



MARINE ENVIRONMENT PROTECTION
COMMITTEE
61st session
Agenda item 5

MEPC 61/5/6
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REDUCTION OF GHG EMISSIONS FROM SHIPS

Comments on the draft regulatory text on Energy Efficiency for Ships

Submitted by Norway

SUMMARY

Executive summary: This document provides comments and proposals on the draft regulatory text on Energy Efficiency for Ships, specifically on PSC, major conversion and survey

Strategic direction: 7.3

High-level action: 7.3.2

Planned output: 7.3.2.1

Action to be taken: Paragraph 8

Related documents: MEPC 61/5/3

Introduction

1 During the intersessional meeting of the EE-WG in June 2010, substantial progress was made in the development of regulatory text for the coming requirements on Energy Efficiency for new ships. This document provides input for further improvements of the text.

Port State control

2 In the draft regulatory text on Energy Efficiency for Ships as set out in annex 1 to document MEPC 61/5/3, port State control is described in regulation 8. There should not be a regulation in the annex partly repeating article 5 of MARPOL Convention, because this might lead to confusion and misinterpretations.

3 If the PSCO's general impressions or observations on board give clear grounds for believing that the condition of the ship or its equipment do not correspond substantially with the particulars of the certificate, e.g., if the ship has been subject to a major conversion, a more detailed inspection should be carried out, and some basic guidance is needed.

4 In the 2009 Guidelines for port State control under MARPOL Annex VI, such guidance is provided. As there are no PSC on operational requirements in part II of MARPOL Annex VI, such guidance under this annex does not need to be so comprehensive, but they are still needed.

Major conversion

5 During the intersessional meeting of the EE-WG, it was noted that the term "substantially" in the draft regulation 1.3.5 was vague and may need clarification (paragraph 2.11.6 of document MEPC 61/5/3). Norway therefore proposes a new text that will improve the existing definition. The proposed new definition for major conversion is set out in the annex to this document.

Surveys

6 Ships which do not pass the final verification during sea trial will need some modifications to fulfil the required EEDI. A more comprehensive survey scheme might be needed for those ships.

Proposal

7 The Committee is invited to:

- .1 consider the need for regulation 8 in the draft regulatory text on Energy Efficiency for Ships;
- .2 consider developing a new chapter in the 2009 Guidelines for port State control under MARPOL Annex VI, relating to the coming regulations on Energy Efficiency for Ships;
- .3 consider if there is a need for a more comprehensive survey scheme for the ships mentioned in paragraph 5;
- .4 consider the proposed definition for regulation 1.3.5 as set out in annex to this document.

Action requested of the Committee

8 The Committee is invited to consider the above proposals and take action as appropriate.

ANNEX

PROPOSED NEW DEFINITION FOR REGULATION 1.3.5

- 3 ""Major Conversion" means a conversion of a ship:
- .5 which substantially alters the energy efficiency of the ship and includes any modifications that could potentially cause the ship to exceed the applicable required EEDI as set out in regulation 4."
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