



Oil Companies International Marine Forum
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**OCIMF Representative's Report on the
65th session of the Marine Environment
Protection Committee held at IMO
Headquarters in London from 13th to 17th
May 2013**

OCIMF's mission is to be the foremost authority on the safe and environmentally responsible operation of oil tankers, terminals and offshore support vessels, promoting continuous improvements in standards of design and operation

**OCIMF REPRESENTATIVE'S REPORT ON THE
65th SESSION OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE
HELD AT IMO HEADQUARTERS IN LONDON
FROM 13th to 17th May 2013.**

Executive Summary

MEPC 65 meeting was a short one, only five days, and apart from **continuous technical achievements** brought **some surprising results**, technically on NOx Tier III calendar and politically on Draft Resolution on Transfer of Technology related to EEDI.

1. The Surprises

- The debate took place during the **agenda item of EEDI** when after the **report of the Correspondence Group by the US Coordinator, Russia presented its paper in which it is stated that, on the contrary of what has been said in the report, the engines manufacturers are not ready enough to match the 2016 date as stated in Marpol Annex VI.** Russia paper proposed **2021 instead of 2016 for entry into force of NOx Tier III in the NECAs.** The count of member states shows 20 for and 14 against. The Draft Amendment to Marpol Annex VI has been approved and will be considered at next MEPC for adoption. The question is not yet finished as only **34 Member States voted** and at next MEPC, if a vote on the Draft Resolution is asked, the **74 Members that have ratified Marpol Annex VI only will be able to participate.** At this stage it is not sure how the vote could be. **Thus the question is not yet settled.** As the point is a beat technical, regarding the vote process, it will be detailed in the report here below.
- The other result which is a beat surprising is the **adoption of the Draft Resolution on Promotion on Technical Cooperation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships.** The debate about this draft resolution is on for more than 2 years already. Nevertheless the surprise came from the fact that after an intense pressure by the IMO secretariat and the leaving Chairman of MEPC, Andreas Chrysostomou, **an agreement has been reached on a draft Resolution (MEPC.65/J/10).** Nevertheless the text is well balanced and integrates the principles of IMO and the ones of UNFCCC, which may be understood as somehow contradictory. **USA, UK, Australia, Japan, Denmark and the Netherlands immediately made a declaration stressing that the UNFCCC Principles, Common But Differentiated Responsibility (CBDR) mainly, cannot apply as they are not in the IMO texts.** **China, India and others developing countries, including Saudi Arabia stressed that for the 1st time the UNFCCC principles are “recognised“ by IMO which is, for them, a step forward and a success.**

Obviously it could be considered as such, but on a matter of principle only. Regarding any application things will depend upon Member States and those which will decide not to cooperate will not be compelled to.

2. The Technical Achievements

The main technical points that have been achieved are related to EEDI, and the point on soot entrained wash-waters.

On EEDI several points have been treated:

- **Emission-averaging schemes in ECAs** in accordance with Annex VI, Reg. 4, Equivalence, **have been rejected** by the Committee. Sulphur emission-averaging schemes should not be accepted under Marpol Annex VI Reg.4. Bahamas, Liberia, Malta and the USA reserve their position.
- **Volatile Organic Compounds** have been brought again by Norway and the majority of the Committee decided that it **could not be found any compelling need to commence the discussion** on the VOC emission from ships. As some delegations supported Norway, it was decided to **consider the matter at the next session** and submissions were invited to be submitted.
- **2013 Interim Guidelines for determining minimum power in adverse conditions** had been agreed with minor changes and it has been agreed that phase 2 and 3 should be developed quickly. Also the figures regarding small ships (less than 20.000 dwt) should be considered.
- **Draft Amendments on Marpol Annex VI Reg. 2 and 19 regarding definitions for LNG Carrier**, Conventional propulsion, non-conventional propulsion, Ships not propelled by mechanical means (**FPSOs and FSUs**) have been adopted.

One other interesting point was the debate about **soot entrained wash-waters** from boiler/economizer. After an agreement in the WG, it has been finally decided that the **point should be reviewed**.

The Report

1. The Committee held its 65th session under the Chairmanship of Mr. Andreas Chrysostomou (Cyprus). The session was attended by representatives from 102 member States, 1 Associate Member, and 4 United Nations and Specialized Agencies. It was also attended by Representatives from 56 Intergovernmental Organization and Non-Governmental Organizations in consultative status, including OCIMF.

