

VANUATU MARITIME SERVICES LTD.
39 BROADWAY, SUITE 2020
NEW YORK, NEW YORK 10006
TEL: 212-425-9600
EMAIL@VANUATUSHIPS.COM
FLEET SAFETY LETTER 120621. GEN
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Applicable to: This FLEET SAFETY LETTER should be brought to the attention of ship-owners, ship managers, operators, Masters of Vanuatu-registered ships and Recognized Organizations

Statements of Compliance: The 77th session of the IMO Marine Environment Protection Committee (MEPC 77) was held from 22 to 26 November 2021 by video conference, due to the pandemic of COVID-19. A summary of the outcome is given hereunder for your information.

References

ClassNK External Affairs Department. (2021). *Preliminary Report of MEPC 77*. ClassNK.

1. Greenhouse Gases (GHG) emission reduction measures:

- Measures to reduce GHG emissions from international shipping have been deliberated at IMO, and so far, the Energy Efficiency Design Index (EEDI), the Ship Energy Efficiency Management Plan (SEEMP) and the Data Collection System for fuel oil consumption of ships (DCS) were introduced.
- To achieve the short-term target, at MEPC 76, the amendments to MARPOL Annex VI were adopted to implement Energy Efficiency Existing Ship Index (EEXI) and Carbon Intensity Indicator (CII) as well as the related Guidelines were also adopted.
- The initial IMO Strategy on the reduction of GHG emissions from ships specifies the middle-term target by 2050 to pursue the efforts towards the CO₂ reduction of 70% per transport work and to External Affairs Department Vol. 2021-04 (29 November 2021) 2/3 reduce the total annual GHG emissions by at least 50% as well as the long-term target within this century to aims to phase out GHG emissions as soon as possible.
- At MEPC 65 held in May 2013, Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI (MEPC.1/Circ.815) was approved to incorporate the effect of innovative technologies into the calculation of EEDI values. At this session, the amendments to MEPC.1/Circ.815 were approved to reflect the effect of the Wind Assisted Propulsion Systems (WAPS) to EEDI/EEXI calculation.

2. Ballast Water Management Convention:

- At MEPC 75 held in November 2020, the amendments to the BWM Convention were adopted to specify the requirements to conduct a commissioning test of Ballast Water Management System (BWMS) including sampling and analysis. This amendment will enter into force on

1 June 2022. At this session, a Unified Interpretation was approved to interpret that the commissioning testing of individual BWMS should be conducted if the initial or additional survey is completed on or after 1 June 2022.

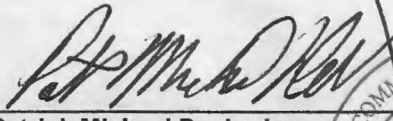
- Proposals on application of the BWM Convention to ships operating at ports with challenging water quality was made due to concerns on operation of BWMS at port area where certain water qualities, such as high level of turbidity, high level of total suspended solids or low salinity, are identified to exceed the operational limitation. At this session, it was agreed to treat the cases where ships operate at ports with challenging water quality as contingency measures specified in BWM.2/Circ.62.

3. Air Pollution:

- Guidelines for Exhaust Gas Cleaning System (EGCS) Regulation 14 of MARPOL Annex VI prescribes requirements of sulphur content of any fuel oil used on board ships, for reduction of SOx emission from international shipping, and alternative compliance method can be applied with acceptance of the Administration in accordance with regulation 4 of ANNEX VI. Under the circumstances that the Exhaust Gas Cleaning System (EGCS) is used as alternative compliance methods, EGCS should be in line with EGCS Guidelines (MEPC.289 (68)), which stipulate the technical standards and verification procedures. At this session, based on the reports from PPR Sub-Committee, amendments to the EGCS Guidelines, which include new definitions for technical terms and revision of technical standards, etc., were adopted
- At MEPC 74, the Guidance on recommended actions to take in the case of the failure of a single monitoring instrument and the EGCS fails etc. was adopted. The Guidance specifies the procedures that a short-term temporary emission exceedance due to the system response should not be considered as a breach, and the system malfunction that cannot be rectified within one hour is regarded as a breakdown. Also, any EGCS malfunction that lasts more than one hour or repetitive malfunctions is required to be reported to flag States and port State's Administration to determine the appropriate action. At this session, amendments to the Guidance were adopted to require the additional notification to likely affected coastal State(s) to continue on its intended voyage in a non-compliant condition.

4. Marine plastic litter:

- At this session, MEPC resolution on Strategy to Address Marine Plastic Litter from Ships was adopted, which includes vision of aims to strengthen the international framework and compliance with the relevant IMO instruments, endeavoring to achieve zero plastic waste discharges to sea from ships by 2025


Patrick Michael Decharles
by the direction of the
Deputy Commissioner of Maritime Affairs
The Republic of Vanuatu

