INTERNATIONAL MARITIME ORGANIZATION

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SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE
1st session
Agenda item 16

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REPORT TO THE MARINE ENVIRONMENT PROTECTION COMMITTEE

LIST OF ANNEXES

1 GENERAL

1.1 The Sub-Committee on Pollution Prevention and Response (PPR) held its first session from 3 to 7 February 2014, under the chairmanship of Mr. Sveinung Oftedal (Norway), who was unanimously elected as Chairman for 2014 at the opening of the session. The Vice-Chairman, Dr. Flavio Fernandes (Brazil), who was unanimously elected as Vice-Chairman for 2014 at the opening of the session, was also present.

1.2 The session was attended by delegations from Member Governments and observers from international organizations and non-governmental organizations in consultative status, as listed in document PPR 1/INF.1.

Opening address

1.3 The Secretary-General welcomed participants and delivered his opening address, the full text of which can be downloaded from the IMO website at the following link: www.imo.org/MediaCentre/SecretaryGeneral/Secretary-GeneralsSpeechesToMeetings.

Chairman's remarks

1.4 In responding, the Chairman thanked the Secretary-General for his words of guidance and encouragement and assured him that his advice and requests would be given every consideration in the deliberations of the Sub-Committee.

Adoption of the agenda and related matters

1.5 The Sub-Committee adopted the agenda (PPR 1/1) and agreed to be guided in its work, in general, by the annotations contained in document PPR 1/1/1 and the proposed arrangements for the session set out in document PPR 1/1/2. The agenda, as adopted, together with the list of documents considered under each agenda item, is set out in document PPR 1/INF.8.

2 DECISIONS OF OTHER IMO BODIES

2.1 The Sub-Committee noted the outcome of MEPC 65, MSC 92, C/ES.27 and A 28 relevant to the work of the Sub-Committee, as reported in documents PPR 1/2 and PPR 1/2/1 (Secretariat) and took them into account in its deliberations when dealing with the relevant agenda items.

2.2 The Sub-Committee noted, in particular, that the twenty-eighth regular session of the Assembly had adopted the *Strategic Plan for the Organization (for the six-year period 2014 to 2019)* (resolution A.1060(28)) and the *High-level Action Plan of the Organization and priorities for the 2014-2015 biennium* (resolution A.1061(28)).

3 EVALUATION OF SAFETY AND POLLUTION HAZARDS OF LIQUID CHEMICALS AND PREPARATION OF CONSEQUENTIAL AMENDMENTS TO THE IBC CODE

Outcome of MEPC 65 and MSC 92

3.1 The Sub-Committee noted that MSC 92 and MEPC 65 had endorsed the actions taken by BLG 17 in relation to the report of ESPH 18 and had approved the work programme for ESPH 19. Additionally, both Committees had approved the holding of an intersessional meeting of the ESPH Working Group in 2014.

3.2 The Sub-Committee also noted that MSC 92 and MEPC 65 had approved draft amendments to the IBC Code, as well as MSC-MEPC.5/Circ.7 on *Guidance on the timing of replacement of existing certificates by revised certificates as a consequence of the entry into force of amendments to chapters 17 and 18 of the IBC Code.*

Evaluation of new products

3.3 The Sub-Committee agreed to refer documents PPR 1/3/1 (United States), PPR 1/3/2 (United States), PPR 1/3/3 (Denmark, Netherlands, Norway, Poland, Sweden and United Kingdom), PPR 1/3/4 (South Africa) and PPR 1/3/5, PPR 1/3/6, PPR 1/3/7, PPR 1/3/8, and PPR 1/3/9 (Italy), containing information for the evaluation of new products, and document PPR 1/3/11 (INTERTANKO), concerning the review of products requiring oxygen-dependent inhibitors and proposals to amend MSC/Circ.879-MEPC/Circ.348, directly to the ESPH Working Group for evaluation, having noted that these pertained to routine tasks of the working group or issues related to ongoing work items.

Report of ESPH 19

3.4 The Sub-Committee recalled that the nineteenth session of the ESPH Working Group had taken place from 21 to 25 October 2013 and the report of that session was circulated as document PPR 1/3.

