

ANNEX 19

**RESOLUTION MEPC.323(74)
(adopted on 17 May 2019)**

**INVITATION TO MEMBER STATES TO ENCOURAGE VOLUNTARY COOPERATION
BETWEEN THE PORT AND SHIPPING SECTORS TO CONTRIBUTE TO REDUCING
GHG EMISSIONS FROM SHIPS**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

HAVING ADOPTED resolution MEPC.304(72) on the *Initial IMO Strategy on reduction of GHG emissions from ships* (hereinafter the Initial Strategy),

NOTING that the Initial Strategy calls for the encouragement of port developments and activities globally to facilitate reduction of GHG emissions from shipping, including provision of ship and shoreside/onshore power supply from renewable sources, infrastructure to support supply of alternative low-carbon and zero-carbon fuels, and to further optimize the logistic chain and its planning, including ports,

RECOGNIZING that many ports are already taking action to facilitate the reduction of GHG emissions from ships,

RECOGNIZING ALSO present-day initiatives for increasing cooperation between ports and other actors in the maritime industry in developing actions that aid the reduction of GHG emissions of the maritime transport system,

RECOGNIZING FURTHER the value of capacity building, knowledge sharing and cooperation for all States, including developing countries, particularly least developed countries (LDCs) and small island developing States (SIDS),

HAVING AGREED the need to encourage further cooperation between ports and shipping to facilitate the reduction of GHG emissions from ships and the value of collaboration,

1 INVITES Member States to promote the consideration and adoption by ports within their jurisdiction, of regulatory, technical, operational, and economic actions to facilitate the reduction of GHG emissions from ships. Those could include but are not limited to the provision of: (a) Onshore Power Supply* (preferably from renewable sources); (b) safe and efficient bunkering of alternative low-carbon and zero-carbon fuels; (c) incentives promoting sustainable low-carbon and zero-carbon shipping; and (d) support for the optimization of port calls;

2 INVITES Member States to facilitate the uptake of actions such as those identified in paragraph 1 through appropriate actions, which may include:

- .1 supporting the viability of business cases for ship and in-port renewable power-to-ship solutions and the use of these solutions;

* Refer to MEPC.1/Circ.794 and further guidelines concerning the safe operation of onshore power supply under development by the Maritime Safety Committee.

- .2 encouraging cooperation between ports, bunker suppliers, shipping companies and all relevant levels of authority in addressing the supply and availability of alternative low-carbon and zero-carbon fuels, including the legal, regulatory and infrastructural barriers to the efficient and safe handling and bunkering of alternative low-carbon and zero-carbon fuels;
- .3 promoting incentive schemes that address GHG emissions and sustainability of international shipping and encouraging more incentive providers and shipping companies to join these; and
- .4 supporting the industry's collective efforts to improve quality and availability of data and develop necessary global digital data standards that would allow reliable and efficient data exchange between ship and shore as well as enhanced slot allocation policies thereby optimizing voyages and port calls and facilitating just-in-time arrival of ships;

3 INVITES ALSO Member States and international organizations to support collaboration, capacity building and sharing of best practices through initiatives that bring together relevant stakeholders such as the GloMEEP project and its Global Industry Alliance to Support Low Carbon Shipping, and the Global MTTC Network (GMN);

4 INVITES FURTHER Member States and international organizations to bring to the attention of the Committee successful examples, including results, of initiatives taken in relation to port developments and activities to facilitate the reduction of GHG emissions from ships;

5 REQUESTS Member States and international organizations to bring this resolution to the attention of port authorities, port and terminal operators, shipowners, ship operators, cargo handling and maritime service providers and other interested groups.

ANNEX 20

TERMS OF REFERENCE FOR THE IMO STUDY ON MARINE PLASTIC LITTER FROM SHIPS

Taking into account the work of, inter alia, GESAMP, FAO, UN Environment, Regional Fisheries Management Organizations, the London Convention and Protocol governing bodies, Regional Seas Programmes and Conventions and other intergovernmental and regional organizations, and especially recognizing the limited knowledge on plastic litter generated from fishing vessels, the IMO Study on Marine Plastic Litter from Ships should include the issues below:

- .1 Estimate the contribution to marine plastic litter (macro and microplastics) by all ships (including fishing vessels) and identify any knowledge gaps in determining this contribution.
- .2 Provide, where possible, a variety of analyses and visualizations (e.g. by ship type, ship size, geographical region/location, volumes, sources and potential marine plastic litter streams including, but not limited to, fishing gear or containers lost at sea) in relation to the estimates in paragraph 1 above.
- .3 With regard to storage, delivery and reception of plastic waste from ships:
 - .1 assess reuse and recycling technologies and schemes for plastic waste from ships, including handling of segregated plastic waste, and any potential obstacles (e.g. management of quarantine waste) to the implementation of such schemes;
 - .2 assess the available port reception facility inadequacies, determine if any of them relate to handling of plastics (including recycling) and identify their key themes;
 - .3 review various pricing frameworks, cost recovery and other relevant incentive schemes (regional, national, port-specific) for the use of reception facilities by ships, including fishing vessels, to assess and compare the efficacy of incentives in reducing marine plastic litter;
 - .4 review best practices of port waste management plans to identify their role in achieving adequacy of port reception facilities, as regards the management of plastic waste;
 - .5 assess the volume and types of marine plastic litter being collected during fishing operations and how it is being managed, including its disposal (e.g. whether it is being disposed of at reception facilities); and
 - .6 review best practices of ships' plastic waste management, including source reduction and alternative materials, to identify their role in reducing marine plastic litter, including achieving effective delivery of plastic waste to reception facilities.

ANNEX 21

SCOPE OF WORK OF THE PPR, III AND HTW SUB-COMMITTEES IN RELATION TO MARINE PLASTIC LITTER FROM SHIPS

PPR Sub-Committee (from PPR 7)

- 1 Preparation of an MEPC circular reminding IMO Member States to collect information from their registered fishing vessels regarding any discharge or accidental loss of fishing gear, in accordance with MARPOL Annex V.
- 2 Preparation of an MEPC circular, in cooperation with III as necessary, to encourage Member States to effectively implement their obligation to provide adequate facilities at ports and terminals for the reception of garbage, as required by regulation 8 of MARPOL Annex V.
- 3 Preparation of an MEPC circular to:
 - .1 encourage Member States and international organizations that have conducted any research related to marine litter to share the results of such research, including any information on the areas contaminated by marine litter from ships; and
 - .2 Invite Member States and international organizations to undertake studies to better understand microplastics from ships and share the results of such studies.
- 4 Review the application of placards, garbage management plans and garbage record-keeping (regulation 10, MARPOL Annex V), and advise the Committee on of potential ways of strengthening the efficacy of the requirements in reducing the generation marine plastic litter from ships.
- 5 Consider ways to promote the work of IMO to address marine plastic litter from ships.
- 6 Consider proposals on how the model course "Marine Environmental Awareness 1.38" could be amended/revised to specifically address marine plastic litter.
- 7 Consider whether and how to amend MARPOL Annex V and the *2017 Guidelines for the implementation of MARPOL Annex V* (resolution MEPC.295(71)), as appropriate, to facilitate and enhance reporting of the accidental loss or discharge of fishing gear, as currently provided in regulation 10.6 of MARPOL Annex V; and clarify the types of fishing gear to be reported.

(4 sessions)

III Sub-Committee (from III 7)

- 8 Consider action 8 of the *Action Plan to address marine plastic litter from ships* (resolution MEPC.310(73)) and advise the Committee on progress (2 sessions).
- 9 Consider proposals for enhancing the enforcement of MARPOL Annex V, including, where possible, through a risk-based approach, and if appropriate prepare draft amendments to the PSC procedures (2 sessions).

HTW Sub-Committee (from HTW 7)

10 Consider, under the existing output 1.22 (Comprehensive review of the 1995 STCW-F Convention), the introduction of provisions in STCW-F Convention to ensure that all fishing vessel personnel receive appropriate training on marine environmental awareness focused on marine plastic litter and abandoned, lost or otherwise discarded fishing gear, and report to MEPC on completion (2 sessions).

HTW Sub-Committee (from the session at which the next comprehensive review of the 1978 STCW Convention is initiated)

11 Consider, at the next comprehensive review of the 1978 STCW Convention, as amended, strengthening the environmental training provisions to explicitly address the management of onboard plastics and marine plastic litter, and report to MEPC on progress (2 sessions).

ANNEX 22

BIENNIAL AGENDA OF THE PPR SUB-COMMITTEE FOR THE 2020-2021 BIENNIUM

Reference to SD, if applicable	Output No.	Description ¹	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Target completion year
1. Improve implementation	1.12	Review of the 2015 Guidelines for exhaust gas cleaning systems (resolution MEPC.259(68))	MEPC		PPR	2020
1. Improve implementation	1.14	Revised guidance on ballast water sampling and analysis	MEPC		PPR	2021
1. Improve implementation	1.15	Revised guidance on methodologies that may be used for enumerating viable organisms	MEPC		PPR	2021
1. Improve implementation	1.17	Development of guidelines for onboard sampling of fuel oil not in use by the ship	MEPC		PPR	2020
1. Improve implementation	1.26	Revision of MARPOL Annex IV and associated guidelines to introduce provisions for record-keeping and measures to confirm the lifetime performance of sewage treatment plants	MEPC		PPR/III/HTW	2021
1. Improve implementation	1.[...] ²	Review of the 2011 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (resolution MEPC.207(62))	MEPC		PPR	2021

¹ Outputs printed in bold have been selected for the draft provisional agenda for PPR 7.

² Included from the post-biennial agenda.

Reference to SD, if applicable	Output No.	Description ¹	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Target completion year
1. Improve implementation	1.[...] ³	Evaluation and harmonization of rules and guidance on the discharge of liquid effluents from EGCS into waters, including conditions and areas	MEPC		PPR	2021
2. Integrate new and advancing technologies in the regulatory framework	2.3	Amendments to the IGF Code and development of guidelines for low-flashpoint fuels	MSC	CCC	HTW / PPR / SDC / SSE	2019
Note: A decision on whether output 2.3 will be kept in the 2020-2021 biennial agenda of the PPR Sub-Committee will depend on the outcome of CCC 6 and MSC 102.						
2. Integrate new and advancing technologies in the regulatory framework	2.13	Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book	MEPC		PPR	2020
2. Integrate new and advancing technologies in the regulatory framework	2.18	Standards for shipboard gasification of waste systems and associated amendments to regulation 16 of MARPOL Annex VI	MEPC		PPR	2020
2. Integrate new and advancing technologies in the regulatory framework	2.19	Amendment of annex 1 to the AFS Convention to include controls on cybutryne, and consequential revision of relevant guidelines	MEPC	PPR	PPR	2020
2. Integrate new and advancing technologies in	2.[...] ⁴	Development of amendments to MARPOL Annex VI and the NO_x Technical Code on the use of multiple	MEPC		PPR	2021

³ New output approved by MEPC 74.

