existing ship issues.

The IMO Marine Environment Protection Committee (MEPC) held its 64th session from 1 to 5 October. The following provides a brief overview of the more significant issues impacting new and existing ships that were progressed at this

Ship Energy Efficiency

Attained Energy Efficiency Design Index (EEDI) In determining a ship's Attained EEDI in accordance with the procedure contained in resolution MEPC.212(63), the Committee agreed that it is necessary to establish a lower threshold for the minimum installed propulsion power for bulk carriers, oil and chemical tankers and combination carriers. Accordingly, these ships are to have a minimum power to maintain maneuverability under adverse weather conditions (Beaufort 8 – 6.0m significant wave height/19.0 m/s mean wind speed).

The method for determining this lower minimum threshold is contained in a set of interim guidelines which were approved by the Committee and are subject to approval by MSC 91 in December 2012.

New Ship Definition

While new Chapter 4 of MARPOL Annex VI defines a new ship for the application of the first phase of the Required EEDI baseline values (applicable to bulk carriers, gas tankers,

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Page 1 of 6

oil/chemical/NLS tankers, container ships, general cargo ships, refrigerated cargo carriers, and combination carriers), Chapter 4 is silent on the definition of new ships for the application of the remaining three phases of Required EEDI baseline values. The Committee approved the following interpretation for new ships where keel laying date applies only in the absence of a contract for construction date.

Delivery/Contact	Before 1 Jan 2013	1 Jan 2013 – 31 Dec 2014	1 Jan 2015 – 31 Dec 2014	1 Jan 2015 – 31 Dec 2024	On/After – 1 Jan 2025
Before 1 Jul 2015	n/a	Phase 0	Phase 1		
1 Jul 2015 – 31 Dec 2018	Phase 0	Phase 0	Phase 1		
1 Jan 2019 – 31 Dec 2023	Phase 1	Phase 1	Phase 1	Phase 2	
1 Jan 2024 – 31 Dec 2028	Phase 2	Phase 2	Phase 2	Phase 2	Phase 3
On/After 1 Jan 2029	Phase 3	Phase 3	Phase 3	Phase 3	Phase 3
Delivery/Keel lay	Before 1 Jan 2013	1 Jul 2013 – 30 Jun 2015	1 Jul 2015 – 30 Jun 2020	1 Jan 2020 – 30 Jun 2025	On/After – 1 Jul 2025
Before 1 Jul 2015	n/a	Phase 0			
1 Jul 2015 – 31 Dec 2018	Phase 0	Phase 0	Phase 1		
1 Jan 2019 – 31 Dec 2023	Phase 1	Phase 1	Phase 1	Phase 2	
1 Jan 2024 – 31 Dec 2028	Phase 2	Phase 2	Phase 2	Phase 2	Phase 3
On/After 1 Jan 2029	Phase 3	Phase 3	Phase 3	Phase 3	Phase 3

SEEMP Application

Several new interpretations on the application of the Ship Energy Efficiency Management Plan (SEEMP) were agreed by the Committee:

- Fixed and floating platforms (including floating production and/or storage units) and drilling rigs, regardless if self-propelled or non-self-propelled, are excluded from carrying a SEEMP onboard.
- SEEMPS are to be written in the working language/languages understood by ship's personnel
- SEEMPs are required to be carried on board not later than the first intermediate or renewal survey of the IAPP Certificate, whichever occurs first, on or after 1 January 2013.
- The lack of a SEEMP on board during the first intermediate/renewal survey of the IAPP Certificate does not impact the validity of the IAPP Certificate.

Major Conversion

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Some clarification of the phrase *a major conversion [is one] which substantially alters the dimensions, carrying capacity or engine power of the ship* was agreed as a new unified interpretation to be issued as an MEPC Circular. This phrase was interpreted to mean a change in hull dimension, length between perpendiculars, assigned freeboard or substantial increase (e.g., 5% or more) of total engine power for propulsion. Such a conversion of a ship is to comply with the Required EEDI corresponding to the original date of contract for construction date, keel laying date, or delivery date (as applicable) for that ship.

IBC Code Revision

The Committee adopted revisions to the carriage requirements for products in Chapter 17 of the IBC Code, as well as Chapters 18 and 19 of that Code. On entry into force of these amendments on 1 June 2014, a chemical tanker will be required to be certified with a revised cargo list (where relevant) and a revised Certificate of Fitness. To facilitate this certification process, IACS has submitted a proposal for consideration of the ESPH Working Group (which meets in October) that allows for the above mentioned documents to be issued prior to the entry into force date.

There are approximately 150 products that have revised carriage requirement, a majority of which relate to the retroactive requirement, under MSC.1/Circ.1374, that the Maximum Experimental Safe Gap (MESG) value for the media used to test Flame Preventer Devices corresponds to the product certified to be carried in the tank fitted with that tested device.

Ballast Water Management

New Approvals

In addition to 28 ballast water management systems (BWMS) that have already received Type Approval from an Administration to date, the Committee granted final and basic approvals.

three (3) ballast water treatment systems were granted Final Approval by the Committee.

