

IMO Conventions and Activities

China Association of the National Shipbuilding Industry

Dalian, China



The main sessions of IMO in the past year

- IMO Assembly , 30th session , 27 November-6 December 2017
- MEPC , 72nd session , 9-13 April 2018
- MSC , 99th session , 16-25 May 2018
 - Sub-Committee on Ship Design and Construction (SDC) , 5th session , 22-26 January 2018
 - Sub-Committee on Pollution Prevention and Response (PPR) , 5th session , 5-9 February 2018
 - Sub-Committee on Navigation , Communications and Search and Rescue (NCSR) , 5th session , 19-23 February 2018
 - Sub-Committee on Ship Systems and Equipment (SSE) , 5th session , 12-16 March 2018
 - Sub-Committee on Implementation of IMO Instruments (III) , 5th session , 24-28 September 2018



Main topics discussed in these sessions

- The IMO Assembly adopted its strategic plan for 2018-2023.
- Initial strategy on the reduction of greenhouse gas emissions from ships was adopted.
- Implementation of sulphur 2020 limit - non-compliant fuel oil ban was approved.
- Amendments to the BWM Convention was adopted.
- Takes first steps to address autonomous ships.
- Goal-based standards revised verification guidelines and Goal-based safety level approach interim guidelines are agreed in principle.
- The safety measures of the Polar Code to non-SOLAS vessels operating in polar waters were considered.
- Draft amendments to IGF Code and to draft interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel were agreed.



IMO strategic plan for 2018-2023

- IMO Assembly adopted its strategic plan for 2018-2023 , including a revised mission statement , a vision statement (included for the first time) and seven strategic directions for IMO.
- The seven strategic directions :
 - Ensuring regulations are effectively, efficiently and consistently implemented and enforced
 - Integrate new and advancing technologies in the regulatory framework
 - Respond to climate change
 - Engage in ocean governance
 - Enhance global facilitation and security of international trade
 - Ensure regulatory effectiveness
 - Ensure organizational effectiveness



Greenhouse gas emissions

- Greenhouse gas emissions initial strategy has been adopted.
 - Envisages for the first time a reduction in total GHG emissions from international shipping
 - which should reduce the total annual GHG emissions by at least 50% by 2050 compared to 2008
 - pursuing efforts towards phasing them out entirely.
- Further work on energy efficiency requirements.
 - Energy-efficiency design standards for new ships and associated operational energy-efficiency measures for existing ships became mandatory in 2013.
 - More than 2,700 new ocean-going ships have been certified as complying with the energy efficiency standards.
 - Amendments regarding EEDI requirements for ro-ro cargo and ro-ro passenger ships have been adopted.
 - Draft amendments to exemptions on EEDI for ice class ships were referred to the correspondence group.
- Mandatory data collection system for fuel oil consumption of ships
 - MARPOL amendments to make mandatory the data collection system for fuel oil consumption of ships entered into force on 1 March 2018. They require data collection to start from 1 January 2019.



Sulphur 2020 limit

- The 0.50% limit on sulphur in fuel oil on board ships will come into effect on 1 January 2020.
- The MEPC approved a draft amendments to MARPOL Annex VI to prohibit the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship.
 - The exception would be for ships fitted with an approved “equivalent arrangement” to meet the sulphur limit , such as an exhaust gas cleaning system (EGCS) or so-called “scrubber”.
 - For a ship without an approved equivalent arrangement , the effect of the draft amendment , which would enter into force on 1 March 2020, would be that the sulphur content of any fuel oil used or carried for use on board shall not exceed 0.50%.
- The MEPC approved Guidance on best practice for fuel oil purchasers/users for assuring the quality of fuel oil used on board ships.
 - The best practices are intended to assist in assuring the quality of fuel oil delivered to , and used onboard ships, with respect to both compliance with the MARPOL requirements and the safe and efficient operation of the ship.