⁴ Included from the post-biennial agenda.

Reference to SD, if applicable	Output No.	Description ¹	Parent organ(s)	Coordinating organ(s)	Associated organ(s)	Target completion year
the regulatory framework		engine operational profiles for a marine diesel engine				
3. Respond to climate change	3.3	Reduction of the impact on the Arctic of Black Carbon emissions from international shipping	MEPC		PPR	2021
4. Engage in ocean governance	4.3	Follow-up work emanating from the Action Plan to address marine plastic litter from ships	MEPC		PPR/III/HTW	2021
6. Ensure regulatory effectiveness	6.1	Unified interpretation of provisions of IMO safety, security, and environment-related conventions	MSC / MEPC		III / PPR / CCC / SDC / SSE / NCSR	Continuous
6. Ensure regulatory effectiveness	6.3	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code	MEPC		PPR	Continuous
6. Ensure regulatory effectiveness	6.11	Development of measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters	MEPC		PPR	2020
OW. Other work	OW.10	Measures to harmonize port State control (PSC) activities and procedures worldwide	MSC / MEPC	III	HTW / PPR / NCSR	Continuous

OUTPUTS ON THE COMMITTEE'S POST-BIENNIAL AGENDA THAT FALL UNDER THE PURVIEW OF THE SUB-COMMITTEE

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE								
ACCEPTED POST-BIENNIAL OUTPUTS				Parent organ(s)	Associated organ(s)	Coordinating organ	Timescale (sessions)	Reference
No.	Biennium^{5*}	Reference to strategic direction, if applicable	Description					
1	2018-2019	1. Improve implementation	Review of the 2011 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (resolution MEPC.207(62))	MEPC	PPR		2	MEPC 72/17, para.15.8
2	2018-2019	1. Improve implementation	Development of an operational guide on the response to spills of Hazardous and Noxious Substances (HNS)	MEPC	PPR		2	MEPC 74/18, para. 14.20
3	2018-2019	2. Integrate new and advancing technologies in the regulatory framework	Development of amendments to MARPOL Annex VI and the NO _x Technical Code on the use of multiple engine operational profiles for a marine diesel engine	MEPC	PPR		2	MEPC 73/19, para.15.18
4	2018-2019	6. Ensure regulatory effectiveness	Development of necessary amendments to MARPOL Annexes I, II, IV, V and VI to allow States with ports in the Arctic region to enter into regional arrangements for port reception facilities (PRFs)	MEPC	PPR		2	MEPC 74/18, para. 14.18

⁵ Biennium when the output was placed on the post-biennial agenda.

ANNEX 23

PROVISIONAL AGENDA FOR PPR 7

Opening of the session

- 1 Adoption of the agenda
- 2 Decisions of other IMO bodies
- 3 Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code
- 4 Revised guidance on ballast water sampling and analysis
- 5 Revised guidance on methodologies that may be used for enumerating viable organisms
- 6 Amendment of annex 1 to the AFS Convention to include controls on cybutryne, and consequential revision of relevant guidelines
- 7 Review of the 2011 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (resolution MEPC.207(62))
- 8 Reduction of the impact on the Arctic of Black Carbon emissions from international shipping
- 9 Standards for shipboard gasification of waste systems and associated amendments to regulation 16 of MARPOL Annex VI
- 10 Development of guidelines for onboard sampling of fuel oil not in use by the ship
- 11 Review of the 2015 Guidelines for Exhaust Gas Cleaning Systems (resolution MEPC.259(68))
- 12 Evaluation and harmonization of rules and guidance on the discharge of liquid effluents from EGCS into waters, including conditions and areas
- 13 Development of amendments to MARPOL Annex VI and the NO_x Technical Code on the use of multiple engine operational profiles for a marine diesel engine
- 14 Development of measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters
- 15 Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book
- 16 Revision of MARPOL Annex IV and associated guidelines to introduce provisions for record-keeping and measures to confirm the lifetime performance of sewage treatment plants
- 17 Follow-up work emanating from the Action Plan to address marine plastic litter from ships

- 18 Unified interpretation to provisions of IMO environment-related conventions
- 19 Biennial agenda and provisional agenda for PPR 8
- 20 Election of Chair and Vice-Chair for 2021
- 21 Any other business
- 22 Report to the Marine Environment Protection Committee

ANNEX 24

STATUS REPORT OF THE OUTPUTS OF MEPC FOR THE 2018-2019 BIENNIUM

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1. Improve implementation	1.2	Input on identifying emerging needs of developing countries, in particular SIDS and LDCs to be included in the ITCP	Continuous	TCC	MSC / MEPC / FAL / LEG		Ongoing	Ongoing	MEPC 72/17, section 12; MEPC 73/19, section 13; and MEPC 74/18, section 12
1. Improve implementation	1.3	Validated model training courses	Continuous	MSC / MEPC	III / HTW / PPR / CCC / SDC / SSE / NCSR		Ongoing	Ongoing	MSC 100/20, paras. 10.3 to 10.6 and 17.25
1. Improve implementation	1.4	Analysis of consolidated audit summary reports	Annual	Assembly	MSC / MEPC / LEG / TCC / III	Council	Completed	Postponed	MEPC 72/17, para. 2.8.2; C 120/D, paras. 7.1 and 7.2; and MEPC 74/18, para.11.3
1. Improve implementation	1.5	Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)	Annual	MSC / MEPC	III		Completed	Postponed	MEPC 72/17, para. 2.7.5; and MEPC 74/18, para.11.3
1. Improve implementation	1.7	Identify thematic priorities within the area of maritime safety and security, marine environmental protection, facilitation of maritime traffic and maritime legislation	Annual	TCC	MSC / MEPC / FAL / LEG		Completed	Completed	MEPC 72/17, section 12; MEPC 73/19, section 13; and MEPC 74/18, section 12

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1. Improve implementation	1.9	Report on activities within the ITCP related to the OPRC Convention and the OPRC-HNS Protocol	Annual	TCC	MEPC		Completed	Completed	MEPC 72/17, section 12; MEPC 73/19, section 13; and MEPC 74/18, section 12
1. Improve implementation	1.11	Revised guidelines for the application of MARPOL Annex I requirements to FPSOs and FSUs	2019	MEPC	PPR		Completed		MEPC 70/18, para. 15.5; PPR 5/24, section 14, para. 24.2.15 and annex 11; and MEPC 73/19, para. 11.15 and annex 14
1. Improve implementation	1.12	Review of the 2015 Guidelines for exhaust gas cleaning systems (resolution MEPC.259(68))	2019	MEPC	PPR		In progress	Extended	MEPC 69/21, paras. 19.4 and 19.5; PPR 5/24, section 11; MEPC 73/19, paras. 5.10 to 5.13; and MEPC 74/18, paras.5.33 and 14.12
Note: MEPC 74 extended the TCY to 2020 based on the request by PPR 6 (PPR 6/20, para. 11.22)									

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1. Improve implementation	1.13	Guide on practical methods for the implementation of the OPRC Convention and the OPRC-HNS Protocol	2019	MEPC	PPR		In progress	Completed	MEPC 70/18, para. 15.7; and PPR 5/24, section 17; PPR 6/20, section 15 and annex 17; and MEPC 74/18, para. 26
1. Improve implementation	1.14	Revised guidance on ballast water sampling and analysis	2019	MEPC	PPR	III	In progress	Extended	MEPC 68/21, paras. 7.14 and 17.26; MEPC 70/18, para. 4.47; MEPC 71/17, para. 4.45; PPR 5/24, section 5; MEPC 72/17, para. 4.54; PPR 6/20, section 4 and annex 7; and MEPC 74/18, paras. 4.35 to 4.36
Note: MEPC 74 extended the TCY to 2021, having agreed to refer documents MEPC 74/4/10 and MEPC 74/INF.17 to PPR 7									
1. Improve implementation	1.15	Revised guidance on methodologies that may be used for enumerating viable organisms	2019	MEPC	PPR		In progress	Extended	MEPC 71/17, para. 4.54; and PPR 5/24, section 6; PPR 6/20 para. 5.4; and MEPC 74/18, para.14.25
Note: MEPC 74 extended the TCY to 2021 based on the request by PPR 6 (PPR 6/20, para. 5.4)									

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1. Improve implementation	1.16	Updated IMO Dispersant Guidelines (part IV)	2019	MEPC	PPR		Completed		PPR 4/21, section 13; and PPR 5/24, section 16, paras. 24.2.16 to 24.2.17 and annex 12; and MEPC 73/19, para.11.16.
1. Improve implementation	1.17	Consistent implementation of regulation 14.1.3 of MARPOL Annex VI	2019	MEPC	PPR		In progress	Extended	MEPC 71/17, para. 14.27; PPR 5/24, section 13; MEPC 72/17, paras. 5.2 to 5.11, 5.41 to 5.43, and annex 10; MEPC 73/19, paras. 5.17 to 5.36; PPR 6/20 section 8 and annexes 10 to 16 and 18; and MEPC 74/18, section 5, para. 14.25 and annexes 11 to 15.
Note: MEPC 74 extended the TCY to 2020 and renamed the output as "Development of guidelines for onboard sampling of fuel oil not in-use by the ship" based on the request by PPR 6 (PPR 6/20, para. 8.77 and MEPC 74/18, para.14.25)									