1. DESMI Ocean Guard (DOG) BWMS - uses a combination of filtration (40 µm with automatic backflushing) and disinfection with low pressure UV irradiation and ozone to treat the ballast water at uptake and discharge.
2. JFE Ballast Ace - uses sodium hypochlorite to treat the ballast water at uptake in the system and a sodium sulfite aqueous solution to neutralize the ballast water prior to a filtration to eliminate larger organisms and suspended matter.
3. Smart Ballast BWMS - employs in situ electrolysis to produce sodium hypochlorite directly from the seawater to treat the ballast water. During de-ballasting, the treated ballast water is

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monitored by a TRO sensor in the discharge pipe and a feedback control system controls the dosage of the neutralizing solution into the de-ballasting pipe to maintain a TRO concentration of less than 0.2 mg/L in the discharge water.

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Basic Approvals

The Committee granted Basic Approval to five systems:

1. KTM-BWMS - employs in-situ electrolysis creating sodium hypochlorite with a “Plankill Pipe” which damages the zooplankton by physical effects of collision and turbulence before electrolysis. This system requires the storage of the neutralizer sodium thiosulfate on board the ship.
2. Hamworthy Aquarius EC BWMS - uses in-situ electrolysis creating sodium hypochlorite from a side stream of seawater to treat the ballast water. The Hamworthy Aquarius BWMS removes biota and sediment at the uptake of ballast water using a 40 µm filtration unit (having an automatic back flush function) followed by re-injection of a relatively high concentration of sodium hypochlorite, created by electrolysis of the side stream, into the ballast main.
3. OceanDoctor BWMS - uses a combination of filtration with a self-cleaning filter (50 µm) and disinfection with UV irradiation and photo-catalytic oxidation to produce hydroxyl radicals. Low pressure mercury lamps serve as the UV source and during de-ballasting there is no further treatment of the ballast water, with the treated ballast water being discharged directly from the ship, An ultrasonic cleaner is installed in the UV chamber to clean the sleeves of the UV lamps automatically.
4. HS Ballast BWMS uses in-situ electrolysis using seawater to produce hypochlorous acid to treat the ballast water. Details of the automated neutralization module and the control system together with the details of the storage and handling of the sodium thiosulfate employed by the system will be completely described in the Final Approval.
5. GloEn-Saver BWMS - uses a combination of automatic back flushing filtration (50 µm) and in-situ electrolysis of a side stream of ballast water uptake to produce a concentrated stream of sodium hypochlorite which is injected and mixed with the main stream of ballast water uptake.

Certification – Transitional Measures

The Committee approved a new Circular which addresses transitional measures for implementing the BWM Convention on entry into force (12 months after ratification by 30 States with 35% world’s GT – current ratification stands at 36 States with 29.07 % of the world’s GT). The Circular allows the issuance of International Ballast Water Management Certificates by or on behalf of signatory States (within the 12 month period between the date when the conditions for entry into force have been satisfied and the actual entry into force date of the Convention).

In the event a BWM Plan is onboard but has not been approved, the Circular allows a statement is to be issued to the Company indicating when the BWM Plan has been received for review by the Administration or authorized RO thereby allowing the vessel to trade for three months with an unapproved BWM Plan onboard. Additionally, the Circular acknowledges that BWM Plans approved in accordance with resolution A.868(20) remain

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valid until the plan requires revision due to the installation of a ballast water management system at which time the plan is to be reviewed in accordance with resolution MEPC.127(53).

Type Approval (G8) Guidelines

Several Governments supported concerns raised by industry that the controlled test conditions in the G8 type approval guidelines (MEPC.174(58)) do not adequately represent actual conditions seen by ships operating world-wide. The disparities noted include differences in salinity, flow rates, water temperature and variation of suspended sediment concentrations. In light of the above, it is anticipated that proposed amendments to the G8 Guidelines will be forthcoming. One additional concern was the lack of sufficient checks on the impact on the performance of the BW tank's coating by BWM systems using active substances. Additionally, the Committee agreed that BW sampling and analysis procedures for PSC should be no more robust than the G8 guidelines.

Ship Recycling

Two Guidelines supporting the Ship Recycling Convention were agreed by the Committee:

- 2012 Guidelines for the Survey and Certification of Ships – provide details for initial, renewal, additional and final surveys, all of which check that Part I of the Inventory of Hazardous Materials is properly maintained and updated to reflect changes in ship structure and equipment since the last survey. The final survey also checks that the location and approximate quantities of operationally generated wastes and stores are reflected in parts II and III of the Inventory of Hazardous Materials
- 2012 Guidelines for the Inspection of Ships – allows PSC to verify that controls for maintaining the Hazardous Materials are effectively implemented in the event the Certificate or Inventory of Hazardous Materials is missing or not valid. Any inconsistencies in the Inventory versus onboard arrangements do not constitute a detainable deficiency provided it is addressed at the time of the next survey.

REFERENCES:

IMO - – MEPC 64TH

ATTACHMENTS: No.

Kindest Regards,
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