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IMO Marine Environment Protection Committee Seventy-second session (MEPC 72)

Summary Report

Introduction

The 72nd session of the IMO Marine Environment Protection Committee (MEPC 72) was held from 9 to 13 April 2018, at the IMO headquarters in London. This briefing summarises subject discussed which are relevant to the work of Lloyd's Register.

Additional Information

Lloyd's Register's Agenda Preview for MEPC 72 can be found here.

Overview of discussions

The following key discussions took place at MEPC 72. These can be found in detail under the relevant subject headings below:

- **Ballast Water Management**: The first set of amendments to the BWM Convention was adopted, including regulation B-3 on retrofitting schedule, guidelines on scaling and onboard testing of ballast water management systems. These amendments will enter into force on 13 October 2019.
- **Air pollution - EEDI:** MEPC 72 adopted amendments to regulation 21 of MARPOL Annex VI on the referencing line for ro-ros. In addition, there were amendments to the EEDI calculation and minimum power guidelines.
- **Air Pollution - fuel issues**: MEPC 72 approved amendments to the MARPOL Convention, subject to final adoption in relation to the prohibition of carriage of non-compliant fuel (e.g. carrying high sulphur fuel (>0.50%) when a ship does not have a scrubber) regardless of the area of voyage. A proposal to prohibit carriage for use as fuel of HFO, including low sulphur (≤0.50%), in the Arctic was not concluded.
- **Air Pollution - Fuel consumption data collection**: Actual recording on board ships will start on 1 January 2019. At this session, practical issues such as submission timing of SEEMP part II and proxy for some ship types were addressed. MEPC 72 agreed to encourage early submission of SEEMP part II. Concrete proposals for arrangements for some particular ship types will be discussed at MEPC 73.
- **Reduction of GHG emissions from ships**: MEPC 72 adopted the Initial IMO strategy on the reduction of GHG emissions from ships, which sets out a vision for IMO to peak GHG emissions soon and then phase them out.

Decisions of other bodies

(Agenda item 2)

MEPC 72 reviewed the outcome of MSC 98, TC 67, C118, C/ES.29, LC 39/LP 12, and A30. The following are the major issues addressed under respective agenda items:

- Concurrently approve the draft MSC-MEPC circular on Revised guidelines for Formal Safety Assessment (FSA) for use in the IMO rule-making process
- The Council decided to grant consultative status to the Active Shipbuilding Experts' Federation (ASEF) and the Pew Charitable Trusts (Pew)
- Marine plastic pollution - please refer to "Any other business" below.

Consideration and Adoption of Amendments to Mandatory Instruments

(Agenda Item 3)

For matters relating to the BWM Convention and EEDI, please refer to the relevant part given below ("Harmful aquatic organisms in ballast water" and "Air pollution and energy efficiency")

In addition, the following instruments will be adopted for entry into force on 1 January 2020:
- The IBC Code, concerning the Model form of the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk
- The BCH Code, concerning the Model form of the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk

These amendments are for changes to the Certificate of Fitness introduced, which requires a means of confirming that any specific loading condition complies with damage stability requirements. Further modifications are necessary to make it clear that an approved stability manual is still required.

Amendments to the Certificate of Fitness will include a new paragraph 6 stating that the loading and stability information has been provided and a paragraph which states "that the ship must be loaded in accordance with the loading conditions provided in the approved loading and stability information booklet referred to in 6 above;" in paragraph 7.

Harmful aquatic organisms in ballast water

(Agenda item 3 & 4)

As agreed at MEPC 71, the Ballast Water Review Group was established to consider matters referred to it by the Committee.

In addition, the final adoption of the amendments to the Ballast Water Management (BWM) Convention was addressed in relation to the following two topics, as explained further below:

- Amendments to regulation D-3 and the Code for Approval of Ballast Water Management Systems (BWMS Code)
- Surveys and relevant interpretation

Report of the GESAMP-Ballast Water Working Group

MEPC 72 considered the report of this group. Among others, the following points were reviewed and approved:

- Approval of ballast water management systems – see below
- MEPC 72 agreed that the G9 procedure (Procedure for approval of ballast water management systems that make use of Active Substances, as revised and adopted by resolution MEPC.169(57)) should be revised as a consequence of the revision of the G8 guidelines, and that it is not necessary to make G9 into a code under the Convention.