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1. Improve implementation	1.18	Measures to ensure quality of fuel oil for use on board ships	2019	MEPC			In progress	Extended	MEPC 72/17, paras. 5.12 to 5.18 and 5.44 to 5.45; MEPC 73/19, paras. 5.37 to 5.41, and paras. 5.76 and 5.77; and MEPC 74/18, section 5
1. Improve implementation	1.24	Revision of certification requirements for SCR systems under the NO _x Technical Code 2008	2018	MEPC	PPR		Completed		MEPC 70/18, para. 15.15; MEPC 71/17, paras. 5.8 and 14.31, and resolution MEPC.291(71); PPR 5/24, section 10, paras. 24.2.10/11 and annexes 8 and 9; MEPC 73/19, paras. 5.7 to 5.9
1. Improve implementation	1.25	Guidelines for the discharge of exhaust gas recirculation bleed-off water	2018	MEPC	PPR		Completed		MEPC 71/17, paras 5.4 to 5.7; PPR 5/24, section 9, paras. 24.2.8 to 24.2.9 and annex 7; and MEPC 73/19, paras. 5.4 to 5.6, 5.77 and annex 3

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
1. Improve implementation	1.26	Amendments to the 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants (resolution MEPC.227(64)) to address inconsistencies in their application	2020	MEPC	PPR		No work undertaken	In progress	MEPC 71/17, paras.14.8 and 14.9; MEPC 72/17, para.15.10; MEPC 73/19, para. 15.19; and MEPC 74/18, para. 14.5
Notes: MEPC 74 agreed to expand the scope of the existing output 1.26 and amend the title of the output to read "Revision of MARPOL Annex IV and associated guidelines to introduce provisions for record-keeping and measures to confirm the lifetime performance of sewage treatment plants".									
1. Improve implementation	1.27	Review of the BWM Convention based on data gathered in the experience-building phase	2023	MEPC				In progress	MEPC 73/19, para. 15.10.2; and MEPC 74/18, paras. 4.2 to 4.6 and 4.51.
1. Improve implementation	1.28	Urgent measures emanating from issues identified during the experience-building phase of the BWM Convention	2023	MEPC				In progress	MEPC 73/19, para. 15.10.3; and MEPC 74/18, paras. 4.27 and 4.60
2. Integrate new and advancing technologies in the regulatory framework	2.2	Approved ballast water management systems which make use of Active Substances, taking into account recommendations of the GESAMP-BWWG	Annual	MEPC			Completed	Completed	MEPC 72/17, section 4; MEPC 73/19, section 4; and MEPC 74/18, section 4

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
2. Integrate new and advancing technologies in the regulatory framework	2.13	Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book	2019	MEPC	PPR		In progress	Extended	MEPC 70/18, para. 15.12; PPR 5/24, section 15; and MEPC 74/18, para. 14.25
Note: MEPC 74 extended the TCY to 2020 based on the request by PPR 6 (PPR 6/20, para. 11.22)									
2. Integrate new and advancing technologies in the regulatory framework	2.14	Amendments to regulation 14 of MARPOL Annex VI to require a dedicated sampling point for fuel oil	2019	MEPC	SSE	PPR	In progress	Extended	MEPC 70/18, para. 15.10; PPR 5/24, section 12; and PPR 6/20, sections 8 and 9
2. Integrate new and advancing technologies in the regulatory framework	2.17	Consideration of development of goal-based ship construction standards for all ship types	2018	MSC / MEPC			No work requested by MSC	Extended	MSC 100/20, section 6
2. Integrate new and advancing technologies in the regulatory framework	2.18	Standards for shipboard gasification of waste systems and associated amendments to regulation 16 of MARPOL Annex VI	2019	MEPC	PPR		In progress	Extended	MEPC 70/17, para. 15.17; PPR 5/24, section 8; MEPC 72/17, para. 15.10; PPR 6/20, section 10; and MEPC 74/18, para. 15.25

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
2. Integrate new and advancing technologies in the regulatory framework	2.19	Amendment of annex 1 to the AFS Convention to include controls on cybutryne, and consequential revision of relevant guidelines	2020	MEPC	PPR		In progress	In progress	MEPC 71/17, para. 14.3; PPR 5/24, section 19 and para. 24.2.25; MEPC 73/19, paras. 15.12 to 15.15; PPR 6/20, section 6; and MEPC 74/18, paras. 10.12 to 10.21
3. Respond to climate change	3.1	Treatment of ozone-depleting substances used by ships	Annual	MEPC			Completed	Completed	MEPC 72/17, paras. 5.19 and 5.20; and MEPC 74/18, para. 5.75 to 5.76
3. Respond to climate change	3.2	Further development of mechanisms needed to achieve the limitation or reduction of CO2 emissions from international shipping	Annual	MEPC			Completed	Completed	MEPC 72/14, sections 6 and 7, and annex 11; MEPC 73/19, sections 6 and 7, and annex 9; and MEPC 74/18, sections 6 and 7, annexes 17 to 19.

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
3. Respond to climate change	3.3	Impact on the Arctic of emissions of black carbon from international shipping	2019	MEPC	PPR		In progress	Extended	MEPC 71/17, para. 5.3; PPR 5/24, section 7 and para. 24.2.7; MEPC 73/19, para. 5.3; PPR 6/20, section 6; and MEPC 74/18, paras. 5.61 to 5.67
Notes: MEPC 74 implicitly agreed to expand the TCY to 2020, having instructed PPR 7 to further the draft terms of reference on reducing the impact on the Arctic of Black Carbon emissions from international shipping, as set out in document MEPC 74/10/8.									
3. Respond to climate change	3.4	Promotion of technical cooperation and transfer of technology relating to the improvement of energy efficiency of ships	2019	MEPC			In progress	Extended	MEPC 72/17, section 12; MEPC 73/19, section 13; and MEPC 74/18, sections 7 and 12
3. Respond to climate change	3.5	Revision of guidelines concerning EEDI and SEEMP	2019	MEPC			In progress	Extended	MEPC 72/17, sections 5 and 6; MEPC 73/19, sections 5 and 6; and MEPC 74/18, sections 5 and 6

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
3. Respond to climate change	3.6	EEDI reviews required under regulation 21.6 of MARPOL Annex VI	2019	MEPC			In progress	Extended	MEPC 72/17, paras. 5.24 to 5.33, 3.50 to 3.51, and annex 6; MEPC 73/19, section 5 and annexes 5, 6 and 7; and MEPC 74/19, section 5
3. Respond to climate change	3.7	Further technical and operational measures for enhancing the energy efficiency of international shipping	2019	MEPC			In progress	Extended	MEPC 72/17, section 6; MEPC 73/19, section 6; and MEPC 74/19, section 6
4. Engage in ocean governance	4.1	Identification and protection of Special Areas, ECAs and PSSAs	Continuous	MEPC	NCSR		Ongoing	Ongoing	MEPC 72/17, section 8; MEPC 73/19, section 10; and MEPC 74/18, section 9
4. Engage in ocean governance	4.2	Input to the ITCP on emerging issues relating to sustainable development and achievement of the SDGs	2019	TCC	MSC / FAL / LEG / MEPC		In progress	Completed	MEPC 72/17, section 12; MEPC 73/19, section 13; MEPC 74/18, section 12

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
4. Engage in ocean governance	4.3	Follow-up work emanating from the Action Plan to address marine plastic litter from ships	2020	MEPC	PPR		In progress	In progress	MEPC 72/17, paras. 15.2 to 15.6; MEPC 73/19, section 8 and annex 10; and MEPC 72/14, section 8 and annex 21
6. Ensure regulatory effectiveness	6.1	Unified interpretation of provisions of IMO safety, security and environment-related conventions	Continuous	MSC / MEPC	III / PPR / CCC / SDC / SSE / NCSR		Ongoing	Ongoing	MEPC 71/17, para. 4.80, 5.22, 9.10, 10.7 and annexes 8 and 20; PPR 5/24, section 20; MEPC 72/17, paras 3.10 to 3.13, 3.56 to 3.57 and annex 9; MEPC 73/19, paras. 4.27 to 4.29, 5.14 to 5.16, 6.8 to 6.9, 6.16 and 15.8, and annex 8; and MEPC 74/18, paras. 4.11 to 4.14, and 5.60

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
6. Ensure regulatory effectiveness	6.3	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code	Continuous	MEPC	PPR		Ongoing	Ongoing	MEPC 71/17, para. 9.3 to 9.5; PPR 5/24, section 3; MEPC 72/17, para. 9.4; and MEPC 73/19, paras. 11.5 to 11.7, and annex 11; and MEPC 74/18, paras. 3.19 to 3.28 and annex 7
6. Ensure regulatory effectiveness	6.4	Lessons learned and safety issues identified from the analysis of marine safety investigation reports	Annual	MSC / MEPC	III		Completed	Completed	III 5/15, section 4
6. Ensure regulatory effectiveness	6.5	Identified issues relating to the implementation of IMO instruments from the analysis of PSC data	Annual	MSC / MEPC	III		Completed	Completed	III 5/15, section 6
6. Ensure regulatory effectiveness	6.7	Consideration and analysis of reports on alleged inadequacy of port reception facilities	Annual	MEPC	III		Completed	Completed	III 5/15, section 3; and MEPC 73/19, paras. 8.3 and 8.11; MEPC 74/18, paras. 4.33, 4.34 and 8.22
6. Ensure regulatory effectiveness	6.8	Monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships	Annual	MEPC			Completed	Completed	MEPC 72/17, paras. 5.21 to 5.23; and MEPC 74/18, paras. 5.52 to 5.56

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
6. Ensure regulatory effectiveness	6.10	Review of MARPOL Annex II requirements that have an impact on cargo residues and tank washings of high viscosity, solidifying and persistent floating products and associated definitions, and preparation of amendments	2019	MEPC	PPR		Completed		PPR 4/21, section 4; PPR 5/24, section 4; and MEPC 73/19, paras. 11.10 to 11.12, and annex 13
6. Ensure regulatory effectiveness	6.11	Development of measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters	2019	MEPC	PPR		In progress	Extended	MEPC 71/17, para. 14.13; MEPC 72/17, section 11; MEPC 73/19, section 9; PPR 6/20, section 12; and MEPC 74/18, paras. 10.22 to 10.25
Note: MEPC 74 extended the TCY to 2020 based on the request by PPR 6 (PPR 6/20, para. 12.32)									