3.5 Having considered the report of the ESPH Working Group, the Sub-Committee approved it in general and, in particular:

.1 agreed to the evaluation of new products and their consequential inclusion in the IBC Code;

.2 concurred with the proposed amendments to the current entry for poly(4+) isobutylene in chapter 17 of the IBC Code;

.3 agreed to a new entry in chapter 17 of the IBC Code for poly(4+)isobutylene, as a pollution category X, and the addition of "Highly-Reactive Polyisobutylene" as a synonym in chapter 19 of the IBC Code;

.4 concurred with the results of the evaluation of cleaning additives;

.5 agreed to the evaluation of trade-named mixtures representing safety hazards and their consequential inclusion in list 3 of the MEPC.2/Circular, with validity for all countries and no expiry date;

.6 noted the review of the draft of MEPC.2/Circ.19 undertaken and the resulting amendments and deletion of products from the lists that had reached their expiry dates;

.7 noted the outcome of the GESAMP/EHS 50 meeting, in particular the finalization of the work on the revision of GESAMP Reports and Studies No.64 that was subsequently approved at GESAMP 40;

.8 agreed to the deletion of the asterisk at the end of paragraph 15.13.5.1 of the recent amendments to the IBC Code (Circular Letters Nos.3370 and 3405) and referred the matter to MEPC 66 and MSC 93 for concurrence;

.9 noted the progress made on the revision of chapter 21 of the IBC Code and that this work would continue at this session of the Sub-Committee;

.10 noted the revision of the PPR Product Data Reporting Form (previously the BLG Product Data Reporting Form);

.11 noted the discussions with regard to consequences of the discharge of high-viscosity products, based on a number of recent incidents;

.12 concurred with the proposed update of the MEPC.2/Circular and BLG.1/Circ.17 to provide guidance with regard to the naming protocol for trade-named products; and

.13 approved the proposed future planned output of the ESPH Working Group and the provisional scheduling of ESPH 20 from 29 September to 3 October 2014.

Issues related to the discharge of high-viscosity and persistent floating products

3.6 The Sub-Committee considered document PPR 1/3/3 (Denmark, Norway, Poland, Sweden, Netherlands and United Kingdom), regarding the ongoing issues related to high-viscosity and persistent floating products that are discharged in accordance with MARPOL Annex II requirements, but which are solidifying and coming ashore in the northern European region (along coastlines bordering the North Sea, Baltic Sea, Black Sea and the English Channel).

3.7 In its introduction of the document, the delegation of the United Kingdom clarified that whilst the proposal contained in document PPR 1/3/3 had suggested inviting Member States to submit a proposal to MEPC requesting an unplanned output, they had since noted that in accordance with the *High-level Action Plan of the Organization and priorities for the 2015-2016 biennium* (resolution A.1061(28)), this work would fall within the scope of output 7.2.2.1 on Safety and pollution hazards of chemicals and preparation of consequential amendments to MARPOL Annex II and the IBC Code*,* taking into account recommendations of GESAMP-EHS, which had been agreed by the Sub-Committee.

3.8 One delegation noted that, in its introduction, the delegation of the United Kingdom had made reference to a review of regulation 4.1.3 of MARPOL Annex II as part of the proposal, but that this was not referenced anywhere in the document under consideration. It was further emphasized that any consideration of a change to this regulation may result in a substantial amendment to MARPOL Annex II, thus constituting an unplanned output.

3.9 The Sub-Committee, having discussed the matter, determined that there was no proposal to amend MARPOL Annex II as such and, therefore, agreed to refer the document to the ESPH Working Group for further consideration, requesting it to also consider the implications of regulation 4.1.3 of MARPOL Annex II on this topic, and to provide advice to the Sub-Committee, taking into account the comments made in plenary.

Clarification on the use of generic cleaning products

3.10 The Sub-Committee, having considered document PPR 1/3/10 (IPTA), containing a proposal providing clarification on the use of generic tank cleaning products, and having concurred with the proposal in principle, agreed to refer this matter to the ESPH Working Group for further consideration.

Establishment of the ESPH Working Group

3.11 The Sub-Committee established the Working Group on Evaluation of Safety and Pollution Hazards of Chemicals (ESPH) and instructed it, taking into account the report of ESPH 19 (PPR 1/3) and the comments and decisions made in plenary, to:

.1 consider issues relating to the evaluation of new products, taking into account documents PPR 1/3/1, PPR 1/3/2, PPR 1/3/4, PPR 1/3/5, PPR 1/3/6, PPR 1/3/7, PPR 1/3/8 and PPR 1/3/9;

.2 conduct an evaluation of cleaning additives;

.3 review the MEPC.2/Circular (Provisional categorization of liquid substances) and other related matters;

.4 further review the safety criteria guidelines in chapter 21 of the IBC Code to address inconsistencies in chapters 17 and 18;

.5 further review the products requiring oxygen-dependent inhibitors, taking into consideration document PPR 1/3/11;

.6 consider the issues related to the discharge of high-viscosity and persistent floating products, based on document PPR 1/3/3, and make a recommendation to the Sub-Committee, accordingly;

.7 consider the proposal by IPTA (PPR 1/3/10) for clarification on the use of generic cleaning products; and

.8 prepare the future planned output and agenda for ESPH 20.