Approval of Ballast Water Management Systems

MEPC 72 approved the following:

Final approval

– Envirocleanse inTank™ BWTS (Bulk Chemical Variation).

Approval by flag Administration

– The Semb-Eco LUV 250, Semb-Eco LUV 500, Semb-Eco LUV 750, Semb-Eco LUV 1000 and Semb-Eco LUV 1500 ballast water management systems (BWMS).
– The Alfa Laval PureBallast 3.2 ballast water management system.

Scope of application

MEPC 72 addressed the following issues.

Discussion of ballast water management systems for rescue tug boats in terms of implementation

A proposal to exclude rescue tug boats from the requirements of the BWM Convention was considered. There was debate over whether the provisions of the Convention already adequately allow for emergency situation exemptions, and over when these tugs may discharge ballast water in situations which are part of normal operations but not an emergency. Some delegations felt that this type of consideration should be dealt with in the experience building phase. It was decided that interested parties should submit a proposal for a new output to MEPC 73, taking into account the discussion, so that the matter can be reviewed more thoroughly and with a clear scope then.

Technical and operational challenges faced by unmanned non-self-propelled (UNSP) barges fitted with ballast water tanks in complying with the Ballast Water Management Convention

The potential risks from this activity were discussed and it was concluded by requesting a proposal for a new output to be submitted to MEPC 73.

Contingency plans

When MEPC 71 approved BWM.2/Circ.62 - Guidance on contingency measures under the BWM Convention, the Committee "noted the agreement of the Ballast Water Review Group that the Guidelines (G4) should be reviewed as a part of the experience-building phase associated with the BWM Convention". The question was raised as to when the Ballast Water Management Plan (BWMP) should be revised (and approved) to address the contingency plan.

MEPC 72 generally supported the principle of addressing this issue but needed to address the specifics of what to do and when, so the Review Group looked into this further. There was debate over whether contingency measures are mandatory and therefore what elements are and are not relevant to include in the BWMP. Further work is needed so MEPC 72 invited future proposals to clarify when elements introduced by the guidance on contingency measures should be included in the BWMP.

Amendments to regulation D-3 and the Code for Approval of Ballast Water Management Systems (BWMS Code)

(Agenda item 3)

MEPC 71 had approved the amendment to the regulation D-3 of the BWM Convention to make the 2016 Guidelines for Approval of Ballast Water Management Systems (G8) (MEPC.279(70)) mandatory. There was a proposal for clarifying the application of the new mandatory code in relation to the existing non-mandatory instrument in relation to the changeover date of the requirements.

MEPC 72 adopted amendments to the regulation and adopted the code, which will enter into force on 13 October 2019.

The regulation D-3 clarifies the application of respective guidelines/code as follows:

– Ballast water management systems installed on or after 28 October 2020 shall be approved in accordance with the BWMS Code, as may be amended; and
– Ballast water management systems installed before 28 October 2020 shall be approved taking into account the guidelines developed by the Organization or the BWMS Code, as may be amended.

In relation to the above, please note that:
- Relevant guidelines means MEPC.125(53), MEPC.174(58) or MEPC.279(70), as appropriate; and
- There is a separate Interpretation approved as a BWM.2 circular on the unified interpretation of appendix I (Form of the International Ballast Water Management Certificate) of the BWM Convention related to "date installed" (on the certificate installation date is "commission" date but on the selection of applicable type approval guidelines for the Ballast Water Management Systems, the date is "the contractual date of delivery of the ballast water management system to the ship. In the absence of such a date, the word 'installed' means the actual date of delivery of the ballast water management system to the ship")

Consequential amendment

As editorial consequences, the following amendments are proposed. Whilst this is meant to be an editorial work, substantial issues were identified. The application of the revised circulars will be aligned with the BWMS code.

BWM.2/Circ.33/Rev.1 on revised Guidance on scaling of ballast water management systems

MEPC 72 agreed that a thorough review of this guidance was needed, and did so at this session, producing a significantly revised text, to be released as Revision 1 to the circular.

BWM.2/Circ.43/Rev.1 on revised Guidance for Administrations on the type approval process for ballast water management systems

MEPC 72 reviewed this guidance in accordance with the G8 guidelines and agreed to change all the references to the G8 guidelines to references to the BWMS Code. This will be released as Revision 1 to the circular.