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
6. Ensure regulatory effectiveness	6.13	Use of electronic record books	2018	MEPC	PPR		In progress	Completed	FAL.5/Circ.39/Rev.2; FAL 40/19, paras. 6.18 to 6.21; MEPC 70/18, para. 2.2; PPR 5/24, section 18 and paras. 24.2.18 to 24.2.23; MEPC 73/19, paras. 11.17 to 11.32, and annexes 4, 6 and 15; and MEPC 74/18, section 3 and annexes 1, 3, 5 and 6
6. Ensure regulatory effectiveness	6.15	Role of the human element	Continuous	MSC / MEPC	III / PPR / CCC / SDC / SSE / NCSR	HTW	Ongoing	Ongoing	MSC 89/25, paras. 10.10, 10.16 and 22.39; and annex 21; MSC 100/20, para. 10.8

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
7. Ensure organizational effectiveness	7.1	Endorsed proposals for the development, maintenance and enhancement of information systems and related guidance (GISIS, websites, etc.)	Continuous	Council	MSC / MEPC / FAL / LEG / TCC		Ongoing	Ongoing	MEPC 72/17, para. 16.22; MEPC 73/19, paras. 5.64 to 5.70, 6.1 to 6.5, and 11.4; and MEPC 74/18, paras. 4.3 to 4.5, 4.33 to 4.34, and 5.43 to 5.51
7. Ensure organizational effectiveness	7.3	Analysis and consideration of reports on partnership arrangements for, and implementation of, environmental programmes	Annual	TCC	MEPC		Completed	Completed	MEPC 72/17, section 12; MEPC 73/19, section 13; and MEPC 74/18, section 12
7. Ensure organizational effectiveness	7.9	Revised documents on organization and method of work, as appropriate	2019	Council	MSC / FAL / LEG / TCC / MEPC		Completed	Completed	MEPC 72/17, section 14; MEPC 73/19, section 16; and MEPC 74/18, section 15

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
OW. Other work	OW.10	Measures to harmonize port State control (PSC) activities and procedures worldwide	Continuous	MSC / MEPC	HTW / PPR / NCSR	III	Ongoing	Ongoing	MEPC 70/18, paras. 2.2, 5.18 to 5.20 and 15.20; MSC 97/22, para. 19.8; PPR 5/24, paras. 11.5, 13.18, 13.21, 18.15 and 18.16; III 5/15, section 5; MEPC 73/19, paras. 3.8 and 11.30 to 11.33; and MEPC 74/18, paras. 5.15 to 5.24
OW. Other work	OW.13	Endorsed proposals for new outputs for the 2018-2019 biennium as accepted by the Committees	Annual	Council	MSC / MEPC / FAL / LEG / TCC		Completed	Completed	MEPC 72/17, section 15; MEPC 73/19, section 15; and MEPC 74/18, section 14
OW. Other work	OW.16	Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)	Annual	MSC / MEPC	III		Completed	Completed	MEPC 72/17, paras. 7.4 and 4.24 to 4.33; and III 5/15, section 8

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)									
Reference to SD, if applicable	Output number	Description	Target completion year	Parent organ(s)	Associated organ(s)	Coordinating organ	Status of output for Year 1	Status of output for Year 2	References
OW. Other work	OW.19	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	Annual	MSC / MEPC	III	CCC	Completed	Completed	CCC 5/13, section 9
OW. Other work	OW.23	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance	2019	Assembly	MSC / MEPC / FAL / LEG / TCC	Council	In progress	Completed	MEPC 72/17, sections 5 and 7; and MEPC 73/19, section 7
OW. Other work	OW.24	Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance	2019	Assembly	MSC / MEPC / FAL / LEG / TCC	Council	In progress	Completed	MEPC 72/17, sections 5 and 7; MEPC 73/19, section 13; and MEPC 74/18, section 12
OW. Other work	OW.49	Review the Model Agreement for the authorization of recognized organizations acting on behalf of the Administration	2018	MSC / MEPC	III		In progress	Extended	III 5/15, section 11; and MEPC 74/18, para.14.25

ANNEX 25

PROPOSED OUTPUTS OF MEPC FOR THE 2020-2021 BIENNIUM

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)						
PLANNED OUTPUTS 2020-2021						
Reference to SD, if applicable	Output number	Description	Parent organ(s)	Associated organ(s)	Coordinating organ(s)	Target completion year
1. Improve implementation	1.2	Input on identifying emerging needs of developing countries, in particular SIDS and LDCs to be included in the ITCP	Assembly	MSC/MEPC/FAL/LEG		Continuous
1. Improve implementation	1.3	Validated model training courses	MSC/MEPC	III/HTW/PPR/CCC/SDC/SSE/NCSR		Continuous
1. Improve implementation	1.4	Analysis of consolidated audit summary reports	Assembly	MSC/MEPC/LEG/TCC /III	Council	Annual
1. Improve implementation	1.5	Non-exhaustive list of obligations under instruments relevant to the IMO Instruments Implementation Code (III Code)	MSC/MEPC	III		Annual
1. Improve implementation	1.7	Identify thematic priorities within the area of maritime safety and security, marine environmental protection, facilitation of maritime traffic and maritime legislation	TCC	MSC/MEPC/ FAL/LEG		Annual
1. Improve implementation	1.9	Report on activities within the ITCP related to the OPRC Convention and the OPRC-HNS Protocol	MEPC	MEPC		Annual
1. Improve implementation	1.12	Review of the 2015 Guidelines for exhaust gas cleaning systems (resolution MEPC.259(68))	MEPC	PPR		2020
1. Improve implementation	1.14	Revised guidance on ballast water sampling and analysis	MEPC	PPR		2021

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)						
PLANNED OUTPUTS 2020-2021						
Reference to SD, if applicable	Output number	Description	Parent organ(s)	Associated organ(s)	Coordinating organ(s)	Target completion year
1. Improve implementation	1.15	Revised guidance on methodologies that may be used for enumerating viable organisms	MEPC	PPR		2021
1. Improve implementation	1.17	Development of guidelines for onboard sampling of fuel oil not in use by the ship	MEPC	PPR		2020
1. Improve implementation	1.18	Measures to ensure quality of fuel oil for use on board ships	MEPC	PPR		2021
1. Improve implementation	1.26	Revision of MARPOL Annex IV and associated guidelines to introduce provisions for record-keeping and measures to confirm the lifetime performance of sewage treatment plants	MEPC	III/HTW	PPR	2021
1. Improve implementation	1.27	Review of the BWM Convention based on data gathered in the experience-building phase	MEPC			2023
1. Improve implementation	1.28	Urgent measures emanating from issues identified during the experience-building phase of the BWM Convention	MEPC			2023

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)						
PLANNED OUTPUTS 2020-2021						
Reference to SD, if applicable	Output number	Description	Parent organ(s)	Associated organ(s)	Coordinating organ(s)	Target completion year
1. Improve implementation	1.[...] ¹	Review of the 2011 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species (resolution MEPC.207(62))	MEPC	PPR		2021
1. Improve implementation	1.[...] ²	Evaluation and harmonization of rules and guidance on the discharge of liquid effluents from EGCS into waters, including conditions and areas	MEPC	PPR		2021
2. Integrate new and advancing technologies in the regulatory framework	2.2	Approved ballast water management systems which make use of Active Substances, taking into account recommendations of the GESAMP-BWWG	MEPC			Annual
2. Integrate new and advancing technologies in the regulatory framework	2.13	Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book	MEPC	PPR		2020
2. Integrate new and advancing technologies in the regulatory framework	2.14	Amendments to regulation 14 of MARPOL Annex VI to require a dedicated sampling point for fuel oil	MEPC	SSE	PPR	2020

¹ Included from the post-biennial agenda.

² New output approved by MEPC 74.

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)						
PLANNED OUTPUTS 2020-2021						
Reference to SD, if applicable	Output number	Description	Parent organ(s)	Associated organ(s)	Coordinating organ(s)	Target completion year
2. Integrate new and advancing technologies in the regulatory framework	2.17	Consideration of development of goal-based ship construction standards for all ship types	MSC / MEPC			2021
2. Integrate new and advancing technologies in the regulatory framework	2.18	Standards for shipboard gasification of waste systems and associated amendments to regulation 16 of MARPOL Annex VI	MEPC	PPR		2020
2. Integrate new and advancing technologies in the regulatory framework	2.19	Amendment of annex 1 to the AFS Convention to include controls on cybutryne, and consequential revision of relevant guidelines	MEPC	PPR		2020
2. Integrate new and advancing technologies in the regulatory framework	2.[...] ³	Development of amendments to MARPOL Annex VI and the NO _x Technical Code on the use of multiple engine operational profiles for a marine diesel engine	MEPC	PPR		2021
3. Respond to climate change	3.1	Treatment of ozone-depleting substances used by ships	MEPC			Annual
3. Respond to climate change	3.2	Further development of mechanisms needed to achieve the limitation or reduction of CO ₂ emissions from international shipping	MEPC			Annual

³ Included from the post-biennial agenda.

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)						
PLANNED OUTPUTS 2020-2021						
Reference to SD, if applicable	Output number	Description	Parent organ(s)	Associated organ(s)	Coordinating organ(s)	Target completion year
3. Respond to climate change	3.3	Reduction of the Impact on the Arctic of Black Carbon emissions from international shipping	MEPC	PPR		2021
3. Respond to climate change	3.4	Promotion of technical cooperation and transfer of technology relating to the improvement of energy efficiency of ships	MEPC			2021
3. Respond to climate change	3.5	Revision of guidelines concerning EEDI and SEEMP	MEPC			2021
3. Respond to climate change	3.6	EEDI reviews required under regulation 21.6 of MARPOL Annex VI	MEPC			2021
3. Respond to climate change	3.7	Further technical and operational measures for enhancing the energy efficiency of international shipping	MEPC			2021
4. Engage in ocean governance	4.1	Identification and protection of Special Areas, ECAs and PSSAs	MEPC	NCSR		Continuous
4. Engage in ocean governance	4.2	Input to the ITCP on emerging issues relating to sustainable development and achievement of the SDGs	TCC	MSC/FAL/LEG/MEPC		2021
4. Engage in ocean governance	4.3	Follow-up work emanating from the Action Plan to address marine plastic litter from ships	MEPC	PPR/III/HTW		2021
6. Ensure regulatory effectiveness	6.1	Unified interpretation of provisions of IMO safety, security and environment-related conventions	MSC/MEPC	III/PPR/CCC/SDC/SSE/NCSR		Continuous