The meeting commenced with an opening address by the Secretary General followed by the Chairman's remarks. The opening address was as usual divided in two parts, the first on general policy items, and the second on agenda items.

On general policy items the Secretary General quoted three:

- The future paper the secretariat is preparing and which will be issued on the Maritime Day, September 26th about Shipping and Sustainable development, beyond Rio plus 20.
- The permanent display on Protective Specials Sensitive Areas (PSSAs)
- Financial sustainability of IMO and the re-structuring of the sub-committees.

Nothing surprising and particularly important. The paper tabled by the Secretariat about sustainable development is rather weak (INF/27).

This report does not include all the decisions taken by MEPC 65 as all are not relevant to OCIMF members.

Thus all the agenda items will not be found in the report.

2. The following representatives of OCIMF and Member Companies were noted by IMO to be in attendance. Participation in working groups, drafting and technical groups is identified in the final column.

COMPANY MEMBERS	NAME	DELEGATION	DG/WG
OCIMF	Pierre Karsenti	OCIMF Chief Representative to IMO	
OCIMF	Raj Shetty	OCIMF Senior Technical Adviser	BWM RG
OCIMF	Chris Brown	OCIMF Technical Adviser (Engineering)	Air Pollution and Energy Emergency WG
OCIMF	Shaikh Rahim	OCIMF Compliance Manager	Proposed Amendments to MARPOL Annex V DG
OCIMF	Ian Shields	OCIMF Security Adviser	Observer
BP	S. Sachdeva	OCIMF	Observer
Shell	R. Collier	OCIMF	Observer
Shell	K. Reid	OCIMF	Observer

Thank you very much to all for helping in participating, either in the WGs, DGs and RGs or in plenary.

3. The Working Papers, WP1 to 14 and J papers 1 to 11, distributed during this meeting are listed below. If anyone requires a copy of one of these documents please contact Joanna Bradley.

Working Papers

WP 1	Report of the committee
WP 2	Implementation of the OPRC Convention and the OPRC-HNS Protocol and relevant Conference Resolutions
WP 3	Draft BWM Circular on clarification of "major conversion" as defined in regulation A-1.5 of the BWM Convention
WP 4	Items in the biennial agendas of DE, DSC, FP, COMSAR, NAV, SLF and STW Sub-Committees relating to environmental issues
WP 5	Biennial agendas of BLG and FSI Sub-Committees and provisional agendas for their forthcoming sessions
WP 6	Work Programme of the Committee and Subsidiary Bodies Items to be included in the Agendas of MEPC 66, 67 and 68
WP 7	Report of the Review Group on Ballast Water Treatment Technologies (BWRG)
WP 8	Report of the Working Group on Ship Recycling
WP 9	Report of the Working Group on the MEPC resolution on promotion of technical co-operation and transfer of technology
WP 10	Report of the Working Group on Air Pollution and Energy Efficiency
WP 11	Report of the Drafting Group on Amendments to Mandatory Instruments
WP 12	Report of the Drafting Group on proposed amendments to MARPOL Annex V and associated guidelines
WP 13	Proposals for the High-level Action Plan of the Organization and priorities for 2014-2015 biennium for the MEPC
WP 14	Draft amendments to MARPOL Annex VI

Other Papers

J1	List of Participants
J2	Provisional list of document
J3	Revised Timetable for MEPC 65
J4	Arrangements for the Groups
J5	Presentations during MEPC 65
J6	Draft ToR for the working groups
J7	Grouping of documents to be considered under agenda items 4 and 5
J8	Draft Resolution on Promotion of Technical Co-operation and Transfer of Technology; MEPC 65/4/1 as basis with inputs from the Russian Federation and South Africa
J9	Proposal for defining the Renewal Survey for the Purpose of the Enforcement schedule in the Draft Assembly Resolution on Application of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004

- J10 Draft Resolution on Promotion of Technical Co-operation and Transfer of Technology Relating to the Improvement of Energy Efficiency of ships; Submitted by the Chairman
- J11 Draft MEPC. Resolution; Appreciation of the Services to the MEPC by Mr Andreas CHRYSOSTOMOU

These papers have not been annotated to indicate amendments made by the Committee during plenary examination. Those matters of immediate interest to OCIMF Members have been commented upon in this report. Any other amendments will be included by the IMO Secretariat in the finalised report of the Committee that are available on the IMO document website.