Surveys and relevant interpretation

Amendments to the BWM Convention

(Agenda item 3)

MEPC 72 adopted the following amendments to the BWM Convention (under agenda item 3):

Draft amendments to regulation B-3 - Retrofitting deadline

There is no change to the agreement reached at MEPC 71. As this retrofitting scheme is complex, please refer to Lloyd's Register Class News No.16/2017 for details.

Additional Information
For additional information on this item please refer to Lloyd's Register Class News No.16/2017

Inconsistencies between survey requirement and certificates

These amendments are to address the discrepancies between the regulations E-1 and E-5 and format of the Certificate and others. There is no substantial change to the decision taken by MEPC 71, i.e., no endorsement will be required on the BWM Certificate at an additional survey and adding explanation on Intermediate survey.

These amendments will enter into force on 13 October 2019. In adopting the amendment, MEPC 72 encouraged early implementation which is inserted in a paragraph of the adopting resolution.

Relevant guidelines

The following aspects were raised by the III 4 meeting:
- Detailed aspects of the validation of the compliance of individual BWMS with regulation D-2 of the BWM Convention in conjunction with their commissioning need to be addressed
- Review of the Survey Guidelines under the HSSC in relation to the BWM Convention may be required in light of the 2016 Guidelines for approval of ballast water management systems (G8)
- Draft unified interpretation of Appendix I (Form of the International Ballast Water Management Certificate) of the BWM Convention. At MEPC 72, proposals were considered but not supported because the BWMS Code would not enter into force for some time and therefore referencing might cause unnecessary confusion. However MEPC 72 agreed that once the BWMS Code has entered into force, the UI should be updated accordingly to incorporate the suggested references to the BWMS Code.

Additional Information
For additional information on this item please refer to

Lloyd's Register Summary Report for III 4

– New provision in the HSSC Survey Guidelines on validating the compliance of individual BWMS with regulation D-2 of the BWM Convention in conjunction with their commissioning during the initial survey (survey item (BI) 1.1.2.19) MEPC 72 drafted some text which could be taken into account in the development of guidance on this subject, and invited interested parties to submit further proposals to future sessions.

Other Ballast Water issues

Recording the working time of ballast water pumps and connecting this to the GPS system

MEPC 72 considered a suggestion but decided that further information is needed on the benefits of recording working time with position information and potentially fitting more equipment to do so. MEPC 72 requested the proposer to submit a new work programme proposal to MEPC 73.

An assessment of ballast water treatment to protect Arctic waters

MEPC 72 noted an analysis presented on performance of shipboard ballast water management systems.

Model course

The suggestion of developing a model course to support crewmembers in meeting the requirements of the BWM Convention was considered. There was general agreement of the need to improve the training available, but there was debate over whether a model course is automatically the right place to start, or whether a wider assessment of training needs should be carried out first before looking at the solutions. This could include training and associated STCW requirements. It was agreed that a proposal for a new work programme item should be made to MEPC 73.

Air pollution and energy efficiency

(Agenda items 3, 5, 6, 9, 11 & 16)

General

Under this topic, NOx control, SOx control and Energy Efficiency Design Index (EEDI), and Fuel Consumption Data Collection issues were allocated. For Greenhouse Gas (GHG) issues, please refer to the next topic.

NOx control

There were no substantial discussions expected in relation to NOx control. The outcome of the PPR 5 Sub-Committee will be reported to MEPC 73 scheduled for October 2018.

A minor editorial amendment was made to regulation 13 replacing "an emission control area designated under paragraph 6 of this regulation" with the words "a NOx Tier III emission control area".

SOx control & Fuel (except fuel oil consumption date reporting)

The following were addressed:

Prohibition of the carriage of non-compliant fuel and other issues relating to MARPOL Annex VI regulation 14

MEPC 72 adopted amendments to MARPOL to prohibit ships from carrying fuel oil with a sulphur content above 0.50% if its purpose is for combustion for propulsion or operations on board, unless the ship has an approved equivalent arrangement in place, such as an exhaust gas treatment system. Corresponding amendments were also made to the supplement to the International Air Pollution Prevention Certificate.

The use of 0.50% (or below) sulphur fuel oil outside of emission control areas (ECAs) was introduced in the 2008 amendments to the MARPOL Convention contained in MEPC.176(58). This further amendment supplements the 2008 amendments by also prohibiting the carriage of such fuel oil unless the ship has a scrubber

The opportunity was taken to make a related non-substantive amendment to MARPOL Annex VI relating to the fuel to be used within an emission control area (ECA). This simply deletes the references to previous changes in the sulphur limit in different years now that they are in the past.