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)						
PLANNED OUTPUTS 2020-2021						
Reference to SD, if applicable	Output number	Description	Parent organ(s)	Associated organ(s)	Coordinating organ(s)	Target completion year
6. Ensure regulatory effectiveness	6.3	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code	MEPC	PPR		Continuous
6. Ensure regulatory effectiveness	6.4	Lessons learned and safety issues identified from the analysis of marine safety investigation reports	MSC / MEPC	III		Annual
6. Ensure regulatory effectiveness	6.5	Identified issues relating to the implementation of IMO instruments from the analysis of PSC data	MSC / MEPC	III		Annual
6. Ensure regulatory effectiveness	6.7	Consideration and analysis of reports on the alleged inadequacy of port reception facilities	MEPC	III		Annual
6. Ensure regulatory effectiveness	6.8	Monitoring the worldwide average sulphur content of fuel oils supplied for use on board ships	MEPC			Annual
6. Ensure regulatory effectiveness	6.11	Development of measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters	MEPC	PPR		2020
6. Ensure regulatory effectiveness	6.15	Role of the human element	MSC/MEPC	III/PPR/CCC/SDC/SSE/NCSR	HTW	Continuous
7. Ensure organizational effectiveness	7.1	Endorsed proposals for the development, maintenance and enhancement of information systems and related guidance (GISIS, websites, etc.)	Council	MSC/MEPC/FAL/LEG/TCC		Continuous

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)						
PLANNED OUTPUTS 2020-2021						
Reference to SD, if applicable	Output number	Description	Parent organ(s)	Associated organ(s)	Coordinating organ(s)	Target completion year
7. Ensure organizational effectiveness	7.3	Analysis and consideration of reports on partnership arrangements for, and implementation of, environmental programmes	TCC	MEPC		Annual
7. Ensure organizational effectiveness	7.9	Revised documents on organization and method of work, as appropriate	Council	MSC/FAL/LEG/TCC/MEPC		2021
OW. Other work	OW.10	Measures to harmonize port State control (PSC) activities and procedures worldwide	MSC/MEPC	HTW/PPR/NCSR		Continuous
OW. Other work	OW.13	Endorsed proposals for new outputs for the 2022-2023 biennium as accepted by the Committees	Council	MSC/MEPC/FAL/LEG/TCC		Annual
OW. Other work	OW.16	Updated Survey Guidelines under the Harmonized System of Survey and Certification (HSSC)	MSC / MEPC	III		Annual
OW. Other work	OW.19	Consideration of reports of incidents involving dangerous goods or marine pollutants in packaged form on board ships or in port areas	MSC / MEPC	III		Annual
OW. Other work	OW.23	Cooperate with the United Nations on matters of mutual interest, as well as provide relevant input/guidance	Assembly	MSC/MEPC/FAL/LEG/TCC		2021

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)						
PLANNED OUTPUTS 2020-2021						
Reference to SD, if applicable	Output number	Description	Parent organ(s)	Associated organ(s)	Coordinating organ(s)	Target completion year
OW. Other work	OW.24	Cooperate with other international bodies on matters of mutual interest, as well as provide relevant input/guidance	Assembly	MSC/MEPC/FAL/LEG/TCC		2021
OW. Other work	OW.49	Review the Model Agreement for the authorization of recognized organizations acting on behalf of the Administration	MSC / MEPC	III		2020

ACCEPTED OUTPUTS ON THE POST-BIENNIAL AGENDA OF MEPC

MARINE ENVIRONMENT PROTECTION COMMITTEE (MEPC)							
ACCEPTED POST-BIENNIAL OUTPUTS			Parent organ(s)	Associated organ(s)	Coordinating organ	Timescale	Reference
No.	Reference to strategic direction, if applicable	Description					
1	1. Improve implementation	Development of training provisions for seafarers related to the BWM Convention	MEPC	HTW		2 sessions	MEPC 73/19, para.15.10.1
2	1. Improve implementation	Development of an operational guide on the response to spills of Hazardous and Noxious Substances (HNS)	MEPC	PPR		2 sessions	MEPC 74/18, para. 14.20
3	6. Ensure regulatory effectiveness	Development of amendments to regulation 19 of MARPOL Annex VI and development of an associated Exemption Certificate for the exemption of ships not normally engaged on international voyages	MEPC	III		2 sessions	MEPC 71/17, para.14.15
4	6. Ensure regulatory effectiveness	Development of necessary amendments to MARPOL Annexes I, II, IV, V and VI to allow States with ports in the Arctic region to enter into regional arrangements for port reception facilities (PRFs)	MEPC	PPR		2 sessions	MEPC 74/18, para. 14.18
5	Other work	Recommendations related to navigational sonar on crude oil tankers	MSC/MEPC	SDC		1 session	MSC 91/22, para. 19.23

ANNEX 26

ITEMS TO BE INCLUDED IN THE AGENDAS OF MEPC 75 AND MEPC 76

No. ¹	Item	MEPC 75 April 2020	MEPC 76 October 2020
1	Adoption of the agenda	X	X
2	Decisions of other bodies	X	X
3	Consideration and adoption of amendments to mandatory instruments	X [DG]	X [DG]
4	Harmful aquatic organisms in ballast water	X [RG]	X [RG]
5	Air pollution prevention	X [WG] ²	X [WG] ²
6	Energy efficiency of ships	X [WG] ²	X [WG] ²
7	Reduction of GHG emissions from ships	X [WG]	X [WG]
8	Follow-up work emanating from the Action Plan to address marine plastic litter from ships	X [WG]	X
9	Identification and protection of Special Areas, ECAs and PSSAs	X	X
10	Pollution prevention and response	X	X
11	Reports of other sub-committees	X	X
12	Technical cooperation activities for the protection of the marine environment	X	X
13	Capacity-building for the implementation of new measures	X	X
14	Work programme of the Committee and subsidiary bodies	X	X
15	Application of the Committees' method of work	X	X
16	Election of the Chair and Vice-Chair	-	X
17	Any other business	X	X
18	Consideration of the report of the Committee	X	X

¹ The numbering may not correspond to the number of the agenda item in the forthcoming sessions.

² The working group, if established under agenda item 5, may also cover agenda item 6.

ANNEX 27

STATEMENTS BY DELEGATIONS AND OBSERVERS*

ITEM 1

Statement by the delegation of Brazil

"Thank you, Mr. Chair. Good morning to all.

Firstly, greetings to all Member States, Intergovernmental Organization and Non-Governmental Organization delegates attending this Marine Environment Protection Committee Session.

As a developing country and with about 95% of all trade carried out by sea, Brazil has been active in this Organization since 1963 and considers safe and environmentally sustainable shipping as fundamental to its prosperity.

We have been an active voice in the discussions on reducing GHG emissions in the IMO. The Initial Strategy that we adopted just a year ago represents an important step in the continued engagement of the shipping sector in contributing to the fight against climate change, in line with the Roadmap established in 2016.

The Initial Strategy is an important milestone for further developing policies and measures by this Organization in order to deal with this complex issue that affects us all, in particular developing countries.

In this context, Brazil is committed to the implementation of the 2016 Roadmap and the Initial Strategy adopted thereunder. Our positions in these relevant discussions will always be in line with the objectives set out in the Initial Strategy, with the reality of international shipping and evidence-based technical studies conducted by independent academic research institutions of recognized capacity. Therefore, as we further progress, as an Organization, in the reduction of GHG gases in the maritime sector, we must ensure that measures can be fully complied with by all Member States, both developed and developing, leaving no country behind. We must work together to prevent that any new measures by the IMO to reduce GHG emissions create, as an undesired effect, trade distortions.

Mr Chair.

Brazil will thus continue to working incessantly and with the utmost willingness to find the best solutions to the issues under our responsibility at the IMO, in a manner that is consistent with the Roadmap and the Initial Strategy, based strictly on sound evidence and mindful of its principles, including the principle of common but differentiated responsibilities and respective capabilities.

This way, Brazil looks forward working together with Member States and Observers to provide concrete answers to global issues of high relevance, showing that this Organization has the capacity to seek and find the best solutions via consensus.

Thank you."

* Statements have been included in this annex as provided by delegations/observers, in the order in which they were given, sorted by agenda item, and in the language of submission (including translation into any other language if such translation was provided). Statements are accessible in all official languages on audio file at: <http://docs.imo.org/Meetings/Media.aspx>

Statement by the delegation of United Arab Emirates

"يسر وفد دولة الإمارات العربية المتحدة بأن يبلغ المنظمة البحرية الدولية ولجنة حماية البيئة البحرية بأن حكومة الإمارات قررت المساهمة بمبلغ عشرة آلاف دولار كمنحة بشأن الدراسة الرابعة بشأن الغازات الدفينة من السفن.

The United Arab Emirates is pleased to inform IMO and MEPC that UAE decided to contribute with an amount of USD (10,000) ten thousand dollars to the Fourth IMO Greenhouse Gas (GHG) study."

"لقد تعرضت أربع سفن تجارية (واحدة تحمل علم الإمارات العربية المتحدة واثنتان تحملان علم المملكة العربية السعودية وواحدة تحمل علم النرويج) وذلك صباح يوم الأحد 12 مايو لعمليات تخريبية باتجاه الساحل الشرقي من إمارة الفجيرة وبالقرب من المياه الإقليمية وفي المنطقة الاقتصادية الخالصة لدولة الإمارات.

كما أن الجهات المعنية بالدولة قامت باتخاذ كافة الإجراءات اللازمة، وجاري التحقيق حول ظروف الحادث وبالتعاون مع الجهات الوطنية والدولية، وستقوم الجهات المعنية بالتحقيق ورفع النتائج حين الانتهاء من إجراءاتها.

إن العمليات التخريبية لم تنتج عنها أي أضرار أو إصابات بشرية، كما لا يوجد أي تسرب لأي مواد ضارة أو وقود من هذه السفن.

كما نؤكد بأن العمل يسير في ميناء الفجيرة بشكل طبيعي وبدون أي توقف، وأن الشائعات التي تحدثت عن وقوع الحادث داخل الميناء، عارية عن الصحة ولا أساس لها، وأن الميناء مستمر في عملياته الكاملة وبشكل روتيني.