Report of the ESPH Working Group

3.12 Having considered the report of the ESPH Working Group (PPR 1/WP.3), the Sub-Committee approved it in general and took action as described in the following paragraphs.

Evaluation of new products

3.13 The Sub-Committee agreed to the evaluation of new products and their consequential inclusion in the IBC Code, as set out in annex 1, subject to endorsement by MEPC 66.

3.14 The Sub-Committee also agreed to the evaluation of trade-named mixtures presenting safety hazards and their consequential inclusion in list 3 of the MEPC.2/Circular with validity for all countries and with no expiry date, as set out in annex 2, subject to endorsement by MEPC 66.

3.15 Having noted the need for a clear separation between MARPOL Annex I and Annex II substances, the Sub-Committee endorsed the view of the group regarding the need for a review of the procedures for evaluating complex mixtures for inclusion in list 3 of the MEPC.2/Circular, for further consideration at ESPH 20.

Evaluation of cleaning additives

3.16 The Sub-Committee concurred with the group's evaluation of cleaning additives, as set out in annex 3, for inclusion in annex 10 of the MEPC.2/Circular, subject to endorsement by MEPC 66.

3.17 The Sub-Committee also approved the inclusion of new text in annex 10 of the MEPC.2/Circular, providing clarification on the use of cleaning products, as set out in annex 4, subject to endorsement by MEPC 66.

Review of the MEPC.2/Circular

3.18 The Sub-Committee noted the amendments to the information contained in MEPC.2/Circ.19 suggested by the group and, in particular, that 33 products would reach their expiry dates on 17 December 2014.

Review of the safety criteria guidelines in chapter 21 of the IBC Code

3.19 The Sub-Committee noted the progress made with regard to the revision of chapter 21 of the IBC Code and the initial assessment of a sampling of chapter 17 substances, undertaken, based on the criteria set out in the draft revised chapter 21, to determine possible impacts to carriage requirements.

Review of products requiring oxygen-dependent inhibitors

3.20 The Sub-Committee agreed to a draft MSC-MEPC circular on products requiring oxygen-dependent inhibitors, as set out in annex 5, for submission to MSC 66 and MSC 93 for approval and requested the Secretariat to include the suggested amendments to the IBC Code in the next set of amendments to the IBC Code.

Issues related to the discharge of high-viscosity and persistent floating products

3.21 The Sub-Committee noted the discussions of the group with regard to issues related to the discharge of high-viscosity and persistent floating products, and its proposal to invite Member Governments and international organizations to submit information on this topic to ESPH 20.

3.22 Notwithstanding the earlier discussions of the Sub-Committee on this matter, during which there had been general agreement that this issue fell within the scope of output 7.2.2.1 of the High-level Action Plan of the Organization and priorities for the 2015-2016 biennium (see paragraphs 3.7 to 3.9), a number of delegations were of the view that the proposal, nevertheless, constituted an unplanned output. As a consequence, it was their view that this item would require the submission of a request for a new unplanned output, in accordance with the Committees' Guidelines to the MEPC for approval before any further action could be taken.

3.23 During the discussion, specific reference was made to the outcome of C/ES 27, notably the request made by the Ad Hoc Working Group on the Organization's Strategic Plan to C/ES 27 to request the relevant committees to review the identified outputs, which included output 7.2.2.1, in order to specify the actual product more clearly (C/ES 27/3, paragraph 19.7 and annex 2, part A).

3.24 Following discussion, the Sub-Committee agreed to keep this matter in abeyance, pending clarification of High-level Action Plan output 7.2.2.1 by MEPC 66, as requested by C/ES 27 and inform the ESPH Group accordingly.

3.25 The delegation of Indonesia made a statement in connection with the consideration of issues related to the discharge of high-viscosity and persistent floating products, as set out in annex 12.