MEPC 72 also agreed that it is not necessary to cross reference the equivalent provisions in regulation 4.1 to the draft revised regulation 14.1 of MARPOL Annex VI.

These amendments will be formally adopted at MEPC 73 scheduled for October 2018 and will enter into force on 1 March 2020 or any other date decided by MEPC 73.

Proposed amendments to the draft Guidance on best practice for fuel oil purchasers/users for assuring the quality of fuel oil used onboard ships

MEPC 72 finalised the draft guidance to be released as an MEPC circular. This will provide technical guidance to fuel oil purchasers and users, which is intended to help them to make informed decisions when ordering fuel and to avoid disputes in the supply chain.

Best practice for fuel oil providers

Work on this proposed guidance was reviewed, but a further submission is needed for MEPC 73 to enable more work to take place.

Proposal to unify the test methods of sulphur content of fuel oil

There was a question on the applicable test standard for fuel, especially applicability of ISO 8754 and ISO 14596. MEPC 72 decided to refer this matter to the Intersessional Working Group set up by PPR 5 on the consistent enforcement of low sulphur fuel from 2020, which is scheduled for July 2018.

Use and carriage of (HFO) heavy fuel oil in the Arctic by ships

There was extensive discussion on a proposal to consider banning the use and carriage of HFO in the Arctic, with consideration of the need to balance the needs of the environment with the social and economic needs of the communities affected. It was concluded to ask the PPR sub-committee to consider this further, with the following instructions:

1. Develop a definition of HFO taking into account Regulation 43 of MARPOL Annex I.
2. Prepare a set of guidelines on mitigation measures to reduce risks of use and carriage of HFO as fuel by ships in Arctic waters taking into account MEPC 72/11.
3. On the basis of an assessment of the impacts, develop a ban on HFO for use and carriage as fuel by ships in Artic waters, on an appropriate timescale.

A proposal to consider HFO as cargo too was not accepted because it had been ruled out of scope from previous discussions. It should be noted that IMO will need to decide on a methodology for the impact assessment to allow item 3 above to be carried out, and proposals for this were invited for MEPC 73.

International standards for fuel oil

MEPC 72 noted, as an interim solution, that the International Standards Organisation (ISO) is working on the development of a new or significantly revised standard, and noted the initiation of the process to develop an ISO Publicly Available Specification (PAS) to provide detailed guidance to fuel suppliers and users; and forwarded this document to the Intersessional Meeting for information.

In this connection, MEPC 72 noted updated information provided by ISO on PAS 23263 on Guidelines for fuel suppliers and users regarding marine fuel quality considering the implementation of maximum 0.50% sulphur content in 2020.

EEDI

MEPC 72 addressed the following issues.

Final adoption of the amendment to regulation 21 of MARPOL Annex VI on the reference line for Ro-ros

MEPC 72 adopted an amendment to the regulation to introduce a new reference line for ro-ro passenger ships and ro-ro cargo ships which will enter into force on 1 September 2019 prior to phase 2 of the EEDI requirement. At the request of several member States, MEPC encouraged an early implementation (i.e. to phase 1 ships) which is stated in the cover resolution of the amendment.

Progress report of the Correspondence Group on EEDI review beyond phase 2

The work of the correspondence group (CG) so far was reviewed. Among other issues, the group proposed a particular change to the amendments to regulation 19.3 of MARPOL Annex VI on the exemption clause for ships which have ice

breaking capability, following the instruction of MEPC 71. The suggested modification to regulation 19.3 was agreed as follows:

> "Regulations 20 and 21 of this Annex shall not apply to ships which have non-conventional propulsion, except that regulations 20 and 21 shall apply to cruise passenger ships having non-conventional propulsion and LNG carriers having conventional or non-conventional propulsion, delivered on or after 1 September 2019, as defined in paragraph 43 of regulation 2. Regulations 20 and 21 shall not apply to ~~cargo ships having ice-breaking capability an ice class higher than IA Super~~ category A ships as defined in the Polar Code."

It was agreed that the CG should continue its work on this subject. The CG will submit an interim report to MEPC 73 and its final report to MEPC 74.

EEDI information provided by the Secretariat

MEPC 72 noted an update provided by the IMO secretariat summarising the information which is currently held in the EEDI database, which supports the planning towards Phase 3 in future.

