

Meeting No. 146
Wednesday, 5 May 2021
9.00 a.m. – 10.30 a.m.

Inside Industry Visitor Centre

Minutes

Attendees	
<p>Community members Ron Hales Philip Laird Mark Peterlin Peter Maywald</p> <p>Business Representatives Nigel Harpley – Ixom Brian Kiely – PK Gateway Lorrie Zammit – BlueScope Greg Newman – EPA Michael Curley – PK Coal Terminal Paul Bollen – Morgan Cement Dylan Clarkson – GrainCorp Luke Pascot – BlueScope Steel Dave Allen – Qube Ports</p> <p>University of Wollongong None present</p> <p>NSW Ports representatives Bryan Beudeker Trevor Brown Sarah Downey Vida Cheeseman</p> <p>Port Authority of NSW No attendees</p> <p>NSW EPA Greg Newman Oscar Sebben</p>	<p>Wollongong City Council None present</p> <p>Dept of Agriculture None present</p> <p>Guest Presenters Mike Gray – Project Director – AIE Alexandra Lovell – HSE Manager – AIE Craig Patterson - EPA</p> <p>Chris Haley – Chairperson Natalie Murphy – Minute Taker</p> <p>Apologies Andy Brownjohn – BOC Gases Renee Winsor – Wollongong City Council Evan Wissell – AAT Andy Davis – UoW Cory Page – LINX Peter Ernst – Port Authority of NSW</p>

1. Introduction & Apologies:

- 1.1 The Chair welcomed attendees to the meeting and noted apologies. A special welcome to Bryan Beudeker, the new NSW Ports Environment Manager. Bryan will work predominantly in Port Botany.
- 1.2 Welcome to guest presenters from AIE, Mike Gray, Project Director and Alexandra Lovell, HSE Manager.
- 1.3 It was noted Alison Wedgewood has left NSW Ports and has taken up a new role at ARTC.
- 1.4 It was noted by Dave Allen that Quattro has been bought by Qube Ports.

2. Presentation – AIE Project Overview – Appendix A

- LNG gas terminal is a proven model but new to Australia. It is a global market.
- AIE are working on a 24-hour community response hotline. It will be on the website in the coming weeks.
- An independent auditor will be appointed.

Questions

Q: Where are the hazard contours on the map?

A: The purple and green lines

Q: Has the risk and hazard outline included other Port Users or just the AIE site?

A: Regulators will be updating the risk perimeters relating to the other Port Users as development continues.

- It was noted the community has a concern about the industrial landscape – the volatility to the other industries around the Port.
- It was noted the community has concerns with pollutants in the dredge areas.
- AIE noted a silt curtain will be used as a minimum. There will also be aquatic real time monitoring buoys reading levels and an action plan will be in place for higher than acceptable levels so work can be modified.
- It will measure suspended solids moving and floating in the area.

Q: Does it measure leads and sulphates for example?

A: No

Q: Who is the owner of the gas?

A: It is a multiuser terminal. AIE are currently finalising gas contracts within the global LNG market. It is noted that Japanese partners have exited the project.

Q: Can you indicate who owns the lease of the terminal?

A: The lease is with NSW Ports. AIE has a licence for the red pipe running through Port land. The green section of the map (the Outer Harbour) is a temporary construction licence with NSW Ports. There is also a lease/licence with AIE and Transport NSW as the seabed is owned by Transport NSW.

Q: Can cruise ships still operate?

A: That is a question for the Harbour Master. There should be a safe passage to dock at Berth 105.

Q: There has been public access to the northern break wall for many years. Is there a view to whether there will be some public access after construction?

A: It is not AIE property therefore it is not up to AIE to restrict access.

Q: What is the diameter of the pipeline?

A: 18 inches

Q: Are there any known contaminants in the soil?

A: Not that has been brought to our knowledge. Nothing has been tagged as previously contaminated.

Q: Is the proposed Hydrogen plant the same project or a separate entity?

A: Andrew Forrest has ownership of the business considering the Hydrogen plant and is at this stage considered a separate entity. There is a separate commercial arrangement to maintain arms-length.

Q: There are community concerns regarding dioxins and furans

A: We are not aware of this and will endeavour to get further information and confirm.

- AIE are happy to take further written questions. Please send any questions to Chris Haley

3. Round Table Reports

PKCT

- Transitioning part of site to AIE
- Updating licences with regulators
- Updating pumps etc to meet regulations

IXOM

- Nothing to report

BlueScope

- Nothing to report

3.1 NSW EPA update on Port Kembla Copper site – Craig Patterson -Appendix B

3.2 PK Gateway – Video Showcasing of dry fog system – Brian Kiely

- There are 24 nozzles operating dry fog
- The dry fog acts as a curtain to prevent any dust from progressing outside of the hopper
- There is no increase in moisture within the cargo after the use of the dry fog
- Dry Fog is used for a one minute duration during the process
- It was installed August 2020

Q: Where does the concentrate go?

A: It conveys it into the shed then lifted onto the stock-piles

Q: What about the residue around the area?

A: It drops back into the hopper. There is a slight amount around the edge of the hopper which is a vast improvement as before it was radiating everywhere.

3.3 Gross Pollutant Trap – Allan's Creek- M Peterlin/R Windsor – Appendix C

- As Renee was unable to attend today's meeting, Renee has provided a written response following up on PKHEG request. See **Appendix C**
- Ron Hales moved to remove this item from the agenda and it was agreed to by the Chair and Committee to do so.

3.4 Clean Up Australia Day - PK Event, Community Care Grants Program update, School Ports Tour and Northern Breakwater Update

- Thank you to all of the participants from this group who attended the Clean Up Australia Day event
- The Community Care Grants Program is currently in the market and can be accessed via the NSW Ports website

- We are currently working alongside Inside Industry on the School Ports Tours. More to discuss at the next meeting
- Vida Cheeseman noted that NSW Ports has received a letter from Paul Scully regarding public access to the Northern Breakwater. NSW Ports has responded to Mr Scully and Vida is happy to discuss with any community members.
- Mark Peterlin noted the Anzac Day Service at the Pyramids took place and asked if it would be possible to establish something more permanent to that site i.e. a flag-pole.
- Sarah suggested Mark use the Community Care Grant to apply. Heritage related requests to come through to Bryan.

4. Climate Change/ Sustainability Initiatives – Trevor Brown - Appendix D

- Bryan noted NSW Ports are working on sustainability and investigating the broader use of low carbon concrete throughout the Port, which is already being used in the breakwater Hanbar unit replenishment program.
- Trevor noted there were 570 vessels awarded credits under the Environmental Shipping Incentive scheme last financial year. Total vessels visits for the financial year were approx. 850-900 through Port Kembla and 1400-1500 vessels through Port Botany. *[Post-Meeting Note: the actual number of vessel visits for 2019/2020 financial year was 751 for Port Kembla and 1366 for Port Botany]*

5. Legislation and Policy

5.1 Design and Place SEPP Explanation of Intended Effect – C Haley – Appendix E

- Due to time constraints this explanation has been added as Appendix E

Meeting finished at 10.40am

1. Next Meeting:

DATE: 4 August 2021
VENUE: TBC
TIME: 9.00 a.m. to 10.30 a.m.

RSVP: Sarah Downey on Telephone: 9316 1120
 or E-mail sarah.downey@nswports.com.au



PORT KEMBLA GAS TERMINAL PROJECT OVERVIEW

PORT KEMBLA HARBOUR ENVIRONMENT GROUP

5 MAY 2021

INTRODUCTIONS



Mike Gray
Project Director



Alexandra Lovell
HSE Manager



COMPANY OVERVIEW



Australian Industrial Energy was originally formed as a consortium comprised of Squadron Energy, major Japanese investment company Marubeni Corporation and Japanese energy giant JERA Co.,Inc.