Prohibition of the blending of bulk liquid cargoes and production processes during sea voyages under SOLAS

3.26 Having noted the discussions of the group regarding the need for further clarification, based on the significant numbers of questions received by Member Governments, international organizations and the IMO Secretariat, as a consequence of the new SOLAS regulation VI/5-2 related to the prohibition of the blending of bulk liquid cargoes and production processes during sea voyages which entered into force on 1 January 2014, the Sub-Committee invited interested Member Governments and international organizations to submit relevant proposals to MSC 93.

Future work programme and scheduling of ESPH 21

3.27 Taking into account the group's progress and the outcome of its work, the Sub-Committee approved the future work programme of the ESPH Working Group (PPR 1/3, annex 7) and agreed to request MEPC 66 and MSC 93 to approve the holding of an intersessional meeting of the ESPH Working Group (ESPH 21) in 2015 (see paragraph 13.6).

4 DEVELOPMENT OF A CODE FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS

4.1 The Sub-Committee recalled that BLG 17 had re-established the Correspondence Group on the Development of the OSV Chemical Code and instructed it to further develop the text of the draft Code.

4.2 The Sub-Committee also recalled that BLG 16 had sought advice from the SLF Sub-Committee on damage stability standards for offshore support vessels (OSVs) carrying limited amounts of hazardous and noxious liquid substances in bulk (see paragraph 4.5).

Report of the correspondence group

4.3 In considering the report of the correspondence group (PPR 1/4/1, submitted by Denmark), the Sub-Committee noted, in particular, that the group had made progress on chapters 2 (Survival capability and location of cargo tanks), 3 (Ship design), 5 (Cargo transfer), 8 (Firefighting requirements) and 12 (Special requirements); however, had not been able to prepare a complete draft owing to time constraints and various outstanding issues.

4.4 Having noted the general support for the text prepared by the correspondence group, but also concerns over the perceived excessive restrictions on traditional OSVs carrying more benign products, such as drilling muds, the Sub-Committee referred document PPR 1/4/1 to the Working Group on the OSV Chemical Code for further development of the draft Code.

Outcome of SLF 55

4.5 The Sub-Committee, having considered document PPR 1/4 (Secretariat), containing the outcome of SLF 55 concerning a damage stability standard for OSVs carrying limited amounts of hazardous and noxious liquid substances in bulk, agreed to refer the document to the working group for further consideration.

4.6 In this connection, the Sub-Committee noted concerns that the damage stability standard proposed by the SLF Sub-Committee does not adequately address additional risks associated with the carriage of large volumes of severely hazardous products.

Establishment of the Working Group on the Development of the OSV Chemical Code

4.7 The Sub-Committee established the Working Group on the Development of the OSV Chemical Code and instructed it, taking into account the comments, proposals and decisions made in plenary, to:

.1 further develop the draft Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (OSV Chemical Code), on the basis of documents PPR 1/4 and PPR 1/4/1, and in particular:

.1 focus on preparing chapter 2 on survival capability and location of cargo tanks, chapter 3 on ship design and chapter 5 on cargo transfer, with a view to forwarding the draft text to the SDC Sub-Committee for advice and input; and preparing chapter 8 on firefighting requirements, with a view to forwarding the draft text to the SSE Sub-Committee for advice and input; and

.2 if time allows, prepare the draft text of the remaining chapters of the OSV Chemical Code; and

.2 consider whether the correspondence group should be re-established to finalize the draft OSV Chemical Code; and if so, develop draft terms of reference for the group.

Report of the working group

4.8 Having considered the report of the working group (PPR 1/WP.4), the Sub-Committee approved it in general and took action as indicated hereunder.

Referral of relevant chapters of the draft OSV Chemical Code to the SDC and SSE Sub-Committees

4.9 The Sub-Committee agreed to refer the following parts of the draft Code to the SDC and SSE Sub-Committees for consideration:

.1 SDC Sub-Committee: draft text of chapter 2 on ship survival capability and location of cargo tanks and chapter 5 on cargo transfer; and

.2 SSE Sub-Committee: draft text of chapter 8 on firefighting requirements,

and requested the Secretariat to refer the relevant parts of the draft Code (PPR 1/WP.4) to the above-mentioned Sub-Committees, as appropriate.

4.10 In this connection, the Sub-Committee requested the SDC Sub-Committee to consider all existing stability requirements in the different IMO codes and guidelines related to OSVs and to determine which stability standards would offer an equivalent level of safety when operating in different operational modes.