كما تشدد حكومة الإمارات بأن تعريض السفن التجارية لأعمال تخريبية وتهديد حياة أطقمها يعتبر تطوراً خطيراً، ونؤكد على ضرورة قيام المجتمع الدولي بمسؤولياته لمنع أي أطراف تحاول المساس بأمن وسلامة حركة الملاحة البحرية وهذا يعتبر تهديداً للأمن والسلامة الدولية.

وسيتم لاحقاً إخطار المنظمة البحرية الدولية بالمستجدات بعد الانتهاء من التحقيقات، كما يرجى تضمين هذا البيان في التقرير النهائي للجنة."

Statement by the delegation of Saudi Arabia

"السيدات والسادة ممثلي الوفود المحترمة

السلام عليكم ورحمة الله وبركاته

ان وفد بلادي يؤيد البيان الذي ادلى به وفد دولة الامارات العربية المتحدة الشقيقة كما نود ان نعبر عن استنكارنا الشديد لما تعرضت له اربع سفن تجارية منها سفينتين تحمل العلم السعودي من هجوم تخريبي في المياه الاقتصادية لدولة الإمارات العربية المتحدة، وأود بان أؤكد على أن هذا العمل الإجرامي يشكل تهديداً خطيراً لأمن وسلامة حركة الملاحة البحرية، وحماية البيئة البحرية والذي ينعكس سلباً على السلم والأمن الإقليمي والدولي، وختاماً أود ان نؤكد عن تضامننا ووقوفنا إلى جانب دولة الإمارات العربية المتحدة الشقيقة في جميع ما تتخذ من إجراءات لحفظ أمنها وسلامة السفن والحفاظ على البيئة البحرية.

وارجو منكم سيدي الرئيس تضمين هذه الكلمة في التقرير النهائي لهذه اللجنة

وشكراً"

"ITEM 3

Statement by the delegation of United States

"Thank you Mr. Chair.

At the seventy-third session of this Committee, the United States opposed the Committee's approval in principle of the *Guidelines for the use of electronic record books under MARPOL*. The United States similarly opposed this Committee's decision to approve amendments to MARPOL Annexes I, II, V, VI, and the NOx Technical Code to allow for the use of electronic record books. Accordingly, the United States reserved its position at MEPC 73 on these issues.

Here, we recall our position from MEPC 73, and again express that we do not support the adoption of the draft MEPC resolution on *Guidelines for the use of electronic record books under MARPOL* contained in MEPC 74/3/6, and the proposed amendments pertaining to electronic record books in MARPOL Annexes I, II, and V in MEPC 74/3; Annex VI in MEPC 74/3/2, and the NOx Technical Code in MEPC 73/3/3. The United States reiterates its long-held view that the use of electronic record books should only be permitted after mandatory requirements for electronic record books are adopted and incorporated into the text of MARPOL. Without doing so, we would be reducing the level of care and environmental protection currently provided in MARPOL.

Thank you Mr. Chair."

"Thank you Chair.

With regard to the decisions by this Committee to adopt amendments to MARPOL Annexes I, II, V and VI, and the NOx Technical Code to allow for the use of electronic record books along with adoption of MEPC resolution on *Guidelines for the use of electronic record books under MARPOL*, and in keeping with our previous statement, the United States reserves its position and requests this be recorded in the final report of the Committee.

Thank you Chair."

ITEM 4

Statement by the delegation of Canada

"The BWM Convention states that unmanaged ballast water discharges have harmed the environment, and that globally applicable rules are needed to prevent, minimize and ultimately eliminate the risks arising from the transfer of organisms in ballast water.

The Convention currently reflects the fact that these risks are independent of the type of ship involved in transporting ballast water. Exempting or relaxing requirements for certain ship types would run counter to the Convention's goals of preventing, minimizing and ultimately eliminating these risks.

The Convention includes a rich array of options for ballast water management that are suitable for the wide variety of ships that are subject to its requirements. The Convention also includes a flexible provision (Regulation B-3.7) that allows for the approval of new methods that provide the same level of protection.

Instead of developing new exemption provisions at this time, the Committee should therefore take appropriate steps to encourage the use of the full range of available ballast water management options in the Convention. If such options are found to be insufficient, the Committee should encourage and support the development of new solutions in accordance with Regulation B-3.7."

ITEM 5

Statement by the observer of ISO

"Mr. Chairman, distinguished delegates

In July 2017, MEPC 71 requested ISO to consider the framework of ISO 8217 with a view to ensuring consistency between the relevant ISO standards on marine fuel oils and the implementation of regulation 14.1.3 of MARPOL Annex VI (MEPC 71/17, paragraph 14.27.5) and therefore ISO would like to report today on the work undertaken to respond to this request.

ISO 8217:2017 was published in March 2017 and the ISO Working Group continued its activities in order to respond to the IMO query by MEPC74 latest.

In view of the 0.50 % sulphur implementation date and also because 0.50% fuels were not widely available on the market at the time to obtain a full scope of the fuels that would be offered, it was considered that a revision of ISO 8217:2017 was not possible in the given timeframe and therefore ISO initiated the process to develop an ISO Publicly Available Specification (ISO PAS 23263).

ISO PAS 23263 shall be used in conjunction with ISO 8217:2017 which covers marine fuel oils delivered to the market today including 0.10 % sulphur fuel oils, higher sulphur fuel oils, as well as 0.50 % sulphur fuel oils but can also be used in conjunction with earlier editions of ISO 8217 in the event an earlier edition is referenced in the commercial agreement between parties. The PAS will not introduce new specifications nor an additional table for 0.50 % sulphur fuels.

The PAS will provide general considerations that apply to all 0.50 % sulphur fuels, including sulphur content and flash point, and technical aspects on kinematic viscosity, cold flow properties, ignition characteristics, catalyst fines, and stability that might apply to specific fuels.

In addition, it will provide, through informative Annexes, considerations on stability as well as the composition of fuels, and additional information on Annex B of ISO 8217:2017 which is related to deleterious materials.

ISO PAS 23263 will also provide considerations on commingling of fuels including information on pre-delivery compatibility testing and information on other test methods which can be used to evaluate stability and compatibility of fuels.

To address the potential risk of incompatibility when commingling fuels having varying blend formulation, the ISO working group conducted a test program to investigate whether test methods currently not yet widely used for marine fuel stability testing, can provide further and consistent information on the stability and potential instability of fuels or mixtures of fuels. These test methods, which are standardized methods, allow the determination of parameters that relate to the stability of the asphaltenes in the fuels and the ability of the fuel oil matrix to keep the asphaltenes in solution. Although the test program was conducted on a limited set of fuel oil samples that are anticipated to likely represent what will be available in the market from late 2019, including ULSFO, VLSFO, HSFO, these test methods predicted that approximately 50% of the evaluated mixtures shows the fuels, despite their diverse formulations,

to be compatible whatever the mixing ratio is, with TSP below 0.10%. For the remaining 50%, the prediction was indicating a risk for incompatibility at specific mixing ratio, but often not confirmed by elevated TSP test results. More detail will be given in the study's final report.

The existing spot test and total sediment tests remain the first tests to do to obtain information on the stability and compatibility of fuels. More detailed information on the use of test methods related to stability and compatibility will be included in a CIMAC guideline document entitled "General guidance in marine fuel handling in connection to stability and compatibility".

The balloting of ISO PAS 23263 was initiated on April 18th 2019 for a period of 2 months after which received comments shall be reviewed prior publication. Estimated timeframe for publication is August-September 2019.

The revision of ISO 8217:2017 will be initiated after publication of the PAS and will consider the information included in the PAS and feedback from the industry on the use of 0.50 % S fuels."

Statement by the observer of IACS

"IACS would like to advise the Committee that IACS Members will not be replacing the existing supplement to the IAPP certificate with the revised version in line with resolution MEPC.305(73) before the entry into force (EIF) of the Resolution (i.e. 1 March 2020). IACS will re-issue the supplement at the opportunity of the IAPP survey occurring after the date of EIF of the amendments, as per paragraph 3.2 of MSC/MEPC.5-Circ.6, unless provided with written instruction by the Administration to apply a different application criterion. This principle applies regardless whether a ship has been already fitted with an equivalent arrangement (e.g. EGCS) before the EIF of resolution MEPC.305(73)."

Statement by the observer of IFSMA

"IFSMA would like to thank IACS for this very well written and balanced paper and in particular highlighting Paragraphs 9 and 10. In trying to attain EEDI the dangers of ships not having sufficient power to operate safely in adverse weather conditions and heavy seas, or manoeuvre and stop safely, is of considerable concern. In view of these significant safety concerns the issue of Minimum Power provisions for ships must be properly addressed by the Organization without further delay, taking into account the practical advice of the shipping community and, in particular, experienced Shipmasters and not just theoretical technical data."

ITEM 7

Statement by the observer of UNFCC

"Opening

Thank you, Mr. Chairman.

I would like to take this opportunity, on behalf of the UNFCCC secretariat, to inform the Committee of (i) the key outcomes of COP 24 and SBSTA 49, which took place in Katowice in December 2018, and their relevance to IMO's work in addressing greenhouse gas (GHG) emissions from international maritime transport; (ii) the outlook for COP 25, to be held in Santiago, Chile; and (iii) our expectations for this MEPC session.

Key outcomes of COP 24 and SBSTA 49

COP 24

I wish to start by emphasizing the significance of the adoption of the Katowice climate package, which operationalizes the climate change regime under the Paris Agreement through relevant guidelines.

The delivery of this package was the culmination of an incredible amount of work at both the State and non-State level. It was a triumph of multilateralism and signalled the start of a new era in our collective efforts to address climate change and transition to full implementation of the Paris Agreement.

As a result, countries can now establish the national systems they need to implement the Paris Agreement. The guidelines will promote trust among nations that each is doing its part. Importantly, the guidelines outline how countries will provide information on their nationally determined contributions, or NDCs, the specific climate actions they will take and how they will account for them. With particular regard to emissions from international transport, the guidelines stipulate that each Party should identify mitigation policies and measures, as well as actions and plans.

The Katowice climate package includes details on not only mitigation and adaptation measures, but also financial, technology and capacity building support for climate actions in developing countries. In addition, it provides flexibility for developing countries in view of their capabilities and different economic and social realities.

This is crucial, because current pledges under the NDCs bring global GHG emissions nowhere near where they need to be to achieve the Paris Agreement goals. The Paris Agreement is clear: we must limit the global temperature rise to well below 2 °C above pre-industrial levels and pursue efforts to limit the rise to 1.5 °C.