In October 2020, Squadron moved to 100% ownership of AIE

Squadron Energy invests in a range of energy and related infrastructure businesses

Squadron is a company of Tattarang, one of Australia's largest private investment groups, owned by Western Australian businessman Andrew Forrest and his family

AIE has consent from the NSW Department of Planning, Industry and Environment to develop a gas import terminal in Port Kembla

Our Values

Courage
& Determination

Empowerment

Enthusiasm

Family

Frugality

Generating Ideas

Humility

Integrity

Safety

Stretch Targets

∞
The heart of
everything we do.
Carry these with you
and carry them far.

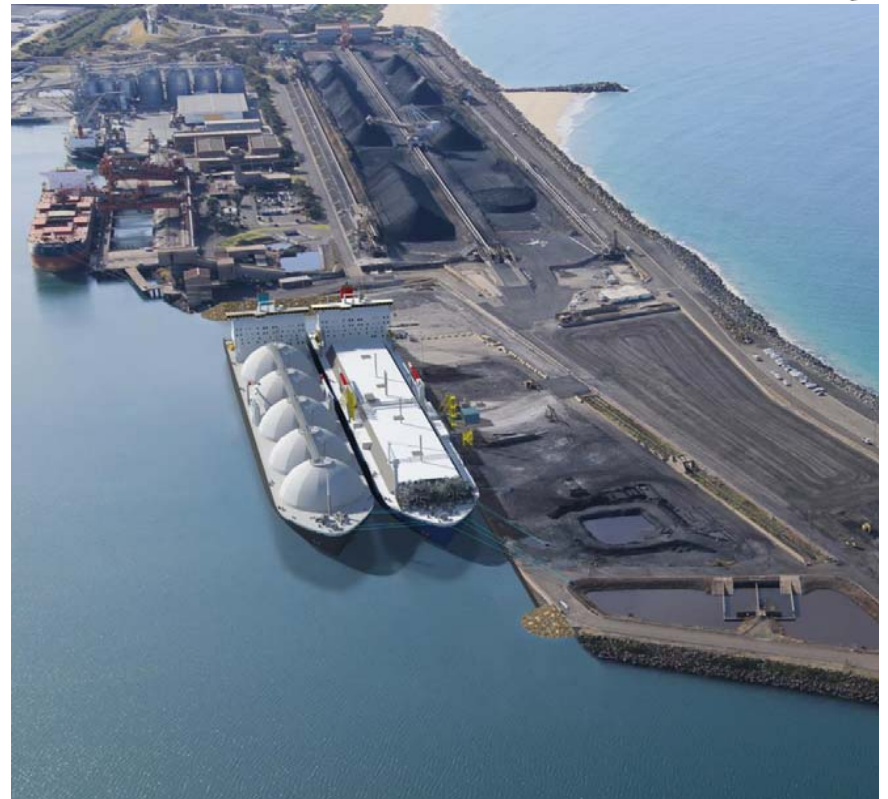
PROJECT OVERVIEW

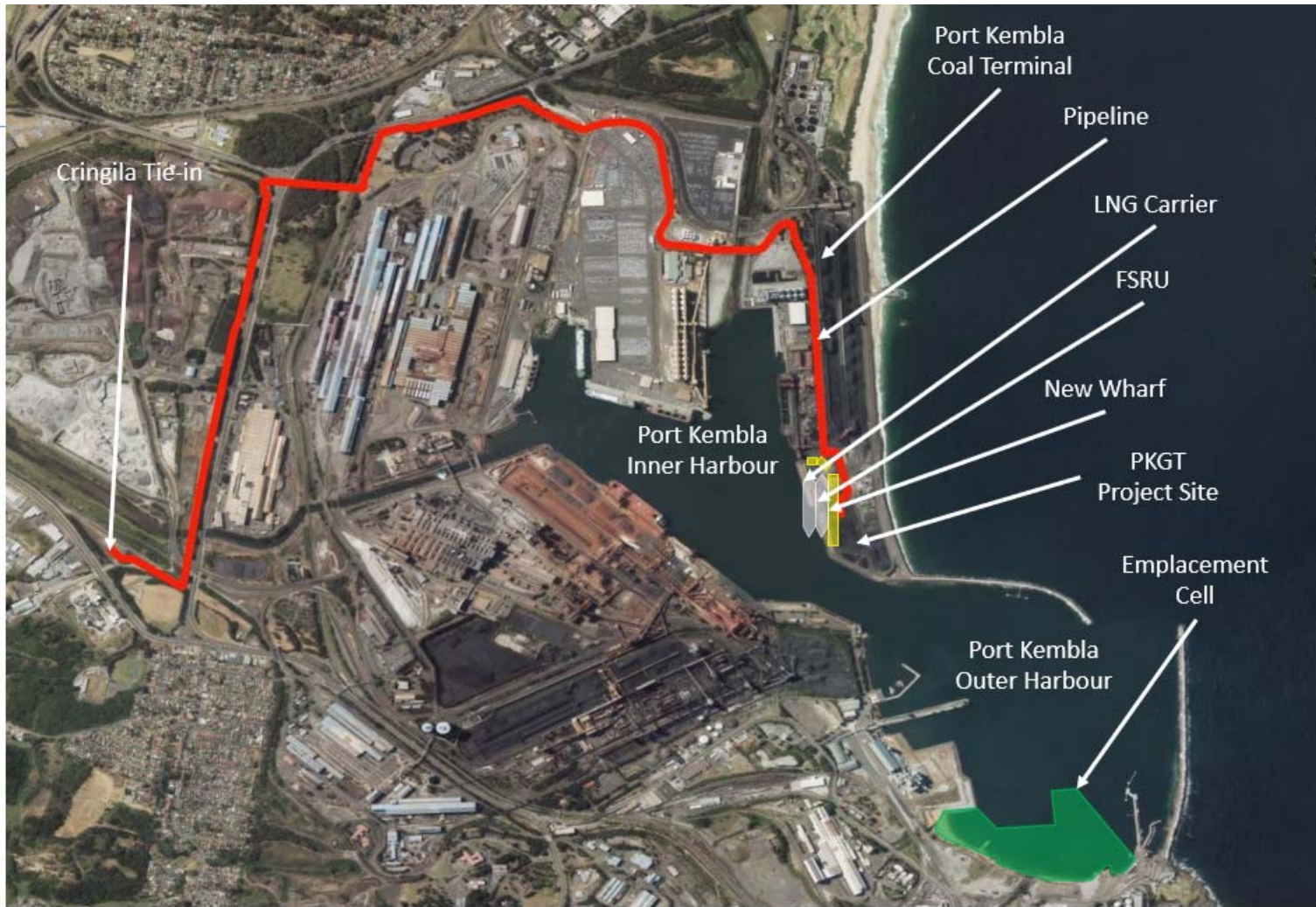


The Port Kembla Gas Terminal Project (PKGT) will introduce a reliable supply of gas into Eastern Australia

The PKGT consists of:

1. A Floating Gas Storage Unit (FSRU) to which Liquefied Natural Gas (LNG) carriers will berth alongside and transfer their load
2. An On Shore Receiving Facility (ORF)
3. A gas pipeline connecting the ORF to the existing Eastern Gas Pipeline