Re-establishment of the Correspondence Group

4.11 The Sub-Committee re-established the Correspondence Group on the Development of the OSV Chemical Code under the coordination of Denmark[1] and instructed it, on the basis of the outcome of PPR 1 and the report of the working group (PPR 1/WP.4), to:

.1 finalize chapter 3 on ship design and chapter 12 on special requirements, with a view to forwarding the draft text to the SDC Sub-Committee for advice and input;

.2 further develop the remaining chapters of the draft OSV Chemical Code, which have not been sent to the SDC and SSE Sub-Committees, based on document BLG 17/INF.6;

.3 consider the need for any amendments to related IMO instruments in order to ensure consistency with the proposed OSV Chemical Code; and

.4 submit a written report to PPR 2.

5 ADDITIONAL GUIDELINES FOR IMPLEMENTATION OF THE BWM CONVENTION

5.1 The Sub-Committee noted that, since BLG 17, two more States (Germany and Switzerland) had acceded to the Ballast Water Management (BWM) Convention, bringing the number of Contracting Governments to 38, representing 30.38% of the world's tonnage of merchant ships. The Sub-Committee urged the other Member States to consider ratifying or acceding to the Convention at their earliest convenience.

5.2 In this connection, the Sub-Committee noted that the Assembly, at its twenty-eighth regular session, had adopted resolution A.1088(28) on *Application of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004,* with a view to providing certainty and confidence in the application of the BWM Convention, thereby assisting shipping industries in the timely planning of their operations and encouraging the early installation of ballast water management systems.

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Development of a BWM circular on guidance on the use of ballast water management systems during stripping operations

5.3 The Sub-Committee had for its consideration the following documents:

.1 PPR 1/5 (France and Norway), seeking clarification on the usage of ballast water management systems during stripping operations; and

.2 PPR 1/5/2 (Canada), containing a draft BWM circular on guidance on the use of ballast water management systems during stripping operations.

5.4 In the ensuing discussion, the Sub-Committee noted support for the development of guidance on the use of ballast water management systems during stripping operations, but also noted concerns over the scope of the draft guidance, as well as possible technical challenges with regard to ballast water sampling and the compatibility and relationship of the draft guidance with the provisions of the BWM Convention and relevant guidelines.

5.5 The observer from IFSMA stated that, while welcoming the draft guidance, they had concerns that the human element had not been given sufficient consideration, in particular with regard to safety, health and additional workload for ship masters.

5.6 After extensive discussion, the Sub-Committee agreed, in principle, to the following modifications to the text of the draft guidance contained in the annex to document PPR 1/5/2:

.1 to add the words "using eductors" at the end of the title of the draft guidance;

.2 to delete paragraph 10; and

.3 to replace the bullet points in paragraph 13 with the following:

.1 use of completely managed water as source of drive water (such as from another ballast tank);

.2 where possible, arrange sampling points appropriately so that all managed water can be sampled before mixing with eductor drive water; and

.3 when ballast water is treated with a disinfectant chemical or other conditioning treatment at uptake only and the monitored discharge proves there is no need for the application of a neutralizer chemical to condition the discharge for environmental acceptability, then following the discharge of the bulk of the ballast water from a tank or group of tanks through the ballast water main system, then it is accepted that the remainder of the ballast water in the tanks will also be compliant and may be discharged via an eductor system using local water as motive water without additional monitoring.

5.7 Following the discussion, the Sub-Committee instructed the drafting group to prepare a draft BWM circular on guidance on the use of ballast water management systems during stripping operations, using the text in document PPR 1/5/2, as further modified (see paragraph 5.6), as the basis. In this context, the Sub-Committee also instructed the drafting group to ensure that the draft guidance is fully in line with the provisions of the BWM Convention and relevant guidelines.

Use of fresh water as ballast water

5.8 The Sub-Committee recalled that MEPC 65 had approved an action plan, as set out in paragraph 24 to document MEPC 65/WP.7/Rev.1, with respect to the use of drinking water as ballast water. The action plan, inter alia, invites Administrations to propose criteria required to allow a ballast water tank to receive drinking water and to examine the effects of long- and short-term storage of drinking water in that tank.

5.9 In considering document PPR 1/5/1 (Norway) on the use of fresh water as ballast water and implications for corrosion protection in ballast tanks, the Sub-Committee noted that the view of most of the delegations that spoke was that, while fresh water may pose a potential risk of enhanced corrosion in ballast tanks, long experience with using ballast water from lakes, rivers and other fresh water sources does indicate that additional corrosion effects, if at all evidenced, were minimal and did not need to be further considered.