The Special Report on Global Warming of 1.5 °C, recently published by the IPCC, reinforces this objective by stressing that the world must prevent the average global temperature from rising by more than 1.5 °C above pre-industrial levels if it is to avoid irreversible climate change. To achieve this, according to the report, we need to lower global CO₂ emissions by about 45% below the 2010 baseline by 2030. In other words, we have 12 years left to do this.

Increasing overall climate ambition is thus a matter of urgency. However, on one area of particular importance in this regard – namely the rules on voluntary international cooperation, including market-based approaches – the Parties could not reach agreement in Katowice.

SBSTA 49

IMO provided SBSTA 49 with an update on its recent progress and results in addressing GHG emissions from international maritime transport, with a particular focus on its GHG reduction strategy and its capacity-building and assistance activities.

In response to the interest expressed by many Parties, SBSTA had initiated a discussion on both the procedural and the substantive aspects of reporting by ICAO and IMO. For the first time, this discussion was guided by two facilitators and attended by representatives of IMO. However, since there was not enough time for the Parties to find common ground, consideration of the matter will continue at the next SBSTA session, in accordance with UNFCCC rules.

Nonetheless, a general consensus exists among Parties on the need to further showcase progress in this area in the ICAO and IMO submissions to the SBSTA. Therefore, at SBSTA 50 in Bonn, particular importance will be attached to highlighting the results achieved by IMO and the support provided to the Member States in building their capacities to implement relevant measures. It is expected that more time will be dedicated to this important item at the next SBSTA session.

Outlook for COP 25

The adoption of the Katowice climate package has resulted in clear expectations, firstly that the emphasis in the UNFCCC process will shift from negotiations to the full implementation of the Paris Agreement and the enhanced implementation of the Convention and the Kyoto Protocol, and secondly that the updated or new NDCs, to be submitted by 2020, will be in line with the findings set out in the recent IPCC special report.

Therefore, COP 25 is expected to focus on the Parties' ambitions in addressing climate change, the submission of the updated or new NDCs and the transition to the full implementation of the Paris Agreement. The COP is also expected to refine the guidelines for the Paris Agreement by following up on the work done in Katowice and, importantly, agreeing on guidance for the implementation of international voluntary cooperation under Article 6 of the Paris Agreement.

With specific regard to Article 6, Parties must reconcile their differences of opinion including on: (i) whether to apply corresponding adjustment to the mechanism under Article 6, paragraph 4, to avoid double counting; (ii) transition of activities and units of mechanisms under the Kyoto Protocol to Article 6, paragraph 4, mechanism and; (iii) whether to apply share of proceeds for adaptation to cooperative approaches.

Expectations from this MEPC session

Building on the momentum created by the historical adoption of the IMO initial strategy at MEPC 72 and the subsequent adoption of the programme of follow-up actions at MEPC 73, it is without any doubt that MEPC 74 will strengthen the response of the international maritime transport sector to the serious threat of climate change.

On behalf of the UNFCCC secretariat, I would like to encourage the MEPC to aim to achieve further tangible progress at this session, in particular by adopting the procedure for the assessment of impacts on States, the terms of reference for the fourth IMO GHGs Study and the resolution to encourage voluntary cooperation between ports and shipping sectors.

Taking into account the urgent need for further emission reductions identified in the vision of the initial strategy and recent IPCC special report, the following could be considered in discussions at MEPC 74:

- .1 the short-term measures envisaged in the programme of follow-up actions not subject to data analysis should be adopted and implemented as early as possible after MEPC 75 in 2020;
- .2 the timeline for developing candidate mid-term measures are encouraged to be agreed as early as possible after MEPC 76 in 2020 with a view to the adoption and implementation of such measures as soon as possible after MEPC 80 in 2023; and
- .3 establishing institutional arrangements to enable such early actions should be encouraged;

I look forward to working with you this week and in the future to jointly accelerate climate actions and increase climate ambition in line with the goals of the Paris Agreement.

As always, I hope to further strengthen the excellent cooperation between our secretariats on climate-related matters.

Thank you for your attention."

Statement by the delegation of Cook Islands

"We should reflect on the fact that it is only a few years since the World Maritime Day theme was "Shipping - Indispensable to the World". The importance of shipping to society, not least the SIDS and LDCs, gives the IMO's work a significance that reaches far beyond the industry itself.

We should take into account some of the work done by UNCTAD highlighting the role of freight transport, including maritime transport, which is 90% of global transport, in addressing global sustainability and the resilience agenda. It also noted that the developing countries in particular face higher transport costs with limited transport connectivity and access to our markets, which impacts on many other people. So it is right and proper that we thank all those who have submitted measures and recognize the importance of assessing all these measures and identifying any linkage between them to try to get the best from them all.

We would like to offer our thanks to Mr Oftedal and his team for finalising on the impact on states because as these measures are further developed it is imperative that we take into account the subsequent impacts, not the least disproportionate impacts on states.

I note that we are going back 9 years to a reincarnation of the MBM ideas. Let us Be clear, taking into account what UNCTAD was saying about our high transport costs, lack of connectivity to markets, any notion of imposing a tax, levy or tariff on shipping thus increasing our transport costs and reducing the availability of freight even further would be extremely detrimental to SIDS and LDCS, and severely impact our social fabric and inhibit our growth and development potential.

I would also make reference to UNESCAP and the recognition of the need for sustainable sea transport in the Pacific and the vital need for regional cooperation and integration. It went on to say that the future of the Pacific economies and the potential for trade will therefore depend on effective sea transport for the foreseeable future.

The impact of a number of these measures could be disproportionate, which concerns us greatly. That being case, out of all the measures there, it would appear to us that the only one that could satisfy and link in with what UNCTAD and UNESCAP have said would have to be an optimum speed measure, if indeed speed measures are to be imposed by the Organization. But those measures could only be on global shipping on international routes.

In our case the goods come from far afield to get to the main regional distribution ports, which in our case would be Auckland and goods then have to get out to us at the end of the supply chain, deep into the Pacific, with irregular sailings by a limited number of ships of the size that can serve our region. Therefore it may be that once reaching those major distribution ports we will have to consider exemptions for that tonnage in then serving outlying islands."

Statement by the delegation of Marshall Islands

"Thank you Chair, Excellencies and Distinguished delegates.

Yesterday, the Climate Action Pacific Partnership meeting closed in Fiji, at that meeting, Pacific heads of state agreed to work together to reduce fossil fuel use in our marine transportation by up to 40% by 2030 and 100% by 2050.

Today our Pacific leaders are meeting in Fiji, with the Secretary General of the UN, on stepping up climate action. As you can see, our region is critically engaged in driving the global agenda forward, as well as delivering at home.

As LDCs and SIDS we are heavily engaged, and are the first affected by the failure to address climate change. We do all this with extremely limited resources, both financial and in capacity.

We must ensure that the future working arrangements of the IMO are not discriminative, favouring developed countries or those close to London. We would support the stand alone working group.

We would like to thank the co-sponsors for their helpful suggestions in MEPC 74/7/12 and lend our support to the establishment of a fund to support the participation of LDCs and SIDs to ensure the process is kept equitable and fair.

Finally Chair, Marshall Islands supports the establishment of a dedicated standing technical group.

Komol tata/ Thank you chair."

Statement by the delegation of Spain

"We thank the Chair, the Secretariat and all the delegates for their work during these past two weeks, progress was made on this important and pressing issue.

On the issue of future work arrangements, this delegation completely understands and fully supports the importance to make progress on this issue. Bearing that in mind, we appreciate and recognize that you Mr Chair, take actions and make decisions to move things along.

However, Mr Chair, bearing in mind the significance and sensitivity of the issue, we also feel that, even under great time pressure, no hasty decision should be taken and the IMO procedures should be duly applied.

Under severe time constraint, a provisional conclusion can be made on the basis of the majority of statements, allowing those not in support to express their view to the contrary.

If the provisional conclusion do not rally the room, allowing all delegations asking for the floor to express their opinion before making the final decision becomes vital. Only then can we be sure the decisions made reflect the will of the Committee and is based on a sound foundation.

On the issue of future work arrangements, all delegations asking for the floor were not allowed to speak, due to time constraints – which we regret. We are concerned, the lack of a full discussion in plenary creates concern for achieving the level of ambition as set out in the initial strategy.

We are pleased with the achievements made earlier this week with the agreement on an impact assessment procedure, however we now need to move forward with the next steps, and need clear working arrangements to progress our work.

We would like to encourage Member States to keep working together as we have been doing, to establish a robust structure that can allow the organization to move forward and achieve its goals."

Statement by the delegation of Solomon Islands

"Mr Chairman, Excellencies, fellow IMO members, ladies and gentlemen, good morning/afternoon to you all.

It is my pleasure to introduce two papers, MEPC 74/7/12 and 74/7/13, on behalf of the co-sponsors.

These papers comment on and respond to the paper prepared by the Secretariat on possible future working arrangements for GHG emissions reduction. I am sure we are all fully aware of the immense workload before us, and I thank the Secretariat for preparing their paper to allow us to consider how we best move forward as it is a very important matter.

As a Small Island Developing State and a Least Developed Country from the Pacific, Solomon Islands is acutely aware of the challenges developing countries, SIDS and LDCs face in participating in IMO meetings.

These challenges reflect the great distances that we have to travel to get to London and the associated financial costs. Given our very limited government budgets, the small human resource available to us in our government ministries, and the length of time that our delegates are away from home. For us to attend one IMO meeting can often mean that our staff are away from home for almost one month because of the limited flight schedules and options available to us. This is a very real challenge.

Yet as some of the most Climate Vulnerable already suffering from the impacts of climate change, the work being done to reduce GHG emissions from international shipping is of critical importance to us. We must participate in the discussions and decision-making, as these are matters that profoundly impact us.

The Secretariat has outlined several options for how the workload on GHG emissions reduction could be managed, and we are most grateful to the Secretariat for their paper.

However we wish to note that whichever option is agreed upon, how developing countries, and especially SIDS and LDCs, can be supported to participate is of great concern to us.

We have been participating in the IMO intersessional and MEPC meetings in regards GHG emissions reduction for the past few years, and each time we spend significant time and effort in identifying and securing funding to enable our participation.