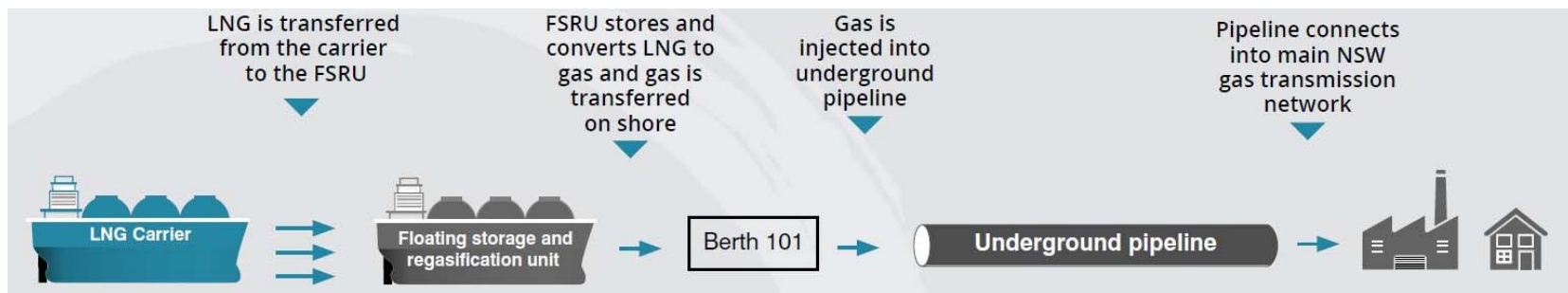




HOW THE TERMINAL WORKS



1. LNG carriers arrive at Port Kembla and berth adjacent to the FSRU
2. LNG at approx. -160°C is transferred via loading hoses onto the FSRU and stored onboard
3. When needed, LNG is regasified onboard the FSRU
4. Gas is transferred via an onshore receival facility to an onshore underground pipeline
5. The pipeline connects into the main gas transmission network



PROJECT PHASES

Early Enabling Works (Demolition) of existing structures on the site (including the wharf) and stockpiling excavated materials (on site and in Outer Harbour)

Dredging to create a new berthing box for the FSRU and LNG Carriers

Constructing a new wharf, ORF and pipeline

Constructing an emplacement cell in the Outer Harbour to take excavated material from the PKTG site

Commissioning and Operations





PROJECT TIMELINE

Project Phase	Proposed commencement
Early Enabling Works (Demolition)	May – October 2021
Dredging	November 2021
ORF / Wharf construction	November 2021
Emplacement Cell Construction	November 2021
Pipeline construction	April 2022
Commissioning	December 2022 – February 2023
Operations commence	February 2023

CURRENT PHASE – EARLY ENABLING WORKS (DEMOLITION)



Early Enabling Work (Demolition) is due to commence in the next couple of weeks

AIE have partnered with Liberty Industrial to undertake the work

Mobilisation work has commenced

Work hours - Mon – Friday 0700 – 1800, Saturday 0800 - 1300

Demolition due to be completed by October 2021



SAFETY AND ENVIRONMENT

Safety and Environmental Management Plans in place to mitigate risks including;

- Environmental Management Strategy
- Air and Water Quality management
- Traffic management
- Spoil management

Environmental Protection License including;

- requirements for Pollution response plan
- Community number
- Environmental monitoring and reporting

Independent Environmental Auditor



SAFE OPERATIONS OF THE TERMINAL

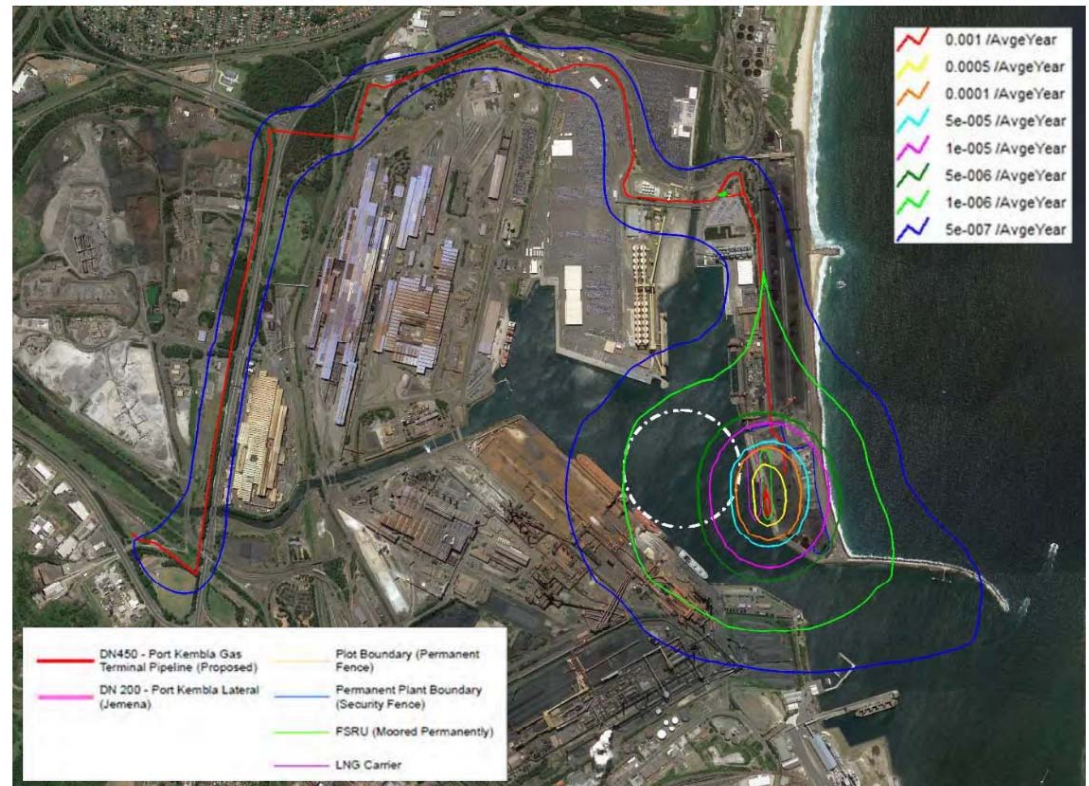


FSRU is a Major Hazardous Facility and will require application for a license from Safe Work NSW

Hazard Studies were undertaken as part of the EIS and will be updated as part of the project

“Safety in Design” principles applied eg automated emergency shutdown systems

Procedures will be developed for safe commissioning and ongoing operations



QUESTIONS

Environment Protection Authority

Port Kembla Copper

Water Management Update

Environment Protection Licence 1753
Military Road, Port Kembla

Environment Protection Authority
May 2021

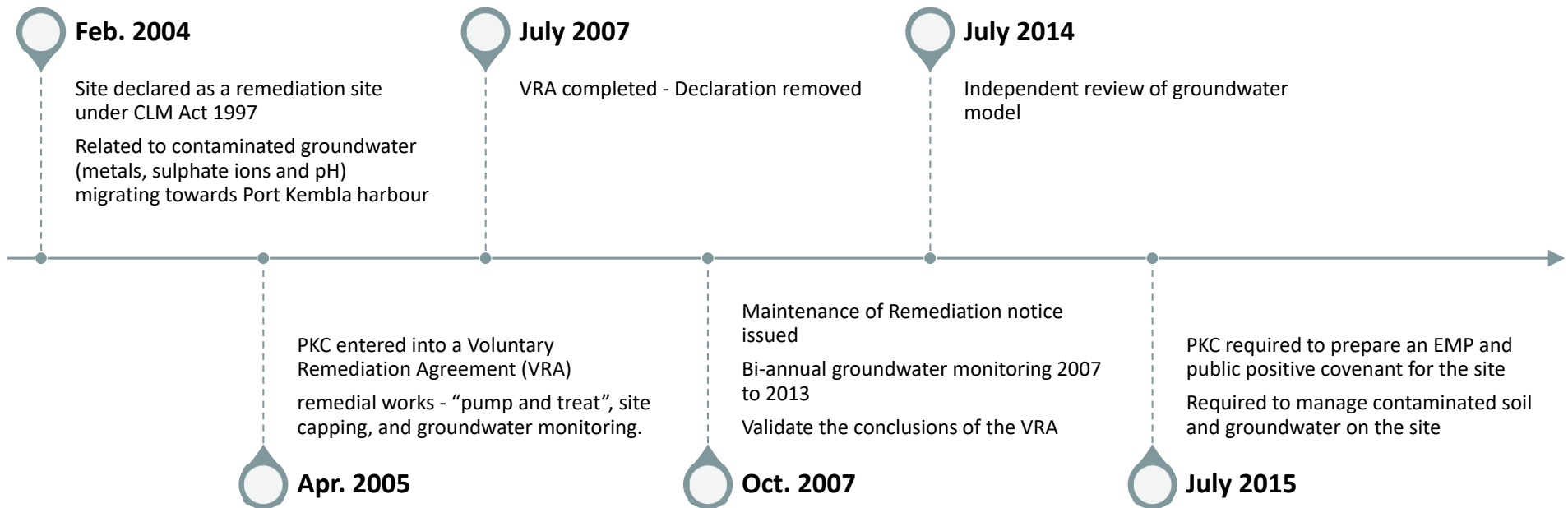


Background

- Electrolytic Refining and Smelting Company of Australia Pty Ltd and Southern Copper - 1908 to 1995.
- Extensive history of redevelopments, expansions, environmental upgrades and closures.
- Port Kembla Copper since 2000.
- Smelting and refining operations ceased in 2003
- Demolition of the smelter - completed 2014