5.10 Consequently, the Sub-Committee agreed that no further action in the matter was necessary and invited interested Member Governments and international organizations who wished to pursue the issue further to submit relevant information and proposals to the MSC or the SDC Sub-Committee, as appropriate, since corrosion matters are in the remit of those IMO bodies.

Information concerning ballast water sampling, analysis and port State control

5.11 The Sub-Committee recalled that MEPC 65 had approved the *Guidance on ballast water sampling and analysis for trial use in accordance with the BWM Convention and Guidelines (G2)* (BWM.2/Circ.42), and had agreed in principle with the recommendations related to the trial period for reviewing, improving and standardizing the Guidance. MEPC 65 had further instructed the Sub-Committee to keep the above-mentioned guidance under review.

5.12 In this connection, the Sub-Committee noted the information provided in the following documents:

.1 PPR 1/INF.4 (IMarEST) on establishing benchmarks in compliance testing by port State control;

.2 PPR 1/INF.5 (IMarEST) on contingency measures for ballast water management; and

.3 PPR 1/INF.7 (Japan) on Japanese voluntary activities related to ballast water sampling and analysis for trial use.

5.13 The Sub-Committee, in thanking the submitters for the information provided and, in particular, congratulating Japan for being proactive in collecting data related to the Guidance, invited Member Governments and international organizations to submit further information and proposals related to ballast water sampling, analysis and contingency measures to PPR 2, with a view to further developing and improving the relevant guidance documents and guidelines.

Establishment of the Drafting Group on Ballast Water Management

5.14 Having considered the above matters, the Sub-Committee established the Drafting Group on Ballast Water Management and instructed it, taking into account the comments made and decisions taken in plenary, to prepare a draft BWM circular on *Guidance on the use of ballast water management systems during stripping operations*, using the text in document PPR 1/5/2 (Canada) as the basis.

Report of the Drafting Group on Ballast Water Management

5.15 Having considered the report of the drafting group (PPR 1/WP.6), the Sub-Committee approved it in general and took action as outlined hereunder.

5.16 In considering the draft Guidance on stripping operations using eductors, a number of delegations expressed the view that paragraph 11 of the draft Guidance should be deleted as it is not in line with the provisions of the BWM Convention, and that the most important elements of paragraph 11 are covered in paragraph 8, while some other delegations were of the view that the paragraph should be retained as it provides practical guidance for using ballast water management systems with disinfectant chemical treatment. Some delegations questioned the need for developing guidance on stripping operations using eductors and suggested that unified interpretations would suffice.

5.17 Having considered the above views, the Sub-Committee agreed, in principle, to the draft Guidance on stripping operations using eductors, as set out in annex 6, for further consideration by MEPC 66, with a view to finalization and subsequent dissemination as a BWM circular.

6 PRODUCTION OF A MANUAL ENTITLED "BALLAST WATER MANAGEMENT – HOW TO DO IT"

6.1 The Sub-Committee recalled that MEPC 65 had invited Member States, competent international and/or regional organizations and the industry to promote and provide, directly or through IMO, support and technical assistance to secure the necessary funding for the development of a manual on "Ballast Water Management – How to do it", in accordance with conference resolution 3 adopted by the International Conference on Ballast Water Management for Ships (2004).

6.2 In this context, the Sub-Committee noted with appreciation that, in addition to the financial support that was previously provided by Transport Canada, the Danish Ministry of Environment had contributed DKK 50,000 for the production of the manual.

6.3 The Sub-Committee further noted that the production of the manual has been included in the Organization's Integrated Technical Cooperation Programme (ITCP) on Capacity Building and Training for 2014, using the funds made available by Canada and Denmark.

6.4 The Sub-Committee also noted with appreciation the offer of IMarEST (PPR 1/6) to support, through access to its network of experts, the Organization in the production of the manual. The delegations of France, the Republic of Korea and Singapore informed the Sub-Committee of their willingness to also support the development of the manual.

6.5 The observer from IFSMA, in supporting the development of the manual, requested that the human element be sufficiently considered, in particular with regard to the potential criminalization of ship masters.

6.6 Consequently, the Sub-Committee thanked delegations for their offers of support and requested the Secretariat to act as a focal point and to initiate the development of the manual, in consultation with those delegations wishing to contribute to the work, using funds available under the ITCP, with a view to submitting a first draft of the manual to PPR 2 for consideration.

