







The procedure is annexed to a draft Assembly resolution to be submitted to the thirty-first Assembly session, in October 2019, with a view for adoption.

Furthermore, the Legal Committee agreed that IMO should work with the United Nations Security Council to establish an easily searchable database, by IMO number and vessel name, of vessels currently the subject of, or designated pursuant to, United Nations Security Council resolutions.

The Committee further agreed on recommended best practices to assist in combating fraudulent registration of ships and will consider, at its future sessions, effective enforcement measures to discourage the practice and to prevent ships with fraudulent registration from operating.

## **MARINE ENVIRONMENT**

### **Reduction of Greenhouse Gas Emissions from Ships**

*(paragraphs 203 and 223 of the UN General Assembly Resolution 73/124 refer)*

The MEPC approved the Programme of follow-up actions of the initial IMO strategy on reduction of GHG emissions from ships up to 2023<sup>2</sup>.

Feeding in to the process towards adoption of a revised Strategy in 2023 will be the data collection system on fuel oil consumption of ships over 5,000 gross tons, which began on 1 January 2019. Also important is the fourth IMO GHG study which will provide an update of emissions estimates for international shipping for the period 2012 to 2018.

Moreover, the MEPC adopted the 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships, incorporating updates to the 2014 Guidelines.

The MEPC also approved several measures to support the objectives set out in the initial IMO strategy on reduction of greenhouse gas (GHG) emissions from ships, in line with the Paris Agreement under UNFCCC and the United Nations 2030 Agenda for Sustainable Development. The measures aim in particular to strengthen existing mandatory requirements for new ships to be more energy efficient and to encourage cooperation with ports to reduce emission from shipping.

The Committee also approved a procedure for the impact assessment of new measures proposed and agreed to establish a multi-donor trust fund for GHG (refer to the paragraph on Capacity Building below).

### **Sulphur 2020 Limit**

*(paragraphs 184-186 of the UN General Assembly Resolution 73/124 refer)*

under the MARPOL treaty. The new limit will be applicable globally - while in designated emission control areas (ECAs) the limit will be even lower, at 0.10%.

The MEPC adopted a MARPOL amendment to prohibit the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship - unless the ship has an exhaust gas cleaning system ("scrubber") fitted.

---

<sup>2</sup> The initial strategy refers to a range of candidate short-, mid- and long-term measures. Short term measures could be finalized and agreed between 2018 and 2023; mid-term measures, between 2023 and 2030; and long-term measures, beyond 2030.



### **Ratifying and Implementing the HNS Convention**

*(paragraphs 228-231 of the UN General Assembly Resolution 73/124 refer)*

The Legal Committee encouraged Member States to ratify the 2010 HNS Protocol to enable the entry into force of the 2010 HNS Convention, which covers liability and compensation in the event of an incident involving hazardous goods. The number of ships carrying HNS cargoes is growing steadily with more than 200 million tonnes of chemicals traded annually.

Administrative preparations for the setting up of the HNS Fund, required under the treaty, are under way. Preliminary preparations have also been made for the first session of the HNS Assembly, which will be convened by the IMO Secretary-General, in accordance with article 43 of the 2010 HNS Convention, when all entry-into-force criteria of the 2010 HNS Protocol have been met.

### **Use and Carriage of Heavy Fuel Oil as Fuel by Ships in Arctic Waters**

*(paragraphs 203 and 339 of the UN General Assembly Resolution 73/124 refer)*

The MEPC has agreed that the Sub-Committee on Pollution Prevention and Response (PPR) should develop a ban on heavy fuel oil for use and carriage as fuel by ships in Arctic waters, based on an assessment to be carried out on the impacts of such a ban.

Currently, the use and carriage of heavy fuel oil is banned in the Antarctic under MARPOL Annex I, regulation 43. It is recommended in the