Regulation under Contaminated Land Management (CLM) Act



See EPA's contaminated land record search - <https://apps.epa.nsw.gov.au/prclmapp/searchregister.aspx>

Current Regulation of Water Discharges

- The premises continues to be regulated by the EPA under Environment Protection Licence (EPL 1753).
- A copy of the licence is available on the EPA's public register.
- The licence includes discharge limits, monitoring & reporting requirements. (Key pollutants include pH, As, Cd, Cu, Se, Zn).
- Licensed discharge point is to "Darcy Road drain" (PK Outer Harbour)
- PKC continue to operate a wastewater treatment plant (WTP) to manage discharges from the premises.
- PKC are seeking to cease the operation of the WTP and surrender the EPL.
- Prior to surrender, PKC must be able to demonstrate that water discharges will not pose a risk of non-trivial harm to human health or the environment

Water management

- Since 2016, PKC engaged an environmental consultant
 - undertake detailed contaminated water assessments
 - develop appropriate management strategies to reduce contamination in water discharges from the site
- In 2019 EPA required PKC to complete two PRPs related to:
 - removing sediment in stormwater detention pits to maximise storage and reduce contamination
 - ensuring the design capacity of each pit is reinstated as soon as practicable after a rainfall event, and
 - management of seepage from the blending shed area due to the presence of contamination (heavy metals)
- A Site Auditor accredited by the EPA under the Contaminated Land Management Act 1997 has also be engaged by PKC to provide independent advice on site investigations and proposed management strategies.

Next steps

- PKC are continuing to investigate and assess water management at the premises and demonstrate no “risk of non-trivial harm”
- EPA to continue to engage with PKC and the accredited Site Auditor to review and develop management strategies to address any risks.
- These measures will help inform any decision regarding ceasing the operation of the WTP and surrender of the EPL

From: Renee Winsor <rwinsor@wollongong.nsw.gov.au>
Sent: Tuesday, 4 May 2021 5:05 PM
To: Sarah Downey <Sarah.Downey@nswports.com.au>
Subject: RE: Follow up on PKHEG Request - Gross Pollutant Control on Allans Creek

Hi Sarah,

I am unlikely to be able to make the meeting in the morning due to an urgent meeting request, please accept my apologies.

I have spoken with our stormwater engineering section following our discussion yesterday, they have advised that previous advice remains current.

It is unlikely that a Gross Pollution Trap in this location would be supported due to tidal forces, high water velocities within the main channel (which are likely to threaten the security of any device) and the number of tributaries within the watercourse.

Stormwater devices are planned and installed according to a strategically prioritised program, based on risks and threats to receiving waters, public and environmental health. They are included in our Infrastructure Delivery Program, the 2021-2025 program is currently on public exhibition. Any submissions from the group would be welcomed. <https://our.wollongong.nsw.gov.au/delivery-program-and-operational-plan>

The engineering section have also suggested that the group could investigate opportunities with local industry and/or NSW Ports to devise and deliver on pollution reduction programs eg seabins.

I hope that this information is helpful to the group.

Kind Regards

Renee Winsor
Environment Planning Manager
Post Locked Bag 8821 Wollongong DC NSW 2500
Phone +61242278281
Email rwinsor@wollongong.nsw.gov.au • www.wollongong.nsw.gov.au
[Our Values](#)

From: Renee Winsor
Sent: Thursday, 29 April 2021 8:59 AM
To: Sarah Downey <Sarah.Downey@nswports.com.au>
Subject: RE: Follow up on PKHEG Request - Gross Pollutant Control on Allans Creek

Hi Sarah,

I have forwarded this request for an update on to Council's stormwater management section. I hope to hear back prior to the meeting. I have also asked for a direct contact to assist with communications.

Thanks

Renee Winsor
Environment Planning Manager
Post Locked Bag 8821 Wollongong DC NSW 2500



Lowering Emissions Sustainably

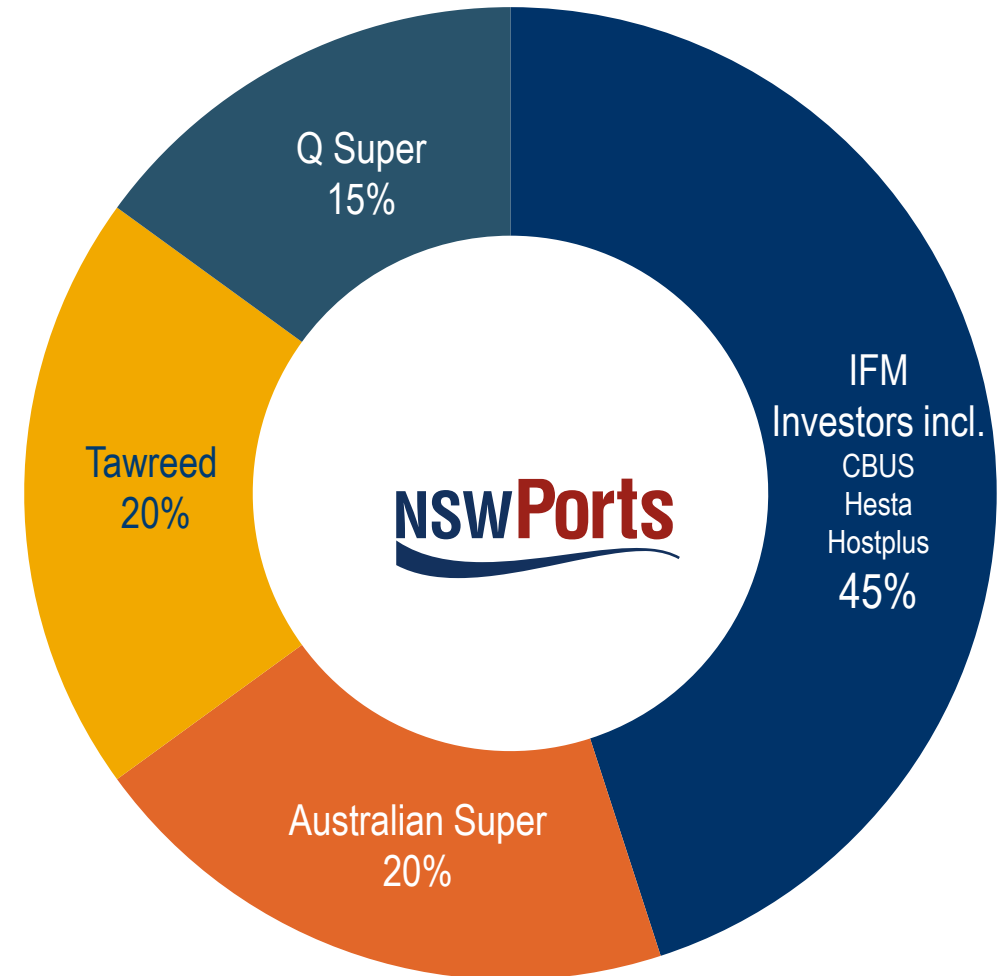
Presentation to PKHEG

5 May 2021



Who we are

- NSW Ports is a consortium of leading institutional investors
- Representing over 6 million Australian superannuation fund members
- Long term investors with interests in a range of Australian infrastructure assets