In that regard we are extremely grateful for the support that other IMO members including New Zealand, the United Kingdom, the European Commission and others have provided to the Solomon Islands and our Pacific neighbours to ensure that we are able to actively participate in the IMO meetings where GHG emissions reduction has been discussed. Yet each time it is a challenge.

We are also aware that because of this financial support, the Pacific is fortunate to be relatively well represented when compared to SIDS and LDCs from other parts of the world.

Whilst some SIDS and LDCs have permanent representatives or embassies based in London who are able to represent their respective States in the IMO, there are others of us who are not in that fortunate position.

I note that of the 67 SIDS and LDCs who are members of IMO, from MEPC 70 to date, on average only 13 have participated in the Intersessional Working Group on GHG meetings, 24 in the MEPC meetings, and only 9 in the MEPC Working Groups on GHG.

And the Pacific IMO Member States make up the bulk of those participating in the Intersessional and Working Group meetings. I am sure this is because of the funding that we have been fortunate to secure. But there are many from other parts of the world who have not participated.

We are therefore seeking consideration as to how those developing countries, SIDS and LDCs who require financial assistance can be supported to participate in the GHG emissions reduction work into the future.

It is of course an issue that applies not just to GHG emissions reduction, and ideally one that should be addressed more widely within IMO. However, recognising the costs associated with such support, we are seeking consideration specifically in relation to GHG emissions reduction in these two papers, as climate change is the only issue that threatens our very existence.

In other UN international forums there are mechanisms to support the participation of developing countries, SIDS and LDCs that recognize the specific challenges we face. Some examples of these include travel-related financial support available to official representatives to UN General Assembly meetings, the UN Convention against Corruption, the World Trade Organization, the Montreal Protocol, UN Secretariat Consultative Process on Oceans and the Law of the Sea, and the UNFCCC to name just a few.

We recognize that the IMO Convention article addressing the funding of delegations' participation may require amendment in order for such financial support to be provided to developing countries, especially SIDS and LDCs, and our second paper (MEPC 74/7/13) outlines a proposal for how the Convention could be amended to this effect.

We also recognize that this is a difficult issue to address, and that it has financial implications and will take time, however we believe that without serious consideration as to how the particular challenges faced by developing countries, SIDS and LDCs can be addressed, whatever working arrangements are agreed to will potentially discriminate against those States most vulnerable to climate change. We have put forward two options but welcome other suggestions and are open to exploring these.

We therefore request this Committee to agree to further consideration of this matter

Thank you. His Excellency Mr Eliam Tangirongo, High Commissioner to the UK, Solomon Islands"

Statement by the delegation of Tonga

"Mr Chairman, Excellencies, fellow IMO members, ladies and gentlemen, good morning/afternoon to you all.

Firstly my thanks to the co-sponsors of papers MEPC 74/7/12 and 74/7/13. Whilst Tonga is not listed as a co-sponsor, these papers were considered and approved for support by our Cabinet, but unfortunately not in time to meet the deadline for submission of commenting papers.

His Excellency from the Solomon Islands in his introduction eloquently outlined the challenges faced by SIDS and LDCs in participating in the work of the IMO on GHG emissions reduction but also how critically important this work is to our States which are amongst the most Climate Vulnerable.

Our government's capacity to participate is essential, but also limited. We have only small numbers of staff, and indeed the very reason for my being here today is because our technical staff with expertise in this area are required back home to prepare for an IMO audit.

Our lack of human and financial resources places us at a distinct disadvantage, and yet Pacific leaders have committed us to do all we can in all forums to press for urgent action to tackle the existential threat of climate change.

We understand that financing to support the participation of SIDS and LDCs in the future meetings of IMO on GHG emissions reduction from international shipping is fraught. However the IMO needs to consider HOW the words in so many resolutions and policies that recognize the special needs of SIDS and LDCs are to be given effect to.

Of course, there are other issues of importance to us such as the impacts of underwater noise from shipping on marine mammals, of safety and bio-security, of plastics pollution of our oceans. However, climate change threatens our very survival and we have to ensure our voices are heard in these important IMO meetings and decision-making processes. If we don't we will simply have to live what you all decide in our absence.

I therefore urge you to carefully consider our papers and to start to look into how we can be supported to participate in the future meetings on GHG emissions reduction.

As His Excellency from the Solomon Islands has already said, we are fortunate to have had the support of other IMO Member States, and Tonga would like to thank the Netherlands in particular for their cooperation which has emanated from the bilateral agreement we signed here at the IMO last year.

Not only has the Netherlands offered their support for our attendance at the meetings but also provided technical support by sending port and maritime economics experts from the Erasmus University of Rotterdam to our Government last year to assist us in assessing and identifying how we can decarbonise our domestic shipping and ports. This type of technical cooperation is to be supported and encouraged to my mind.

The reality is, however, that if the future working arrangements moving forward are to be equitable, some form of financial assistance is needed.

As His Excellency from the Solomon's has noted, there are already existing mechanisms such as trust funds in other UN bodies for exactly this purpose, with criteria as to how such funds are allocated and rules to ensure that the funding is not abused. These could be used as the basis for development of criteria for funding for SIDS and LDCs' participation in IMO GHG emissions meetings.

Knowing what a challenge it can be for counties such as ours, we are making this call on behalf of all SIDS and LDCs, as we see from previous IMO meetings that African LDCs in particular and SIDS from other parts of the world have not been well represented.

Malo 'aupito. Her Excellency Titilupe Fanetupouvava'u Tu'ivakano. High Commissioner to the UK, Government of Tonga"

ITEM 14

Statement by the delegation of Panama

"La República de Panamá respeta la decisión de la OMI en relación a la medida para el cumplimiento con el bajo porcentaje de azufre en los combustibles, y continúa trabajando arduamente para garantizar la implantación apropiada de la norma, que entrará en vigencia a partir del 1ero de enero de 2020. Sin embargo, consideramos que existe la necesidad de continuar analizando detalladamente y deliberando sobre las mejoras a las directrices actuales que rigen las principales opciones de cumplimiento actualmente permitidas, que contribuyen a la reducción de la contaminación y las emisiones, con los valiosos aportes de los Estados miembros, los expertos, como también las partes interesadas de la industria marítima; sin menoscabar los esfuerzos realizados en buena fe.

Es de suma importancia que no olvidemos la realidad, siendo que actualmente los lavadores o depuradores son opciones permitidas por los Estados de abanderamiento bajo normativa OMI, los cuales son considerados como parte de las medidas dirigidas a mejorar la calidad del medioambiente marino. Es por esto que, todos los estudios científicos disponibles y la experiencia adquirida en la utilización actual y real de los depuradores, deberían ser integrados y examinados como parte de nuestros esfuerzos y labor constante.

El Registro Marítimo panameño, ha aprobado y reportado debidamente ante la OMI, Sistemas de Limpieza de los gases de escape instalados a los buques de su flota. Sistemas que se han aprobado en conformidad con las Directrices OMI vigentes.

Consideramos que todos los esfuerzos dirigidos al examen de estudios científicos, experiencias adquiridas y análisis de información, concentrados en asegurar un mejor futuro para el diseño y funcionamiento de nuevas generaciones de "lavadores", pueden en gran medida contribuir, a que éstos sistemas sean considerados como un método equivalente aprobado, de comprobada eficacia; y de esta manera no se penalice a quienes hayan adoptado medidas por adelantado.

Panama continuará participando en todas estas deliberaciones, contribuyendo con su apoyo de manera decidida y diligente a la industria marítima, y ejecutando medidas equilibradas que sean necesarias para el cumplimiento con las prescripciones de la OMI en relación a la calidad del medio ambiente y la eficiencia operativa de los buques."

ITEM 17

Statement by the delegation of Japan

"Thank you, Chair,

We're delighted to inform the Committee that Japan deposited its instrument to accede the Hong Kong Convention on 27 March.

Japan would like to emphasize the importance of the early entry into force of the Convention, in terms of ensuring safe and environmentally sound recycling of ships, as well as promoting sustainable development of maritime industry through facilitating smooth withdrawals of old vessels.

Needless to say, given that shipping and ship recycling are international industries, any challenges regarding ship recycling need to be addressed in global manner, rather than regional manner.

The Hong Kong Convention is the only global solution. Therefore, it is imperative to increase the momentum towards the early entry into force of the Hong Kong Convention.

To this end, Japan, in cooperation with the IMO Secretariat, held an international seminar on ship recycling at the IMO Headquarters last Friday. More than 200 people participated in the seminar and we reaffirmed the importance of the early entry into force of the Hong Kong Convention as the global solution.

Ladies and Gentlemen, Japan calls for the IMO Member States to conclude the HKC at their earliest opportunity.

In 2019, the 10th anniversary of the HKC which was adopted in 2009, six IMO Member States including Japan concluded the HKC.

To maintain and increase this momentum, all the relevant stakeholders should undertake necessary actions to bring the Hong Kong Convention into force without any further delay.

Thank you, Chair."

Statement by the delegation of Malta

"This delegation thanks the Secretariat for document 74/INF.16 providing an update on the calculation of recycling capacity for meeting the entry-into-force conditions of the Hong Kong Convention.

We would also like to thank Japan, the Secretariat and all speakers and participants, for a very fruitful seminar on ship recycling organized on 10 May 2009 at the IMO Headquarters.

This delegation is pleased to announce that Malta has deposited with the Secretary General, its Instrument of Accession to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships.

Malta recognizes the significant value of this Convention, being the only international instrument, which addresses on a global level the control of hazardous substances on board ships, and the environment and working conditions at the world's ship recycling facilities. We attribute great importance for ships, at the end of their operating life, to be recycled in a safe and environmentally sustainable manner.

This year marks a decade since the adoption of the Convention. We encourage further action to be taken to move even closer towards meeting the entry into force criteria, and look forward to a swift entry force of the Hong Kong Convention."

Statement by the observer of ICS

"ICS congratulates Japan on its accession to the Hong Kong Convention. ICS remains fully committed to supporting the entry into force of the Convention; which remains the only instrument capable of ensuring a global level playing field for the recycling of ships from cradle to cradle; and the realization of which is now closer than at any time since it's signing a decade ago, and calls on Member States, recognizing the need for balance between shipping and recycling tonnage, to ratify the Convention at the soonest opportunity in order to bring into full effect."