4. The following matters are considered to be of immediate interest to OCIMF members:-

Agenda item 2 – Harmful aquatic organisms in ballast water

Approvals of Technologies and GESAMP BWM Group

3 BWM Systems have had basic approval and 3 have had final approval. The total number of **type-approved ballast water management systems is now 33.**

Assembly Resolution on Application of the BWM Convention

The Committee approved the draft Assembly resolution on Application of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, as set out in **annex 1 of WP.1**, to be submitted to Assembly 28 for adoption. This project **eases the application of BWM Convention calendar** in postponing the requirement to apply Reg.D.2 until the first renewal survey following the date of entry into force of the Convention or until the first renewal survey following the anniversary date of delivery of the ship in the year of compliance with the standard applicable to the ship, according to the type of ship.

It has been assessed that;" **the renewal survey** referred to is the **renewal survey associated with the International Oil Pollution Prevention Certificate** under MARPOL Annex 1"

Application of the BWM Convention to Mobile Offshore Units

A draft circular on the matter clarifying the way to apply the Convention has been drafted for adoption at next session. (WP.7/Rev.1/Annex.3)

OCIMF Representative's Recommendation:

Members are invited to note the above information and be informed that a 37th country, Germany has launched the process to ratify the Convention. When terminated it will bring the members of the Convention to **30% of the world fleet, 35% being the threshold to put it into force.**

Agenda item 3 – Recycling of ships

The Committee invited the Maritime Safety Committee to give consideration to a threshold value for asbestos being unable to make a decision on the rate of 0.1% or 1 %.

There will be a correspondence group re-established to finalize threshold values and exemptions applicable to the materials to be listed in Inventories of Hazardous materials, in which OCIMF will participate.

OCIMF Representative's Recommendation:

Members are invited to note OCIMF's contribution to the Correspondence Group.

Agenda item 4 – Prevention of air pollution from ships

3 different matters were considered in what was the main item of the agenda;

1. The political issue of **Draft Resolution on Promotion on Technical Cooperation and Transfer of Technology relating to the Improvement of Energy Efficiency of Ships**. The matter is highly political and was sent to a WG immediately. The WG worked all the week under pressure by the Chairman and the Secretariat. Finally a text was accepted (MEPC.65/J/10). It's a short draft resolution which at its beginning recalls the IMO general Principles:

- the principle of non-discrimination, as well as the principle of no more favourable treatment enshrined in MARPOL and other IMO Conventions;
- and the UNFCCC principles particularly the principle of Common But Differentiated Responsibility and respective capabilities.

Both sets are mainly contradictory, but it gives the developing countries, Brazil, China, India, Saudi Arabia, Argentina the occasion to claim a success with the 1st "recognition" of this principle within IMO. USA, UK, Japan, Australia, Denmark and the Netherlands reserved their position. It could well be that this achievement is only on a principle basis, but it will create an area to implement the Resolution which will be the next place for the opposition.

2. Air Pollution from Ships

- a) Review of the status of the technological developments to implement Tier III NOx standards

As reported at the beginning the discussion came from the report of the CG which was very positive regarding the ability of technical means in order to meet the Tier III NOx standards in time for January, 1st 2016 implementation.

Russia Federation surprisingly gathered a majority to say the contrary and wins an informal vote by 20 against 14 to postpone the implementation date to January, 1st 2021. The fact is that a draft Resolution has been

approved (MEPC.65/WP.14) for adoption at the next MEPC meeting. Some comments:

- i. If asked during next MEPC the Draft Resolution may get a formal vote;
- ii. Only the Countries which have ratified Annex VI can participate.
- iii. Today there are 74 countries;
- iv. 20 Countries voted for among them 2 have not yet ratified and if they don't ratify till next meeting they will not be able to vote;
- v. 14 voted against;
- vi. Thus they have been 32 counting votes and 42 countries have not yet decided what their position will be.
- vii. To be adopted the Draft Resolution must gather 2/3 of the Countries that are Parties to Annex VI, are present in the room and vote "yes", "no" or "abstain". It means that if 1/3, let say 25 Parties vote against, the Draft Resolution will be rejected.
- viii. If not, the Resolution will be adopted, and automatically enter into force 10 months after adoption unless objections are communicated to IMO by not less than 1/3 of the Parties the combined merchant fleet of which constitute not less than 50% of the gross tonnage of the world's merchant fleet whichever condition is fulfilled.

In spite of these activities, nothing is finally decided.