Our assets



ENFIELD
INTERMODAL
LOGISTICS
CENTRE



COOKS RIVER
INTERMODAL
TERMINAL



PORT BOTANY



PORT KEMBLA



Our role



- Strategic port development & planning
- Landside precinct security & safety
- Operating control of bulk liquids & common user berths
- Wharf infrastructure maintenance
- Port access & berths including dredging
- Tenant management
- Road & rail access including maintenance



- Harbour Master role
- Vessel traffic control
- Pilotage services
- Marine security, safety & response
- Marine pollution regulation & enforcement
- Dangerous goods regulation/enforcement

Our vision

Be a world class port and logistic manager driving sustainable growth

Our approach

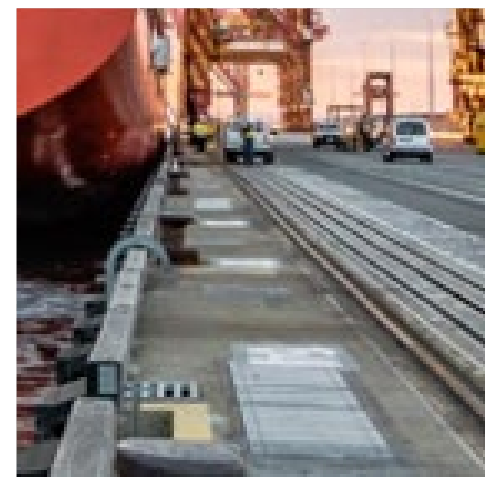
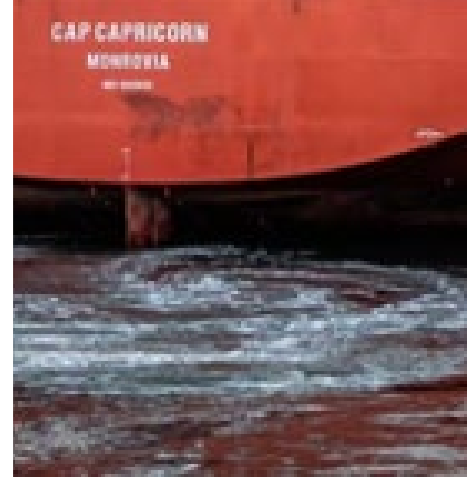
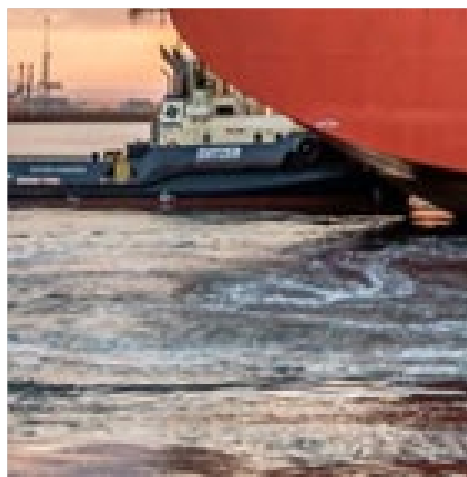
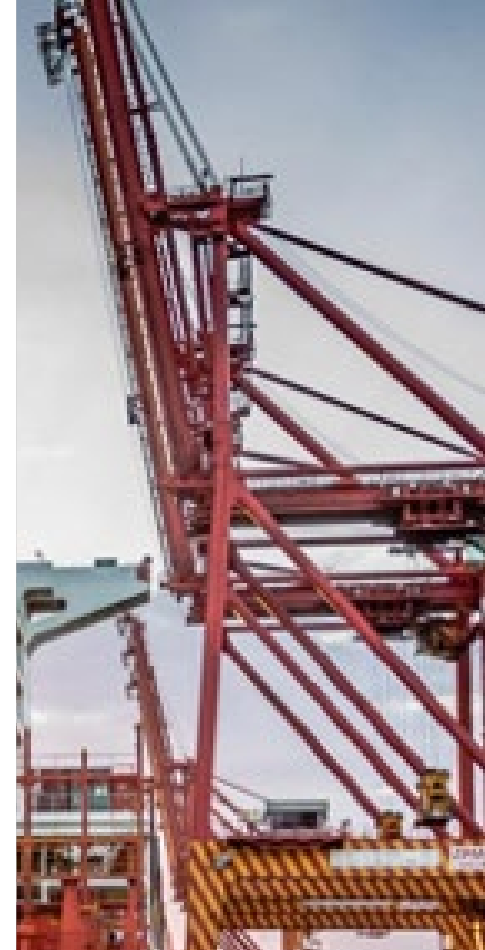
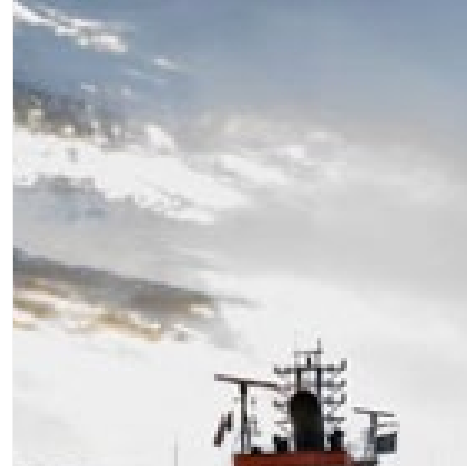
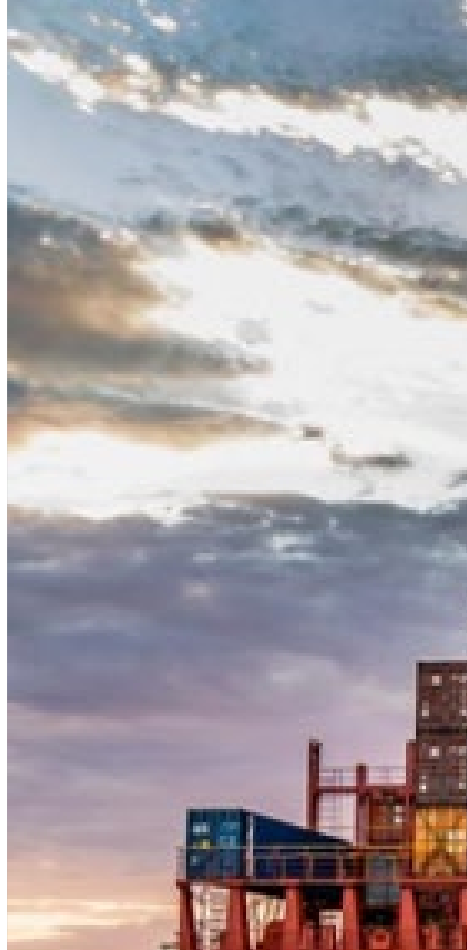
Manage key trade gateways connecting you to global and domestic markets

