



TECHNICAL CIRCULAR No. 514 of 08<sup>th</sup> October 2018

To: All Surveyors/Auditors

Applicable to flag: All Flags

**Maritime Environment Protection Committee's 72nd Session-Miscellaneous**

Reference: IMO MARPOL BWM

**Maritime Environment Protection Committee's 72<sup>nd</sup> Session-Miscellaneous**

The 72<sup>ND</sup> session of the Marine Environment Protection Committee met in London from 9 to 13 April 2018. This Update provides additional information to that reported in the MEPC 72 Brief, issued on 13 April 2018.

**GHG Reduction**

Following extensive discussion at past sessions as well as inter-sessional meetings, the Committee adopted resolution MEPC.304(72), the Initial IMO Strategy on Reduction of GHG Emissions from Ships.

The Initial Strategy is the first milestone set out in the *Roadmap for developing a comprehensive IMO Strategy on reduction of GHG emissions from ships* and is intended to drive change by providing greater confidence to industry and send a strong signal to stimulate investment in the development of alternative fuels and new technologies. The Initial Strategy provides a list of candidate short-, mid- and long-term measures which may be pursued in a larger program of follow-up actions. These candidate measures include consideration of speed optimization to reduce vessel emissions, establishment of an

Existing Fleet Improvement Program, and supporting research and development in low carbon/ zero-carbon fuels.

The Initial Strategy also establishes a framework in which to consider the impact on States and industry of any proposed measures. Issues such as cost-effectiveness, socio-economic progress, geographic remoteness, and food security must be assessed when follow-up actions are being considered under the Initial Strategy.

As part of this effort, the Committee has also agreed to keep the Initial Strategy under review, with a view to adopting a Revised IMO Strategy on reduction of GHG emissions from ships in 2023.

**MARPOL Annex VI (Fuel Oil Data Collection)**

Amendments to Chapter 4 of MARPOL Annex VI have recently come into force, requiring that all ship of 5000 GT and above on international voyages collect and report specific data related to fuel consumption beginning on January 1, 2019.

The new regulations require that Flag State (or Recognized Organization) confirm, prior to January 1, 2019, that the Ship Energy Efficiency Management Plan (SEEMP) has been updated to include

*Customer Service Center*

*5201 Blue Lagoon Drive, 9<sup>TH</sup>. Floor,  
Miami, Fl., 33126*

*Tel: 1 (305) 716 4116,*

*Fax: 1 (305) 716 4117,*

*E-Mail:*

[joel@conarinagroup.com](mailto:joel@conarinagroup.com)

*Technical Head Office*

*7111 Dekadine Ct.*

*Spring, Tx., 77379*

*Tel: 1 (832) 451 0185,*

*1 (713) 204 6380*

*E-Mail: [vbozenovici@vcmaritime.com](mailto:vbozenovici@vcmaritime.com)*

a new Part II, which is to document the methodologies to be used to collect and report the required data to the Flag Administration.

Upon satisfactory review of the updated SEEMP, a Confirmation of Compliance is issued for the ship. In support of this, the Committee approved MEPC.1/Circ.876, which provides a sample format for the Confirmation of Compliance. To facilitate the timely review of the SEEMP Part II prior to the beginning of the first data collection period of January 1, 2019 to December 31, 2019, the Circular also encourages ship operators to submit the new SEEMP Part II to the Flag State (or Recognized Organization) by September 1, 2018.

**IBC Code Certificate of Fitness**

The Committee adopted resolution MEPC.302 (72), which amends the model form of the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk. The amendment provides additional text intended to correlate with paragraph 2.2.6 and 2.2.7 of the IBC Code, which requires confirmation that an approved stability instrument is fitted onboard for use in verifying loading conditions, or that an acceptable alternative has been approved by the Administration. Under resolution MEPC. 250(66), new chemical tankers constructed on/after 1 January 2016 need to comply on delivery and existing chemical tankers need to comply at the first scheduled IBC Code renewal survey on/after

1 January 2016 but not later than 1 January 2021 for oil and chemical tankers.

**BCH Code Certificate of Fitness**

The Committee adopted resolution MEPC.303 (72), which amends the model form of the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk. The amendment provides additional text intended to correlate with paragraph 2.2.1.2 and 2.2.1.3 of the BCH Code, which requires confirmation that an approved stability instrument is fitted onboard for use in verifying loading conditions, or that an acceptable alternative has been approved by the Administration. Compliance requirements for chemical tankers certified under the BCH Code are the same as chemical tankers certified under the IBC Code, as not

REFERENCES:

- IMO MARPOL BWM

- ATTACHMENTS: No.

Kindest Regards,  
Val Bozenovici  
Naval Architect – Conarina Technical Director

*Customer Service Center  
5201 Blue Lagoon Drive, 9<sup>TH</sup>. Floor,  
Miami, Fl., 33126  
Tel: 1 (305) 716 4116,  
Fax: 1 (305) 716 4117,  
E-Mail:*

[joel@conarinagroup.com](mailto:joel@conarinagroup.com)

*Technical Head Office  
7111 Dekadine Ct.  
Spring, Tx., 77379  
Tel: 1 (832) 451 0185,  
1 (713) 204 6380*

*E-Mail: [vbozenovici@vcmaritime.com](mailto:vbozenovici@vcmaritime.com)*