On top of it, Tier III NOx standard is to be applied into the NOx Emission Control Area only. Today it's only into the North America that NECA is existing and USA made a declaration saying they will consider declaring with their partners in the NECA that the Tier III should apply after January 1st, 2016.

Thus it seems that the success of Russian Federation will only be as a principle. In fact it seems that Russia did not really care about North American NECA but feared the establishment of a Baltic NECA which could have been presented at the next MEPC, and which will consider ships going to and coming from Russian ports.

In this case it's fairly possible that Russia get a success against this well advanced project.

USA, Canada, Denmark, Finland, Norway, UK, France and Germany reserve their position.

b) Equivalents set forth in regulation 4 of MARPOL Annex VI

As previously stated the Committee noted that **BLG 17 considered draft guidelines on the assessment and approval of equivalent methods** as permitted by MARPOL Annex VI, regulation 4. BLG 17 agreed that these specific issues should be forwarded to the MEPC for further consideration and to request further instruction.

Several delegations were of the view that a sulphur emission averaging scheme is not a market-based measure, was limited in scope and should be a matter for littoral States to consider and decide upon so negating a need for its inclusion in guidelines pursuant to regulation 4 of MARPOL Annex VI.

Other delegations were of the view that the interpretation of the applicability of the provisions of MARPOL should be limited to a ship, as set out in regulation 14 of MARPOL Annex VI, and not a group or fleet of ships, and that additional benefits resulting from ships going beyond the requirements could be lost with the averaging scheme.

Finally the Committee agreed that sulphur emission-averaging schemes should not be accepted under regulation 4 of MARPOL Annex VI. The Bahamas, Liberia, Malta and the United States reserved their position.

c) Impact on the Arctic of emissions of black carbon

Nothing new on this point but the Committee agreed that DE Sub-Committee should await the outcome of the BLG Sub-Committee on the impact on the Arctic of emissions of Black Carbon from international shipping, which means that the “green” pressure to push forward the work in 2 sub-committees has been rejected.

d) Emissions of volatile organic compounds (VOC)

Norway submitted 2 papers in order to stress the poor control on release of VOC and to propose to improve it. The position gained some support. Numerous countries stressed that they could not find any compelling need to commence the discussion on the VOC emission from ships at this stage.

The Committee agreed to continue to consider this matter at its next session and invited interested delegations to submit further proposals.

e) Amendments to NOx Technical Code 2008 to certify dual-fuel engines

Draft amendments to NOx Technical Code 2008, as set out in annex 13 to BLG 17/18, with a view to adoption at MEPC 66 were approved.

f) Regulation 13.2.2 – Replacement of marine diesel engines

The Committee adopted, by resolution MEPC.[...](65), 2013 Guidelines as required by regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit, as set out in annex 12 to BLG 17/18.

g) Unified interpretation on the time of replacement of an engine

The Committee approved the draft unified interpretation, as set out in annex 14 to BLG 17/18.

h) Unified interpretation on identical replacement engines

The Committee considered document MEPC 65/7/4 (IACS), providing its unified interpretation UI MPC 103 on "identical" replacement engines under regulation 13 of MARPOL Annex VI, and agreed to disseminate it as MEPC.1Circ.[to be numbered].

3. Energy Efficiency for Ships

A lot of technical points regarding different parts of EEDI and related calculations were achieved in the WG of the meeting. They are:

- Draft amendments to MARPOL Annex VI regarding definition of ship type (LNG Carrier and others). WP.10/Annex.1;
- The finalized amendments to resolution MEPC.212 (63) 2012 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships. WP.10/Annex.2;
- Amendments to resolution MEPC.215 (63) Guidelines for calculation of reference lines for use with the Energy Efficiency Design Index (EEDI). . WP.10/Annex.3;
- Amendments to unified interpretation MEPC.1/Circ.795 on Survey, Certificates and SEEMP. Wp.10/Annex.4;
- **2013 Interim Guidelines for determining minimum power in adverse conditions. Minor changes only, WP.10/Annex.5;**
- 2013 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI, WP.10/Annex.6;
- MEPC resolution (to be prepared by the Secretariat), to the amendments to resolution MEPC.214 (63) "2012 Guidelines on survey and certification of the energy efficiency design index (EEDI)",WP.10/Annex.8;
- Instruct the Secretariat to issue a consolidated text of "2012 Guidelines on survey and certification of the energy efficiency design index (EEDI), as amended". WP.10/Paragraph 13.4.