Our values

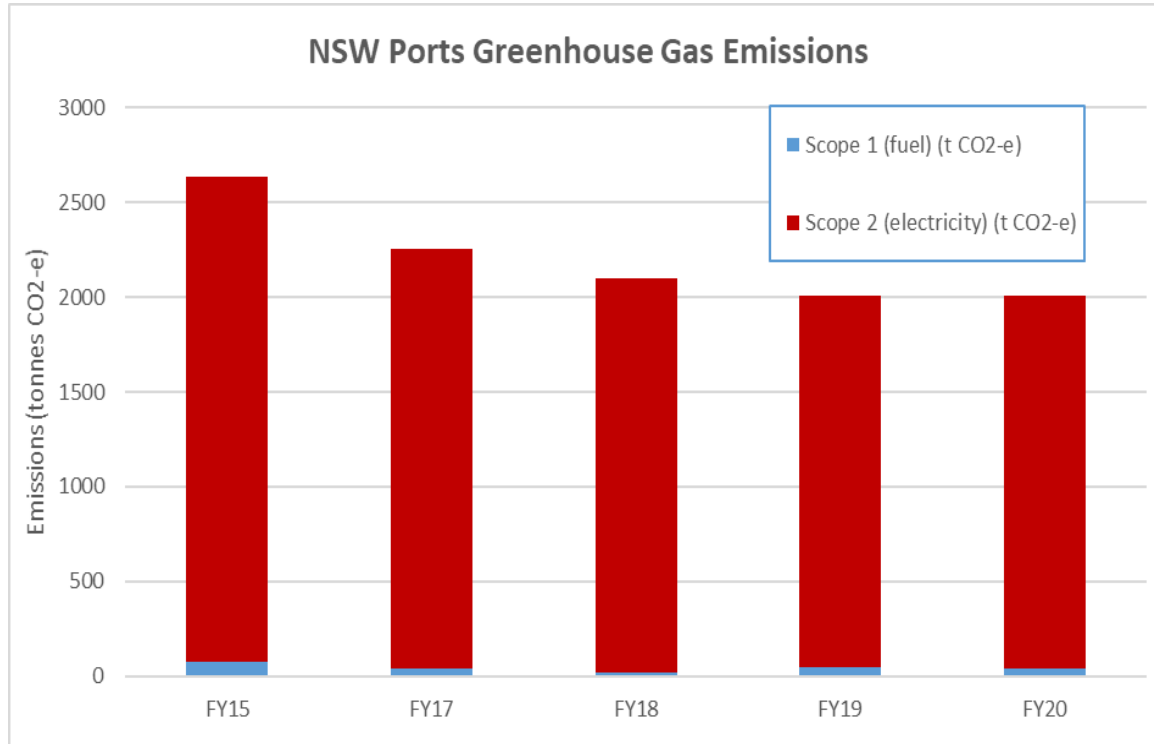
Care | Collaboration | Passion | Integrity | Accountability



Sustainability Initiatives



Greenhouse Emissions Reductions



24% reduction in scope 1 & 2 emissions since FY15

Reductions due to:

- improved building management and use of HVAC
- energy efficient exterior lighting
- rooftop solar PV at Port Kembla and Port Botany
- hybrid vehicles
- rationalised office space at Port Kembla
- rationalised vehicle fleet



Environmental Shipping Incentive: An Australian first



- Commenced 1 January 2019
- Reduction in vessel related charges levied by NSW Ports
- Rewards companies using vessels with better air emissions performance (SO_x, NO_x, CO₂)
- Based on the Environmental Ship Index within the World Ports Sustainability Program
- 570 vessels qualified for an ESI under the NSW Ports scheme in FY20.

2019 - 2022 Sustainability Plan



- Celebrates achievements since FY15
- Aligns with UN Sustainable Development Goals
- Establishes performance measures

Highlights include:

- Environmental incentive for shipping
- 20% reduction in greenhouse gas emissions
- Supporting 29,400 jobs

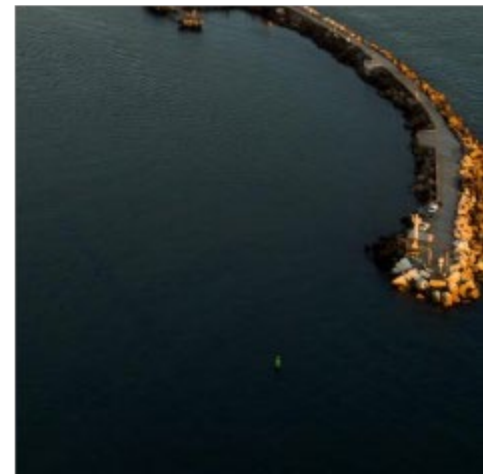
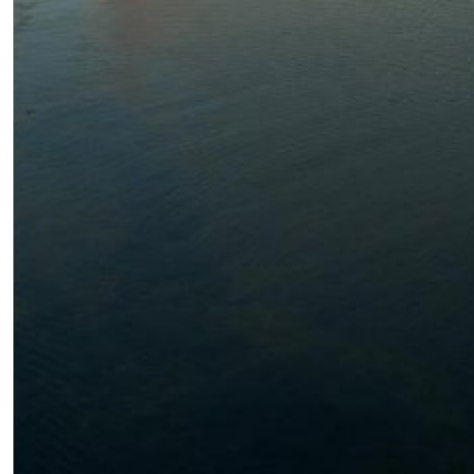
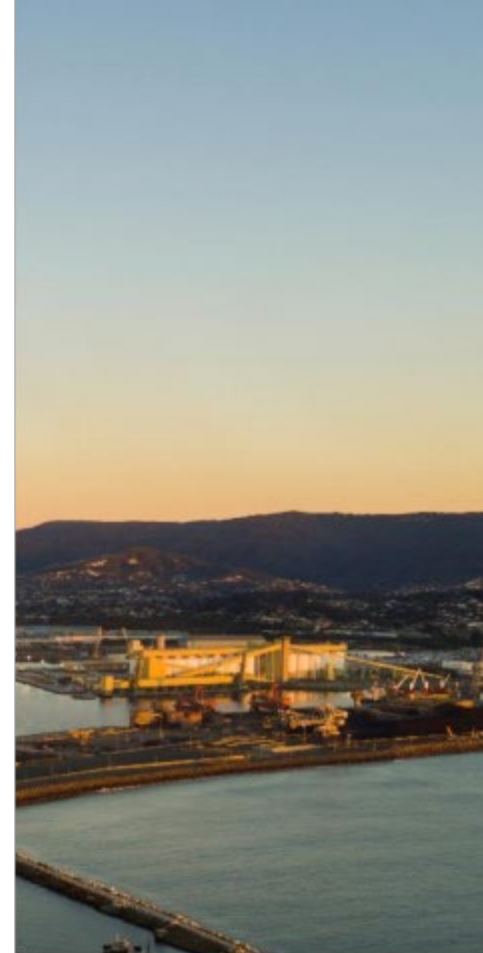
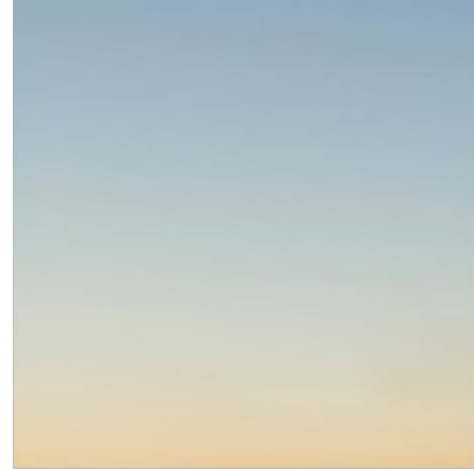
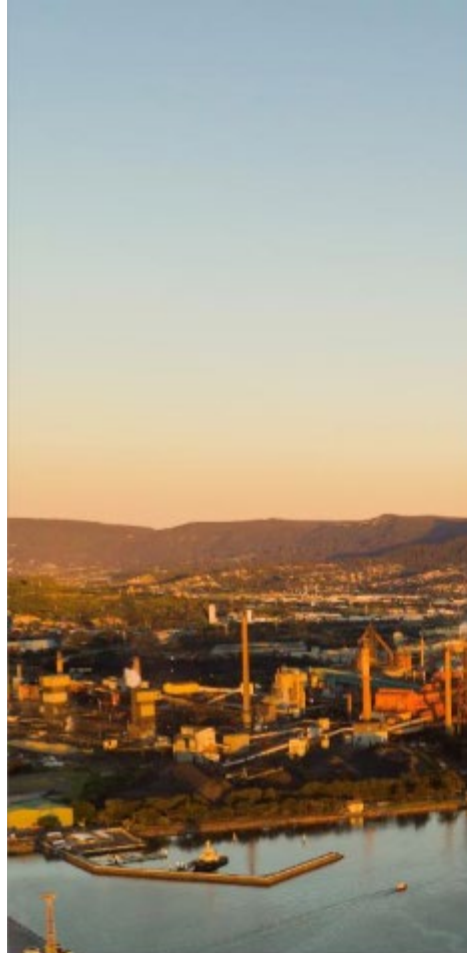
<https://sustainability.nswports.com.au/>