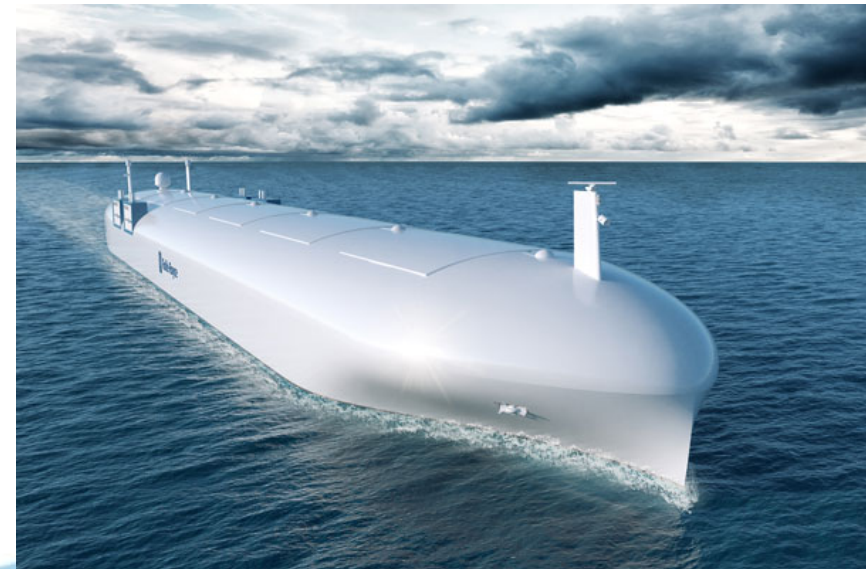


BWM Convention

- The BWM Convention has entered into force in September 2017 and has , to date , been ratified by 69 countries , representing 75.11% of world merchant shipping tonnage.
- MEPC 72 adopted amendments to the BWM Convention , it will enter into force on 13 October 2019.
 - The amendments relate to the implementation of the treaty , including the schedule for ships to comply with the requirement to meet the D-2 standard.
 - Other amendments make mandatory the Code for approval of ballast water management systems was also adopted.
- With the BWM Convention's entry into force, and the adoption of a first set of amendments , there is now increased emphasis on its effective implementation and enforcement.
 - The experience-building phase (EBP) will enable port States , flag States and other stakeholders to gather , prepare and submit data.

Autonomous ships

- The MSC commenced work to look into how safe , secure and environmentally sound Maritime Autonomous Surface Ships (MASS) operations may be addressed in IMO instruments.
- The Committee endorsed a framework for a regulatory scoping exercise , as work in progress , including preliminary definitions of MASS and degrees of autonomy , as well as a methodology for conducting the exercise and a plan of work.





Goal-based standards

- GBS Verification Guidelines was agreed in principle
 - The MSC approved , in principle , a draft MSC resolution on Revised guidelines for verification of conformity with goal-based ship construction standards for bulk carriers and oil tankers.
- Draft Interim guidelines of Goal-based safety level approach was agreed in principle
 - The MSC approved , in principle , draft Interim guidelines for development and application of IMO goal-based standards safety level approach , for final approval at MSC 100.



Polar Code

- The Polar Code entered into force in January 2017. It provides additional requirements for ships trading in Arctic waters and the Antarctic area , on top of applicable SOLAS and MARPOL regulations.
- The MSC considered how the safety measures of the Polar Code might be applied in the future to non-SOLAS vessels operating in polar waters.
 - It will focus on fishing vessels of 24 m in length and over , pleasure yachts above 300 gross tonnage not engaged in trade and cargo ships below 500 gross tonnage down to 300 gross tonnage.

- The IGF Code entered into force on 1 January 2017 , new ships using gases or other low-flashpoint fuels are required to comply with the IGF Code.
- The draft amendments to IGF Code was agreed , it relating to the protection of the fuel supply for liquefied gas fuel tanks.
- The safety provisions for ships using fuel cells was agreed to develop as interim guidelines , it will cover installation , fire safety and other relevant matters.
- The interim guidelines for ships using methyl/ethyl alcohol as fuel was agreed , in principle , to draft , they are intended to provide requirements for the arrangement , installation , control and monitoring of machinery , equipment and systems using methyl/ethyl alcohol as fuel to minimize the risk to the ship , its crew and the environment , taking into account to the nature of the fuels involved.
- The correspondence group was instructed to discuss a proposal to carry out a formal safety assessment study for ships fuelled by low-flashpoint diesel.

- Heavy fuel oil in the Arctic
 - Measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic were considered.
 - They will develop a definition of HFO ; prepare a set of guidelines on mitigation measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters ; and on the basis of an assessment of the impacts , develop a ban on HFO for use and carriage as fuel by ships in Arctic waters , on an appropriate timescale.

- Amendments to the International Maritime Dangerous Goods (IMDG) Code
 - The amendments include new provisions regarding IMO type 9 tank , a set of new abbreviations for segregation groups and new special provisions for carriage of lithium batteries and for carriage of vehicles powered by flammable liquid or gas.
 - The amendments are expected to enter into force on 1 January 2020 , with Governments invited to apply them on a voluntary basis from 1 January 2019.



Other topics

- Interim guidelines on steel for cryogenic service
 - The interim guidelines on the application of high manganese austenitic steel for cryogenic service was agreed to draft.
 - The interim guidelines are aimed at ensuring the safety of ships carrying or fuelled by LNG , by specifying the requirements for the utilization of high manganese austenitic steel in the design and fabrication of cargo and fuel tanks complying with the International Gas Carrier (IGC) and IGF Codes.



谢谢关注！

Thank you for your attentions !

あなたの注意をありがとう！

관심을 가져 주셔서 감사합니다 !