OCIMF Representative's Recommendation:

Members invited to note the above

Agenda item 5 – Reduction of GHG Emissions from ships

Two points quickly treated under this item:

1. Update study will be launched with a steering committee to report to next meeting.
2. WTO secretariat answers it cannot answer on substance to the letter sent to him by IMO secretariat on compatibility between MBM and WTO rules. It's only to the WTO assembly to answer.

OCIMF Representative's Recommendation:

Members are invited to note

Agenda item 6 – Consideration and adoption of amendments to mandatory instruments

A Drafting Group was established and reached result on 2 points:

1. Adopt, by resolution MEPC.[...](65), amendments to MARPOL Annex I relating to Form A and Form B of Supplements to the IOPP Certificate, dealing with the removal of recording incinerator capacity, WP.11/Annex.1.
2. Adopt, by resolution MEPC.[...](65), amendments to the Condition Assessment Scheme under MARPOL Annex I, as a consequence of the adoption of the International Code on the Enhanced Programme of Inspections during Surveys of Bulk Carriers and Oil Tankers, 2011, WP.10/Annex.2.

OCIMF Representative's Recommendation:

Members are invited to note the information

Agenda item 7 – Interpretation of, and amendments to MARPOL and related instruments

The main point of interest for OCIMF was the **Proposal for amendments to the 2012 Guidelines for the implementation of MARPOL Annex V concerning management of boiler/economizer wash down water**. On the contrary of what is reported in the Draft report (WP.1) **the Committee decided finally to postpone the discussion to the next meeting**.

Before this decision which happens during the final reading of WP.1, the decision which has been taken has been to consider these products as “other discharges which are essential for the operation of a ship” as per sec.1.7.3 of the 2012 Guidelines for the implementation of MARPOL Annex V. This section allows the products to be discharged over board. On complement a project of

circular outlining best practice for management of boiler/economizer wash down water was prepared.WP.11/Annex.5.

Five goals were achieved by the Drafting Group:

1. Draft amendments to the form of Garbage Record Book under MARPOL Annex V, for circulation, with a view to adoption at MEPC 66. WP.11/Annex.1.
2. Draft MEPC resolution on amendments to the 2012 Guidelines for the implementation of MARPOL Annex V. WP.11/Annex.2.
3. Group's recommendation that the draft MEPC circular on adequate port reception facilities for cargoes declared as harmful to the marine environment under MARPOL Annex V should be applied until 31 December 2015.
4. Draft MEPC circular on adequate port reception facilities for cargoes declared as harmful to the marine environment under MARPOL Annex V. WP.11/Annex.3.
5. Draft terms of reference for the Correspondence Group on the use of electronic record books under MARPOL.WP.11/Annex.4.

OCIMF Representative's Recommendation:

Note the debate on soot entrained wash water on boiler-economizer will start again at next meeting.

Agenda item 11 – Reports of the Sub Committees

The report of BLG 17

Report of ESPH was agreed, subject to concurrent decision from MSC.92.

Same for the draft Amendment to the IBC Code, with evaluation of 2 new substances and the evaluation of cargo tank cleaning additives found to meet the requirements of Reg. 13.5.2 of Marpol Annex II.

The Committee adopted, by resolution MEPC. XXX (65), the 2013 Amendments to the **Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers** (resolution MEPC.108 (49)). See BLG.17/18/Annex.2.

It was noted that **oil tankers constructed before 1 January 2005 should apply the provisions in paragraph 1.2.2 of the original Guidelines** (adopted by resolution MEPC .108 (49)).

The Committee approved, subject to concurrent decision of MSC 92, the draft MSC-MEPC circular on Guidance on the **timing of replacement of existing certificates by revised certificates as a consequence of the entry into**

force of amendments to chapters 17 and 18 of the IBC Code, as set out in annex 4 of document BLG 17/18.

The Committee approved the draft Guidance for evaluating the 2011 Guidelines for the **control and management of ships' biofouling** to minimize the transfer of invasive aquatic species, as set out in annex 10 of document BLG 17/18.