Next steps

- Quantify emissions benefits of Shipping Incentive by June 2021
- Develop whole of port emissions inventories:
 - Port Botany by June 2021
 - Port Kembla by June 2021
 - Enfield by June 2022
- Consider what “carbon neutral” means for NSW Ports – answer TBA

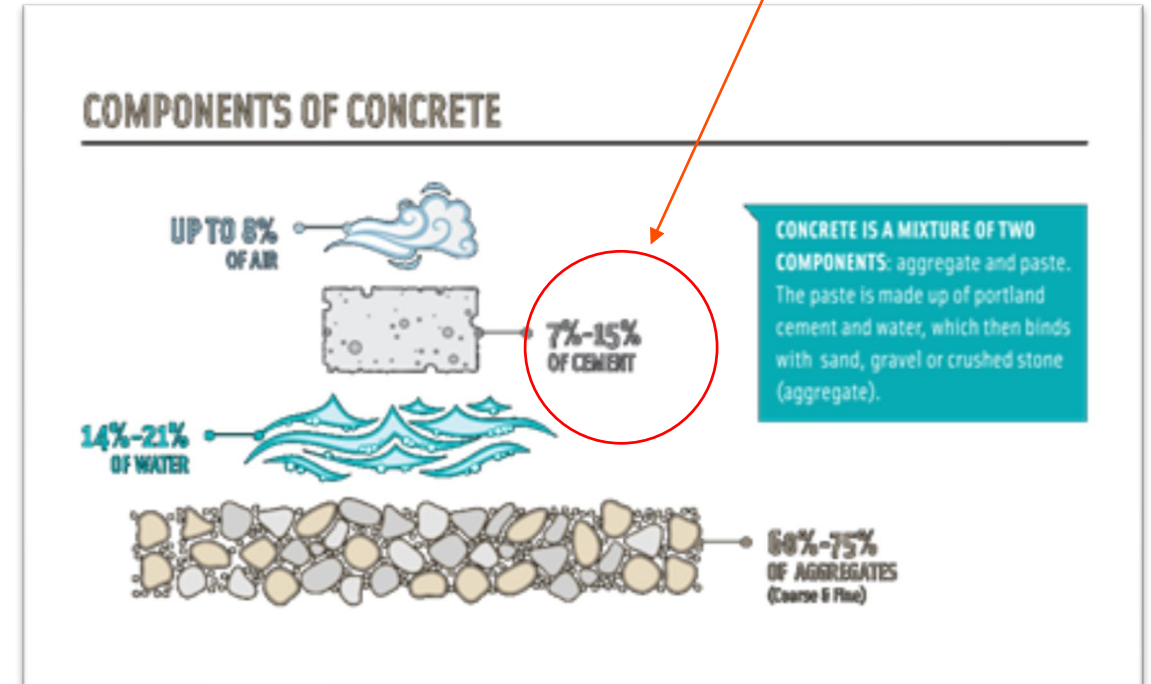
Case study: Low carbon concrete in breakwaters



Environmental impact of typical concrete

- Concrete production generates ~8% worldwide carbon emissions
- The manufacture of Portland cement (binding agent) generates carbon emissions;
 - Chemical reaction to transform limestone into lime (basic cement ingredient) releases CO₂
 - A lot of heat required for reaction to form lime cement (significant energy)
- Opportunity for improvement by replacing Portland cement in concrete with supplementary cementitious materials (SCMs) - e.g. blast furnace slag and fly-ash,
- with a 100% replacement possible with Geopolymer concretes

Opportunity to replace cement with low carbon SCMs



Transformation of limestone to lime



NSW Ports geopolymer Hanbar units

- NSW Ports undertook research project with University of NSW to trial use of sustainable geopolymer (low carbon) concrete for marine structures in 2017
- Geopolymer concrete made from industrial by-products, such as steel slag (from BlueScope) and fly-ash (from coal power stations) instead of carbon intensive cement
- Trial has been anecdotally successful to-date
- Ongoing research on durability of geopolymer Hanbar units by UNSW with cores being taken this year to test strength and durability of geopolymer concrete vs. normal concrete



Future opportunity for low carbon concrete

- NSW Ports will use geopolymer concrete again this year in PK breakwater block replenishment program
- Work by NSW Ports and UNSW paves the way for future use of SCMs not just in breakwater but other concrete infrastructure within the and outside the port
- Many concrete manufactures starting to increase use of SCMs in concrete and promote these LCC products.



** “Greenhouse emissions – Ecoblend use will displace CO₂ emissions. Displacement of approximately 700 kg of CO₂ for each tonne of slag used as an OPC[#] replacement, is achieved.”*
(*[ICL website](#))

(# Ordinary Portland Cement)

Good afternoon,

The Australian Maritime Safety Authority (AMSA) is currently preparing for the 8th session of the Intersessional Working Group on Reduction of GHG Emissions from Ships (ISWG-GHG 8), which will occur virtually from 24 – 28 May 2021.

ISWG-GHG 8 is expected to focus on finalising the guidelines to support the new goal-based short-term greenhouse gas (GHG) reduction measure that was approved at MEPC 75 in November last year and is up for adoption at MEPC 76 in June this year.

As you may recall, the new measure will require existing international ships to make both technical (Energy Efficiency Existing Ship Index (EEXI)) and operational improvements (Carbon Intensity Indicator (CII)) to reduce their carbon intensity in line with the IMO's Initial GHG Strategy (at least a 40% reduction across the international fleet by 2030, compared to 2008 levels). To do this, ISWG-GHG 8 will consider the Report of the Correspondence Group on the Development of Technical Guidelines on Carbon Intensity Reduction. This Correspondence Group was established by MEPC 75 and was instructed to:

- 1) further develop the draft technical guidelines supporting the EEXI framework;
- 2) develop technical guidelines supporting the CII framework for voluntary application first until 1 January 2026;
- 3) consider and update the 2016 Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP) (resolution MEPC.282(70)), including to incorporate the development of a plan of corrective actions and verification requirements of SEEMP;
- 4) consider the need to update existing guidelines, procedures or guidance; and
- 5) submit a written report to MEPC 76, to be first considered by ISWG-GHG 8.

In addition to the documents submitted to ISWG-GHG 8, all documents submitted to MEPC 76 (scheduled for 10-17 June 2021) that provide comments on the Report of the Correspondence Group are also expected to be first considered by ISWG-GHG 8.

Please find below my signature block the list of submissions expected to be considered at ISWG-GHG 8. I have also attached the agenda for the meeting. It would be appreciated if you could consider the below list and let us know if you are interested in reviewing and commenting on any of these documents or agenda items.

The documents can be accessed on [IMODOCS](#). Alternatively, please let us know if we can forward any submissions that may be of interest to you.

Noting the approaching commencement of ISWG-GHG 8, we would require any views or comments on these submissions by **16 May 2021**. Apologies for the short timeframe.

Please feel free to contact us if you would like to discuss further.

