



Antigua and Barbuda

Maritime Administration

Information Notice
No. 2021 - 005
20 July 2021

SUBJECT: Outcome of Marine Environment Protection Committee (MEPC) meetings and new regulatory requirements

REFERENCE:

a) *Marine Environment Protection Committee (MEPC) Session 76*

TO: Ship-owners, operators, masters and officers of Antigua and Barbuda flagged ships, and recognized organizations.

1. INTRODUCTION

This Information Notice provides information on the outcome of MEPC meetings and new regulatory requirements.

2. SUBJECT

1. MEPC 76 Overview (MARPOL Annex I and VI)

1. Shipping is experiencing increasing pressure to decarbonize its operations and to reduce emissions to air.
2. In April 2018, IMO adopted a GHG reduction strategy with a vision to decarbonize shipping as soon as possible within this century.
3. With 2008 as a baseline year, this strategy aims to reduce total GHG emissions from shipping by at least 50% by 2050, while at the same time reducing the average carbon intensity (CO₂ per tonne-mile) by at least 40% by 2030, and 70% before mid-century.
4. The decarbonization targets require application of technology that is currently under development, acceptance of lower speed and deployment of large volumes of zero-carbon, or carbon-neutral sustainable fuels.

2. Explanations

1. In June 2021 at MEPC 76, IMO adopted new CO₂ regulations applicable to existing ships - the Energy Efficiency Existing Ship Index (EEXI) addressing the technical efficiency of ships, the Carbon Intensity Indicator (CII) rating scheme, addressing the operational efficiency, and the enhanced Ship Energy Efficiency Management Plan (SEEMP), addressing the management system.
2. The CII measures how efficiently a ship transports goods or passengers and is given in grams of CO₂ emitted per cargo-carrying capacity and nautical mile.

3. The ship is then given an annual rating ranging from A to E (where A is the best), whereby the rating thresholds will become increasingly stringent towards 2030.
4. While the EEXI is a one-time certification targeting design parameter, the CII addresses the actual emissions in operation.
5. At MEPC 76 IMO adopted amendments to MARPOL Annex VI, introducing an Energy Efficiency Design Index (EEXI) for existing ships. The requirements will enter into force on the 1 January 2023.
6. The EEXI is applicable for all vessels above 400 GT falling under MARPOL Annex VI. Guidelines on calculations, surveys, and verification of the EEXI were finalized at MEPC 76. The calculation guidelines refer to corresponding EEDI guidelines for new buildings, with some adaptations regarding limited access to design data.
7. Our Recognised Organisations (ROs) can assist with the EEXI, CII SEEMP in respect of calculations, surveys and verification and our Information Notice No. 2021-004 also refers.

3. Items deferred to MEPC 77 in November 2021.

1. This is mainly the consideration of energy efficiency technologies, for example wind assisted propulsion systems and the acceptance of in-service sea trials, for determination of the referenced ship speed.

4. Further amendments

1. MEPC 76 also adopted amendments to MARPOL Annex I with prohibition on the use and carriage of heavy fuel oil by ships in Arctic waters for use as fuel. The prohibition will apply from 1 July 2024, except for vessels subject to protected fuel oil tanks under MARPOL Annex I, or the Polar Code, for which the prohibition will apply from 1 July 2029. A state with a coastline which borders on Arctic waters may waive the requirement until 1 July 2029 for ships without fuel oil tank protection, operating in waters subject to its sovereignty, or jurisdiction.
2. MARPOL Annexes I and IV amendments were adopted to provide for the exemption of Unmanned Non-Self-Propelled (UNSP) barges from survey and certification requirements for pollution by oil and sewage. The exemptions under Annex I are based on the barge not carrying oil or being fitted with any oil tanks or machinery that generates oil residues. Likewise, for Annex IV on the barge not used for holding sewage or having any arrangement that could produce sewage.
3. The above amendments will enter into force on 1 November 2022.

4. Guidelines for the exemption of UNSP barges from the survey and certification requirements were approved. UNSP barges being exempted will be issued an exemption certificate, valid for 5 years, instead of the relevant MARPOL certificate.
5. The Anti-Fouling Systems on Ships Convention (AFS) amendments were adopted to include controls on cybutryne and the format of the International Anti-fouling System Certificate.
 1. This introduces a ban to apply or re-apply anti-fouling systems containing cybutryne from 1 January 2023.
 2. All ships should remove or seal such anti-fouling systems at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application of such anti-fouling system, prior to 1 January 2023.
 3. The requirement to remove or seal does not apply to fixed and floating platforms, FSUs and FPSOs constructed prior to 1 January 2023 and not drydocked on or after that date, also ships not engaged in international voyages and ships of less than 400 GT engaged in international voyages, if accepted by the coastal state.
6. These amendments will enter into force on 1 January 2023.

Issued by

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