

## Agenda item 4.7 (a) AMSA II(H) – Information on Norway's submissions to MEPC 65

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AMSA Recommendation II (H) provides:

*“That the Arctic states decide to support the development of improved practices and innovative technologies for ships in port and at sea to help reduce current and future emissions of greenhouse gases (GHGs), Nitrogen Oxides (NO<sub>x</sub>), Sulfur Oxides (SO<sub>x</sub>) and Particulate Matter (PM), taking into account the relevant IMO regulations.”*

Pursuant to the above recommendation, Norway reports on submissions to MEPC 65 on the energy efficiency design index (EEDI), volatile organic compounds (VOC) and black carbon (BC).

Norway plays an active role in the discussions on EEDI and air emissions in the various committees and sub-committees at the IMO.

### **Energy efficiency**

MEPC 62 adopted the amendments to MARPOL Annex VI incorporating a new chapter 4 on regulations on energy efficiency for ships, which makes the EEDI mandatory for new ships, and the ship energy efficiency management plan (SEEMP) mandatory for all ships. Four sets of important guidelines to support the implementation of the new chapter 4 of MARPOL Annex VI were adopted by MEPC 63.

To MEPC 65 Norway submitted a document in which we proposed to amend regulation 19 of MARPOL Annex VI, to specify that the provisions of chapter 4 shall not apply to platforms, rigs and barges etc. (MEPC 65/4/16). Norway also submitted a document commenting on the on-going revision of the ISO 15016:2002 and proposed consequential amendments to 2012 Guidelines on survey and certification of the energy efficiency design index (EEDI) (MEPC 65/4/26). Together with Belgium, Canada, Denmark, Germany, Japan and the United Kingdom, Norway also submitted a document commenting on a US document on enhancing energy efficiency in international shipping (MEPC 65/4/30).

### **Volatile organic compounds (VOC)**

VOC is a general term for volatile organic compound that may cause harm to the environment or human health. It is a pollutant to the air and act as a precursor to the formation of tropospheric ozone which is identified as a greenhouse gas (GHG) with a greater contribution per unit volume or tonnage to climate change than the base gas, namely carbon dioxide. The mechanisms for formation of VOC in oil cargoes has not been properly addressed internationally, and a precise global estimate of the amount of VOC emissions does not exist.

Norway therefore submitted a document on mechanisms for VOC formation and estimates of global emissions in order to assist IMO in the consideration of possible improvements in the IMO regime on the control of VOC (MEPC 65/4/20). In addition Norway submitted a document containing proposals for improvements of the IMO framework on emissions of VOC (MEPC 65/4/21).

### **Black Carbon**

Black carbon particles emitted by fossil fuel and biomass combustion, transported in and to the Arctic and deposited in the snow and ice reduce the albedo of the surface and thus contributes to a warming of the climate. Norway submitted a document (MEPC 65/4/22) in which we presented new emission data of black carbon from shipping within in the Arctic, and from shipping north of 50 degrees north. Information on the importance of black carbon in the Arctic is also provided in the document.

### **Recommendation**

PAME to take note of the information in the above mentioned documents.