Proposals on EEDI calculation

MEPC 72 considered a proposal to revise the regression line for large bulk carriers (86,000 dwt or above) and oil tankers (84,000 dwt or above) by revising the Table 2 given in regulation 21 of MARPOL Annex VI. The proposal was for both phase 2 and phase 3. After careful consideration, MEPC 72 agreed that the possible revision is only for phase 3, and that the proposal should be further reviewed by the correspondence group working on a phase 3 review.

MEPC 72 noted information on a study on application of ISO 15016:2015 in sea trials for verification of the attained EEDI.

Minimum propulsion power to maintain the manoeuvrability of ships in adverse conditions

MEPC 72 considered a proposal for a new numerical method for the wave resistance calculation. However, it was decided that further data is needed to be able to verify the proposal, so a further submission was requested for MEPC 73.

Fuel consumption data collection

The amendment to the MARPOL Convention requiring ships to submit fuel oil consumption data was adopted by resolution MEPC.278(70) which entered into force on 1 March 2018. Ships will be required to collect annual consumption data from 1 January 2019 for submission to their flag Administration or recognised organisation by March 2020.

At MEPC 72, the following issues were discussed:

Additional Information
For additional information on this item please refer to

EU MRV and IMO DCS Regulations

Status report of the development of the IMO Ship Fuel Oil Consumption Database

The secretariat explained the status of the IMO Fuel Oil Consumption Database and informed that GISIS is under development to meet the communication requirements given in the 2017 Database Guidelines (MEPC.293(71)). A further status report was requested for MEPC 73.

Proxy for ships not carrying cargoes

MEPC 72 noted that there is a problem with reporting of fuel consumption data for those ships that are not designed to carry cargo, or ships which are not travelling but still use fuel such as ships when engaging dynamic positioning system. MEPC 72 encouraged interested members to submit a concrete proposal to MEPC 73.

Sample form of the confirmation of compliance pursuant to regulation 5.4.5 of MARPOL Annex VI and early submission of part II of the Ship Energy Efficiency Management Plan (SEEMP)

To ensure the smooth implementation and uniform application of the requirement to check that a SEEMP complies with Regulation 22.2 prior to collecting data under Regulation 22A, and provide confirmation of compliance to the ship, a sample format was developed for the confirmation of compliance. This will be released as an MEPC circular on "Sample format for the Confirmation of compliance, early submission of the SEEMP part II on the ship fuel oil consumption data collection plan and its timely verification pursuant to regulation 5.4.5 of MARPOL Annex VI".

MEPC 72 recognised the benefits of encouraging early submissions of part II of SEEMPs for review. The circular therefore also encourages the early submission for review by 1 September 2018 at the latest.

Other Air Pollution items – ozone depleting substances

MEPC 72 noted that the Kigali Amendment adopted at the twenty-eighth Meeting of the Parties to the Montreal Protocol on Substances that Deplete the Ozone Layer (MOP 28) in October 2016, which includes hydrofluorocarbons (HFCs) as part of its scope, had met its requirements for entry into force and would enter into force on 1 January 2019.

MEPC 72 also noted an update by the IMO secretariat on the decision by the Parties to the Montreal Protocol on the treatment of ozone-depleting substances. The secretariat will continue liaising with the Ozone Secretariat and provide another update to MEPC 74.

Reduction of GHG emissions from ships

(Agenda item 7)

At MEPC 70, Member States approved a Roadmap for developing a comprehensive IMO strategy on the reduction of GHG emissions from ships with the first milestone to be the adoption of an initial strategy to be at MEPC 72.

After long negotiations with a view to reaching consensus MEPC 72 adopted a Resolution on an Initial IMO strategy on reduction of GHG emissions from ships, with a view to adoption of a revised IMO strategy in 2023.

The Initial strategy sets out:

1. Introduction including context and objectives;
2. Vision;
3. Levels of ambition and guiding principles;
4. List of candidate short-, mid – and .long term further measures with possible timelines and their impacts on states;
5. Barriers and supportive measures; capacity building and technical cooperation; R&D
6. Follow-up actions towards the development of the revised strategy.

This initial strategy provides a signal for the direction of travel for the reduction of GHGs from international shipping.