7 IMPROVED AND NEW TECHNOLOGIES APPROVED FOR BALLAST WATER MANAGEMENT SYSTEMS AND REDUCTION OF ATMOSPHERIC POLLUTION

7.1 The Sub-Committee, having noted that no relevant submissions had been received for consideration at this session, invited Member Governments and international organizations to submit information on improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution to PPR 2, with a view to promoting and encouraging the use of the best available environmental technology not entailing excessive costs in shipping, in line with the goal of sustainable development.

8 CONSIDERATION OF THE IMPACT ON THE ARCTIC OF EMISSIONS OF BLACK CARBON FROM INTERNATIONAL SHIPPING

8.1 The Sub-Committee recalled that MEPC 65 had agreed to retain the title of this output and had noted that the outcome of the work would be reported to a future session of the Committee for a decision.

8.2 The Sub-Committee further recalled that BLG 17 had established a Correspondence Group on Consideration of the impact on the Arctic of emissions of Black Carbon from international shipping and review of relevant non-mandatory instruments as a consequence of the amended MARPOL Annex VI and NO_x Technical Code and instructed it to report to PPR 1.

8.3 The Sub-Committee further recalled that MEPC 65, having considered document MEPC 65/4/22 (Norway), providing information on emissions of Black Carbon from shipping within the Arctic, as well as information on emissions from shipping north of 50°N, had agreed to forward this document to PPR 1 for consideration.

Report of the correspondence group and other related documents

8.4 The Sub-Committee had for its consideration the following documents:

.1 PPR 1/8 and PPR 1/INF.2 (United States), containing the report of the correspondence group on the progress made in its consideration of a definition for Black Carbon emissions from international shipping, measurement methods for Black Carbon and appropriate control measures to reduce the impact of Black Carbon emissions from international shipping;

.2 PPR 1/8/1 (Liberia, OCIMF and IPIECA), providing relevant information related to Black Carbon emissions and contributions from international shipping to the deposition of Black Carbon in the Arctic region;

.3 PPR 1/8/2 and PPR 1/INF.6 (United States), proposing to remove the Filter Smoke Number (FSN) method from further consideration as a candidate measurement method for Black Carbon and suggesting that the primary criterion for selection of the appropriate method is that it can accurately determine both Black Carbon mass and light absorption properties of ship emissions;

.4 PPR 1/8/3 (EUROMOT), suggesting that the determination of equivalent Black Carbon (eBC) by the simple, robust and wide spread FSN method is adequate to fit the purpose of accessing the impact on the Arctic of emissions of Black Carbon from international shipping;

.5 PPR 1/8/4 (EUROMOT) commenting on the report of the correspondence group and providing details of the involved method for elemental carbon (EC) determination from particulate matter (PM) filter samples;

.6 PPR 1/8/5 (Norway), proposing an alternative definition of Black Carbon, together with possible control measures to reduce the impact of Black Carbon emissions on the Arctic using FSN values, and suggesting the need to distinguish between new and existing ships (engines) when considering an emission reduction policy;

.7 PPR 1/8/6 (Canada), presenting a multi-year work plan on Arctic air monitoring which will provide a better understanding of the impacts of current and future air pollutant emissions from ships and other sources on the Arctic environment and on human health; and

.8 MEPC 65/4/22 (Norway) presenting new emission data of Black Carbon from shipping within the Arctic and from shipping north of 50°N.

General comments

8.5 In considering the report of the correspondence group and the documents commenting on it, the following general comments were, inter alia, made:

.1 a cautious approach should be taken in moving forward with this subject matter, bearing in mind the low impact of international shipping on the total global Black Carbon emissions as indicated in document PPR 1/8/1;

.2 scientific research and studies have clearly shown the need to reduce the impact of Black Carbon emissions on the Arctic from international shipping and control measures are currently available; and

.3 more studies and research are needed in order to gain more reliable information for a better understanding of the matter in question.

Definition of Black Carbon

8.6 The Sub-Committee recalled that BLG 17, having noted the large differences of opinion expressed with regard to the definition of Black Carbon, had agreed that more work was needed before an appropriate definition could be finalized and that the focus of that work should be on the development of a technical definition. Consequently, BLG 17 had instructed the correspondence group to consider this matter further.

8.7 The Sub-Committee noted that the correspondence group had exchanged views on three possible definitions, as set out in paragraph 5 of its report (PPR 1/8), but did not reach consensus on a preferred technical definition. However, there was general consensus that the technical definition and measurement methods are directly connected.

