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in relation to the amendments to marpol annex i on the mandatory data collection systems for fuel oil consumption of ships, mepc 70 also adopted the 2016 guidelines for the development of a ship energy efficiency management plan (seemp), by resolutionmepc.282(70). under the amendments to marpol annex i, on or before 31 december 2018, in the case of a ship of 5,000 gross tonnage and above, the seemp shall include a description of the methodology that will be used to collect the data and the processes that will be used to report the data to the ship's flag state. chapter 5 deals with the types of pollutants which may be discharged by the ship. the pollutants specified in the annexes to marpol-an1, such as oil, fuels, and oil sludge are included. other types of pollutants are specified in the regulations in this chapter. aim: to protect the environment; to promote maritime safety and security; and to ensure the effective and efficient operation of the international maritime community. marpol is the international convention on the prevention of pollution from ships. the purpose of the convention is to protect the marine environment from the adverse effects of marine pollution caused by ships. the commission adopted these objectives in order to achieve a 'good marine status' for the marine environment in the community and in its waters. this will be achieved through a series of measures that will be progressively implemented by each member state during the period 2010-2012. the commission adopted the draft framework for the implementation of the msfd in june 2008. the first implementation period is 2010-2012 and will be followed by a second period of implementation from 2013 to 2016. in order to ensure the consistency of the framework with the other policies implemented in the maritime area, the commission consulted extensively the maritime and fisheries agencies and the relevant stakeholders before adopting the msfd. the msfd is now being implemented in the marine area of the community through a series of legislative acts. the marine strategy framework directive has been widely discussed in the eu. the msfd is currently being discussed in the eu institutions, member states and stakeholders. the msfd has also been

discussed at the european parliament, the council and the european commission. the latest developments and the most recent publications concerning the msfd can be found on the web site of the european commission, in the context of the european maritime safety agency (emsa) of the european union.

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the sinking of the tanker erika affected the entire shipping industry. many amendments were made to marpol in 2001 and 2002 to improve environmental protection. the new amendments relate to the monitoring of ship's pollution by introducing a new type of environmental monitoring system for single-hull vessels. the amendments aim to reduce the oil spillage, by improving the efficiency of the oil recovery systems, by increasing the emphasis on education for the crew, and by implementing a simplified method of reporting pollution incidents. marpol annex iii sets out the minimum requirements that apply to the design of a marine gas oil tanker. the use of marine gas oil (mgo) is increasing as it offers a number of advantages. marine gas oil can be used in a liquid state, unlike the currently used fuel oil, as it can be transported over longer distances and in smaller tankers. the use of marine gas oil is increasing with a high proportion of new vessels fitted with double hulls. marpol annex iv sets out the mandatory requirements for the design of a ship that may be refitted to carry liquefied natural gas (lng) cargoes. this requires a new type of fuel tank to be built. with the development of lng and lng tankers, marpol annex iv is important to ensure that the design of the new tanks is suitable for use with lng. marpol annex v provides an overview of the general principles of classification and the requirements for the design and equipment of vessels. it contains the general provisions on construction, machinery, sailing and navigation, lifeboats, fire-fighting systems, safety appliances, electrical systems, and radio systems. the annex also provides for special features such as marine engines, ice-strengthened hulls, self-unloading cargo, and the construction and operation of offshore structures. 5ec8ef588b

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