The Vision states 'IMO remains committed to reducing GHG emissions from international shipping and, as a matter of urgency, aims to phase them out as soon as possible in the century'. The levels of ambition directing this are summarised below:

- Review and strengthen the EEDI
- Reduce CO2 emissions per transport work as an average by at least 40% by 2030, pursuing effort towards 70% by 2050
- Peak GHG emissions as soon as possible and reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008 whilst pursuing efforts towards phasing them out as called for in the Vision as a point on a pathway of CO2 emissions reduction consistent with the Paris Agreement temperature deals.

The third level of ambition is the most significant in terms of starting the decarbonisation transition for the sector which means moving away from fossil fuels to alternative zero carbon fuels. The earlier that the shipping sector starts this, the less disruptive it will be.

Further work will continue to develop a programme of follow-up actions which could include possible short term measures which could be finalized and agreed between 2018 and 2023.

It was agreed to hold a fourth intersessional working group on GHG emissions, with the date to be decided.

Pollution prevention and response (Urgent matters emanating from the fifth session of the Sub-Committee)

(Agenda item 9)

For matters relating to the Ballast Water Management and the Air Pollution (MARPOL Annex VI), please refer to the above "Harmful aquatic organisms in ballast water" and "Air pollution and energy efficiency" parts. Please note that most of the outcome of PPR 5 will be reviewed by MEPC 73 scheduled for October 2018.

Reports of other Sub-Committees

(Agenda item 10)

Outcome of III 4

MEPC 72 addressed the following under the above "Harmful aquatic organisms in ballast water":

- Detailed aspects of the validation of the compliance of individual BWMS with regulation D-2 of the BWM Convention in conjunction with their commissioning need to be addressed.
- Review of the Survey Guidelines under the HSSC in relation to the BWM Convention may be required in light of the 2016 Guidelines for approval of ballast water management systems (G8).

Additional Information
For additional information on this item please refer to

Lloyd's Register Summary Report for III 4

Work programme of the Committee and subsidiary bodies

(Agenda item 15)

MEPC 72 considered and agreed the proposals below as new work programme items.

Sustainable Development Goal 14 and marine plastic litter

There was extensive discussion and general support for IMO to take action on marine plastic litter, including microplastics. A new output was agreed, to start work in the 2018-19 biennium, with PPR as the responsible sub-committee. Proposals were requested to MEPC 73 to develop the action plan for 2018-19.

Bio-fouling

MEPC 72 agreed a proposal to review the 2011 guidelines for the control and management of ships' biofouling to minimise the transfer of invasive aquatic species (MEPC.207(62)). A new output will be assigned in the post-biennial agenda, with PPR as the responsible sub-committee.

Any other business

(Agenda item 16)

MEPC 72 addressed the following:

Regional Reception Facilities Plan (RRFP) - Outline and Planning Guide for the Arctic

Information was provided on a guide to develop and formalise a regional waste management approach for the Arctic and provide alternatives for managing ships' waste. Currently, regional arrangements are only allowed within MARPOL for small island developing states (SIDS). MEPC 72 noted the information and agreed that a submission should be made to MEPC 73 for a new output to amend MARPOL to allow regional arrangements in the Arctic.

Interagency activities

MEPC 72 noted an update from the IMO secretariat on recent activity between different UN agencies on topics related to marine environmental protection.

Status of Hong Kong Ship Recycling Convention

It was confirmed that the number of member states which have ratified this convention remains at six, and it was advised that one more member state is close to ratification.

Underwater noise, including outcomes of the 12th Meeting of the Conference of the Parties to the Convention on Migratory Species

MEPC 72 discussed information provided on the issue of underwater noise from ships and its effect on the environment including marine animals. It was agreed that the interested parties should work together to produce a proposal for MEPC 73, with further scientific evidence provided to justify measures to take and clarify the scope of action. A possible outcome is expansion or revision of the existing guidelines.

The Ocean Cleanup's deployment in the North Pacific

MEPC 72 noted information on a non-profit organisation's work to clean up plastic debris floating in the five main ocean gyres. The information was appreciated and considered timely as it was noted that following the work programme discussion under agenda item 15 above, it had already been agreed to develop a new work programme item on marine plastic pollution from ships.

Grey water

After some discussion of a paper on grey water release from commercial ships, it was decided to request more information to be submitted to the next session of MEPC so that the discussion can continue.

Global Integrated Shipping Information System (GISIS)

The secretariat provided an update of GISIS, which MEPC noted.

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This report has been produced and disseminated immediately after the closure of the meeting in order to provide timely advice to the reader. Subsequently we apologise if it has not been fully proof read to remove grammatical errors