The report of FSI 21

The Committee also endorsed, subject to concurrent decision of MSC 92, the recommendation of FSI 21 that **certificates carried on board have to be valid and drawn up in the form corresponding to the model where required by the relevant international convention** and that a certificate may also be **considered as "original" or "authentic" while containing an "authorized" electronically applied signature or stamp.**

In light of the entry into force on 1 January 2013 of the revised MARPOL Annex V, and also with regard to the amendments to MARPOL Annexes I, II, IV, V and VI on regional arrangements for port reception facilities, which would enter into force on 1 August 2013, the Committee, having considered the draft circulars prepared by FSI 21, approved **5 circulars on port reception facilities and decided to consolidate all into one to be submitted to MEPC 66.**

Were also approved:

- The draft MSC-MEPC.3 circular on Revised harmonized reporting procedures – Reports required under SOLAS regulations I/21 and XI-1/6, and MARPOL articles 8 and 12, as in FSI.21/18/Annex.5;
- The draft Assembly resolution on Amendments to the Survey Guidelines under the Harmonized System of Survey and Certification, 2011 (resolution A.1053 (27)).

The Report of DE 57

The main topic of the sub-committee was the progress of the Polar Code. A number of questions have been asked by DE 57 and the answers of the Committee were as follows;

- Additional requirements to Marpol Annex.I;
 1. Any discharge into the sea of oil or oily mixtures from any ships is prohibited.
 2. It is premature to discuss to regulate the use of HFO.
 3. It was no support to regulate grey water discharge.
- Additional requirements to Marpol Annex V; agreement to allow food waste discharge into the sea under certain conditions.

The proposal to forbid shipboard incineration in Polar Regions within 12 nautical miles from the nearest land, ice shelf, land-fast ice, or area of ice concentration in excess of 10 per cent ice coverage did not receive support.

An intercessional meeting of the Polar Working Group will take place in autumn 2013.

The Report of DSC 17

The Committee agreed to have a new section in the IMSBC Code related to the revised Marpol Annex V.

The Report of SLF 55

The Committee agreed;

- The draft amendments to the BCH Code and the IBC Code on mandatory carriage requirements for stability instruments on board tankers, as set out in annexes of SLF.55/17 for circulation, with a view to adoption at MEPC 66.
- The draft amendments to MARPOL Annex I on mandatory carriage requirements for stability instruments on board tankers, as set out in SLF55/17 annex , for circulation, with a view to adoption at MEPC 66.

OCIMF Representative's Recommendation:

Members are invited to note the above

Agenda item 12 – Work of other bodies

The following reports were presented:

- Council 109
The main item from **Council 109** was the **re-structuring of the sub-committees**. A long discussion occurred on the matter and, in principle, the proposal by the Secretary General was agreed. The reduction of the number from 9 to 7 was not really questioned but some delegations made remarks on the fact that the 3 former technical sub-committees DE, FP, and SLF will be mixed into 2 new ones which will have a heavy workload. The same will apply to the Cargo sub-committee which will inherit the work of BLG and DSC. The comments was made that in the same time it is obvious that Committees like LEG or sub-committee like STW have reduced their meetings to 3 days.

It has been acted by the Secretary General Himself that the final discussion will be held during the 110th meeting of Council, but that some aspects will be presented at the 28th Assembly at the end of the year.

➤ MSC 91

The outcome of MSC 91 concerning energy efficiency and the draft Code for recognized organizations had been addressed under agenda items 4 and 6 respectively.

Regarding the Formal Safety Assessment it has been noted that the study on crude oil tankers had been completed and relevant action taken by MSC 91.

OCIMF Representative's Recommendation:

Members are invited to note the above

Agenda item 17 – Noise from commercial shipping and its adverse impact upon the marine environment

The Committee recalled that MEPC 62 had instructed the DE Sub-Committee to develop technical guidelines to address the issue of noise from commercial shipping and its adverse impacts on marine life. The report of DE 57 will be reported to MEPC 66.

OCIMF Representative's Recommendation:

Members are invited to note the above information

Agenda item 18 Work programme of the Committee and subsidiary bodies

The work of the committee and its subsidiary bodies were agreed and are contained within documents MEPC 65/ WP.4, 5 and 6.

The Committee agreed to establish a Correspondence Group on Ship Recycling.

OCIMF Representative's Recommendation:

Members are invited to note the information

Agenda item 20 Election of the Chairman and Vice Chairman for 2013

The committee unanimously elected Mr. **Arsenio Dominguez** (Panama) as Chairman of the MEPC for 2014, and Dr **Naomi Parker** (New Zealand) as Vice-Chairman.

MEPC 66 will be held from 31 March to 4 April 2014.

END