76th Meeting of the CIMAC EEC WG



# Asia and Japan Marine and Power Plant

### Japanese Domestic CIMAC Japan Internal Combustion Engine Federation (JICEF) 8<sup>th</sup> November 2023





1. Handling of IMO Interim Guidance on the Use of Biofuels under IMO-DCS and CII regulation

2. Type Approval by the Japanese Government for the exhaust gas monitoring systems and discharge water monitoring systems of Exhaust Gas Cleaning Systems installed on Japanese-flagged ships (Revision)





#### Handling of IMO Interim Guidance on the Use of Biofuels under IMO-DCS and CII regulation

1. Summary of the Interim Guidance about using Biofuels in ClassNK

In the 2022 Guidelines on Operational Carbon Intensity Indicators and Calculation Methods (RESOLUTION MEPC.352(78) 2022 GUIDELINES ON OPERATIONAL CARBON INTENSITY INDICATORS AND THE CALCULATION METHODS (CII GUIDELINES, G1)), it is stipulated that if the type of fuel oil is not included in the relevant guidelines, the fuel supplier is required to provide the CO2 emission factor (Cf) for that type of oil, along with documentary evidence.

On the other hand, at the IMO, guidelines on Life Cycle Assessment (LCA) of greenhouse gas (GHG) emissions from the production to consumption of marine fuels (Well-to-Wake) are continually being discussed. Until the LCA guidelines are developed, it has become possible to use the interim guidance on the use of biofuels to calculate the CO2 emission factor (Cf) for biofuels that meet the following conditions, for use in IMO-DCS and CII regulations.

Conditions for biofuels that can be used in IMO-DCS and CII regulations:

(1) Certified to meet sustainability criteria through an international certification system

(such as ISCC, RSB, etc.)[1]

, and

(2) the Well-to-Wake GHG intensity of the fuel is 33gCO2e/MJ or less.

Formula for calculating the CO2 emission factor (Cf) for biofuels: Cf [gCO2eq/g] = GHG Intensity [gCO2eq/MJ] × Lower Calorific Value (LCV) [MJ/g]

[1] Refer to ICAO's Approved Sustainability Certification Scheme and the CORSIA Sustainability Criteria (Chapter 2) for CORSIA Eligible Fuels



#### Handling of IMO Interim Guidance on the Use of Biofuels under IMO-DCS and CII regulation

Note that in any case, the Cf value of biofuels cannot be less than zero. For blended (mixed) fuels, the Cf is calculated based on the weighted average of the Cf for the respective amount of fuels by energy.

Additionally, biofuels that are not certified by an international certification system as "sustainable", or that do not meet the above GHG intensity criteria (33gCO2eq/MJ or less), will be assigned a Cf equal to the Cf of the equivalent fossil fuel type.

This guidance is temporary and will be discontinued once a more comprehensive Well-to-Wake GHG emission calculation method, based on the IMO LCA guidelines, has been developed.

2. Procedures for the Use of Biofuels in ClassNK Verification of IMO-DCS and CII Regulations

In verification for IMO-DCS and CII regulations, in order to use the above CO2 emission factor (Cf) for biofuels, re-approval of SEEMP Part II is required. Please add the biofuels into the section about fuels type used on the SEEMP Part II and submit it to us through the ClassNK MRV Portal. Also, at that time, please submit the documents specified in [1]. above (Proof of Sustainability certificate or similar documents), along with a copy of the Bunker Delivery Note.

Regarding how to input fuel oil consumption into the MRV Portal, we will separately inform MRV Portal users through revised MRV Portal user manual accordingly.

https://www.classnk.or.jp/hp/pdf/tech\_info/tech\_img/T1307e.pdf



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Type Approval by the Japanese Government for the exhaust gas monitoring systems and discharge water monitoring systems of Exhaust Gas Cleaning Systems installed on Japanese-flagged ships (Revision)

This time, the Japanese Government revised the technical standards of Type Approval as of 22 September 2022.

The Technical Information is revised as described below and this Technical Information supersedes the previous ClassNK Technical Information No. TEC-1216.

The Japanese Government (hereinafter referred to as "JG") has issued letters regarding the approval including the technical standards for exhaust gas monitoring systems and discharge water monitoring systems (hereinafter referred to collectively as "monitoring systems") of Exhaust Gas Cleaning systems (hereinafter referred to as "EGCS") installed on Japanese-flagged ships.

In cases where the purchase contract date of above-mentioned monitoring system is on or after 1 January 2022, the monitoring system is required to pass an individual inspection for each product or obtain Type Approval from the JG. In cases where the purchase contract date is before 1 January 2022, on the other hand, the JG is to confirm, based upon relevant documents, the compliance of the monitoring system.

Please contact the JG directly at the below address with any inquiries regarding the above-mentioned technical standards, the application for Type Approval, or confirmation of compliance, etc.

[Contact address] Ministry of Land, Infrastructure, Transport and Tourism (MLIT) Inspection and measurement Division, Maritime Bureau Address: 2-1-3, Kasumigaseki, Chiyoda-ku, Tokyo Tel.: +81-(0)3-5253-8639 E-mail\*: hqt-jg\_typeapproval@gxb.mlit.go.jp



https://www.classnk.or.jp/hp/pdf/tech\_info/tech\_img/T1305e.pdf

## Thank you for your attention