Kind regards

Matt

MARITIME SAFETY AND ENVIRONMENT POLICY | POLICY AND REGULATION
AUSTRALIAN MARITIME SAFETY AUTHORITY

- ISWG-GHG 8/1 - Provisional agenda for the Eighth Meeting of the Intersessional Working Group on Reduction of GHG Emissions from Ships to be held remotely from Monday, 24 May 2021, to Friday, 28 May 2021 (Secretariat)
- ISWG-GHG 8/2/Rev.1 - Comments on draft guidelines associated with the Energy Efficiency Existing Ship Index (EEXI) in document ISWG-GHG 7/2/7 (BIMCO & RINA)
- ISWG-GHG 8/3 - Choice of metrics for capacity for ro-ro cargo ships and using a GT/DWT-distinction for the ro-ro cargo ship reference line for annual operational CII (INTERFERRY)
- ISWG-GHG 8/3/1 - Operational factors affecting fuel consumption of small and medium size tankers with frequent port visits (Greece)
- ISWG-GHG 8/3/2 - Proposal concerning CII reference line for vehicle carriers (WSC)
- MEPC 76/7/3 - Overview of the Correspondence Group on the Development of Technical Guidelines on Carbon Intensity Reduction (China, Japan and the European Commission)
- MEPC 76/7/4 - Report of the Correspondence Group on the Development of Technical Guidelines on Carbon Intensity Reduction (TOR 1) (China, Japan and the European Commission)
- MEPC 76/7/5 - Report of the Correspondence Group on the Development of Technical Guidelines on Carbon Intensity Reduction (TOR 2) (China, Japan and the European Commission)
- MEPC 76/7/6 - Report of the Correspondence Group on the Development of Technical Guidelines on Carbon Intensity Reduction (TOR 3 and TOR 4) (China, Japan and European Commission)
- MEPC 76/7/14 - Establishing High Speed Craft as a new sector in the CII framework (INTERFERRY)
- MEPC 76/7/16 - Output from industry consultation on EEXI by the Nautical Institute (NI) and the Royal Institution of Naval Architects (RINA) (RINA and NI)
- MEPC 76/7/19 - Commenting document on the report of the Correspondence Group to strengthen the CII framework (Netherlands)
- MEPC 76/7/21 - Proposal for the definition of "sailing in ice conditions" (Estonia, Finland, Russian Federation and Sweden)
- MEPC 76/7/23 - Proposal for a method to assess and discuss the correction factors and voyage exclusions proposed in the CII guidelines (G1) developed by the Correspondence Group on the Development of Technical Guidelines on Carbon Intensity Reduction (France)
- MEPC 76/7/24 - Analysis and discussion of the remaining options on the measurement of the 2030 target and the already achieved carbon intensity improvement in the Reduction factors guidelines (G3) developed by the Correspondence Group on the Development of Technical Guidelines on Carbon Intensity Reduction (France and United States)
- MEPC 76/7/25 - Comments on document MEPC 76/7/5 (Indonesia, Russian Federation, Saudi Arabia, United Arab Emirates, ICS, INTERTANKO, IPTA and WSC)
- MEPC 76/7/26 - Cargo heating and cargo tanks washing (INTERTANKO)
- MEPC 76/7/27 - Correction factors for the shuttle tankers for the calculation of the CII (INTERTANKO)
- MEPC 76/7/28 - Use of numerical methods for the purposes of estimating VREF for EEXI (RINA)
- MEPC 76/7/29 - Refrigerated container cargoes (ICS and WSC)
- MEPC 76/7/30 - Proposal for a fleet-level monitoring option (CLIA and WSC)
- MEPC 76/7/33 - CII reduction factors (WSC)
- MEPC 76/7/34 - Carbon Intensity Indicator comments for cruise passenger ships with non-conventional propulsion (CLIA)
- MEPC 76/7/35 - Proposed amendments to the draft guidelines associated with the Energy Efficiency Existing Ship Index (EEXI) (Italy)

- MEPC 76/7/36 - Comments on the report of the Correspondence Group on the Development of Technical Guidelines on Carbon Intensity Reduction (TOR 2) (IPTA)
- MEPC 76/7/37 - Comments on document MEPC 76/7/6 (IACS)
- MEPC 76/7/38 - Comments on the report of the Correspondence Group on the Development of Technical Guidelines on Carbon Intensity Reduction for greater ambition and alignment with a 1.5°C warming scenario (Pacific Environment and CSC)
- MEPC 76/7/41 - Proposal for a fleet-averaging approach (Denmark)
- MEPC 76/7/43 - Comments on document MEPC 76/7/5 (INTERCARGO)
- MEPC 76/7/44 - Comments on document MEPC 76/7/5 (Republic of Korea)
- MEPC 76/7/46 - Gas carriers cargo pressure/temperature control (cargo cooling) (INTERTANKO)
- MEPC 76/7/47 - Comments on documents MEPC 76/7/4 and MEPC 76/7/5 (IACS)
- MEPC 76/7/48 - AER achieved rate by tankers in 2018-2020 as compared with year 2008 (INTERTANKO)
- MEPC 76/7/50 - Comments on the report of the Correspondence Group on the Development of Technical Guidelines on Carbon Intensity Reduction with respect to overridable power limitation (United States)
- MEPC 76/7/51 - Comments on documents MEPC 76/7/5 and MEPC 76/INF.10 (RINA)
- MEPC 76/7/52 - pressure/temperature control (cargo handling) for LNG carriers (Greece)
- MEPC 76/7/53 - Comments on document MEPC 76/7/5 (Greece)
- MEPC 76/7/54 - Comments on document MEPC 76/7/4 (Greece)
- MEPC 76/7/55 - Comments on document MEPC 76/7/5 (Greece)
- MEPC 76/7/56 - Comments and concerns on CII procedures (CLIA)
- MEPC 76/7/59 - Comments on document MEPC 76/7/4 (India)
- MEPC 76/INF.41 - Research in implication of the CII framework (Netherlands)

INTERSESSIONAL MEETING OF THE
WORKING GROUP ON REDUCTION OF
GHG EMISSIONS FROM SHIPS
8th session
Agenda item 1

ISWG-GHG 8/1
22 January 2021
ENGLISH ONLY

PROVISIONAL AGENDA

for the Eighth Meeting of the Intersessional
Working Group on Reduction of GHG Emissions from Ships
to be held remotely* from Monday, 24 May 2021, to Friday, 28 May 2021

Session commences at 11.00 a.m. (UTC+1) on Monday, 24 May 2021

Opening of the session

- 1 Adoption of the agenda
- 2 Guidelines supporting the EEXI framework
- 3 Guidelines supporting the CII framework
- 4 Update of the 2016 *Guidelines for the development of a Ship Energy Efficiency Management Plan (SEEMP)* (resolution MEPC.282(70))
- 5 Update of other existing guidelines, procedures and guidance
- 6 List of technical guidelines that could be consolidated into a mandatory carbon intensity code
- 7 Any other business

Closing of the session

Notes:

1 Taking into account the *Organization and method of work of the Maritime Safety Committee and the Marine Environmental Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.5/Rev.2):

- .1 all documents should be received by the Secretariat by **Friday, 9 April 2021**;
- .2 for reasons of economy, documents should be submitted in single spacing, be as concise as possible and:

* Refer to the decisions of ALCOM/ES (ALCOM/ES/5/1) and MSC-LEG-MEPC-TCC-FAL.1/Circ.1 on *Interim guidance to facilitate remote sessions of the Committees during the COVID-19 pandemic*.

- .1 all documents should include a brief summary prepared in accordance with MSC-MEPC.1/Circ.5/Rev.2; and
- .2 documents should conclude with a summary of the action which the Intersessional Working Group is invited to take; and
- .3 the following word-processing format should be observed in order to standardize the presentation of documents:
 - font: Arial;
 - font size: 11;
 - justification: full;
 - margins: 2 cm top, 2.5 cm bottom, left and right.

In this respect, a template is available on the IMODOCS website for use in the preparation of documents; and

to facilitate the processing of documents, they should be sent via e-mail in Microsoft Word to the following email address: ghg@imo.org. It should be noted that the file size limit for the IMO email system is set at 10 Mbytes. If submitters do not receive an acknowledgement receipt by the Secretariat within 5 working days, they should contact ghg@imo.org without delay, referring to the original email.

- 2 The Committee's Method of work, inter alia, requests the Secretariat to strictly apply the rules concerning the submission of documents and not accept late submissions from Governments or delegations.