8.8 In this connection, the Sub-Committee also noted an alternative definition of Black Carbon, proposed by Norway, as set out in paragraph 10 of document PPR 1/8/5.

8.9 The Sub-Committee further noted that EUROMOT, in paragraph 4 of document PPR 1/8/3, suggested excluding any methods, and thereby definitions, referring to refractory Black Carbon (rBC).

8.10 In the ensuing discussion, the following views were, inter alia, expressed:

.1 the three possible definitions resulting from the deliberations in the correspondence group, namely Black Carbon as elemental carbon (EC), Black Carbon as equivalent Black Carbon (eBC), and Black Carbon as refractory Black Carbon (rBC), formed a good basis for further consideration;

.2 a definition should be based on the light-absorption capability of particles, i.e. "light absorbing carbonaceous components (LAC)", as proposed in document PPR 1/8/5, which has been used in literature concerning global warming; and

.3 to define Black Carbon as light absorbing carbonaceous components is inconsistent with the three possible definitions proposed by the correspondence group, and further analysis is required to determine how this compares to eBC or rBC.

8.11 Following consideration, the Sub-Committee referred the three possible definitions as proposed by the correspondence group (PPR 1/8, paragraph 5), together with the alternative definition in paragraph 10 of document PPR 1/8/5, to the Working Group on Prevention of Air Pollution from Ships for further consideration, with a view to finalization.

Measurement methods for Black Carbon

8.12 The Sub-Committee noted that the correspondence group had considered the following measurement methods:

.1 Laser Incandescence;

.2 Multi-Angle Absorption Photometry;

.3 Photo-Acoustic Spectroscopy;

.4 Filter Smoke Number (FSN);

.5 Thermal-Optical Reflectance or Transmittance;

.6 Aethalometer; and

.7 Opacimeter.

8.13 The Sub-Committee also noted that several documents submitted to this session addressed the FSN measurement method, with opposing views expressed as to its suitability as a measurement method. In the ensuing discussion the following views were, inter alia, expressed:

.1 the FSN method is a relatively simple, robust and inexpensive method that exhibits a high degree of repeatability, suitable for onboard measurements, and can be applied independent of which fuel is used. Furthermore, the FSN method is an ISO standardized method available for use for internal combustion engines and is well known by the engine manufacture industry and marine technology research institutes;

.2 the FSN method does not measure light absorption which is the key point of measuring Black Carbon emissions and is a measurement of opacity that has historically been used in many sectors as a qualitative indicator of efficient combustion. However, no other sectors in the global economy currently define Black Carbon as compounds that cause opacity, nor using opacity measurement as a basis for Black Carbon inventory development or policy recommendations; and

.3 the use of the FSN method offers an opportunity for a shift in focus from a theoretical instrument capability to real-life performance, consequently, the FSN method should be used until a more suitable and standardized method is found.

8.14 Having considered the action requested by the correspondence group related to measurement methods (PPR 1/8, paragraphs 15.3 to 15.7), together with the documents commenting on it, the Sub-Committee:

.1 agreed that the Aethalometer and Opacimeter methods should not be further considered;

.2 agreed that the remaining five measurement methods, as listed in paragraph 8.12, should be further considered by the working group;

.3 noted the correspondence group's recommendation to consider the real-life performance and output required from methods used for measuring Black Carbon emissions from ships, but agreed not to refer this to the working group for consideration; and

.4 noted the correspondence group's recommendation regarding method development, including discussion on sample treatment and testing protocols, and in particular any areas where those procedures might be similar across instruments, and the consideration of any testing protocol adjustments that would be needed for use with different fuels or under different test conditions; and

.5 agreed that any decisions with regard to pursuing a Black Carbon measurement campaign to assess the practicability of various test methods should be made by the Committee at a later stage.

Possible control measures

8.15 The Sub-Committee noted that the correspondence group had considered possible control measures to reduce the impact of Black Carbon emissions from international shipping. However, due to the lack of consensus on a definition and measurement method, the group had not been able to make progress on this item.

8.16 The Sub-Committee considered a possible emission reduction policy as set out in document PPR 1/8/5, highlighting that the scope of any Black Carbon regulations should be limited to ships operating within the Arctic region and that a distinction between new and existing ships (engines) may be needed.

8.17 In the ensuing discussion, the following views were, inter alia, expressed:

.1 it was premature to discuss possible control measures before agreeing on a definition and measurement method and more reliable studies and data on the general impacts of Black Carbon in the Arctic are needed to make an informed decision;

.2 it is not appropriate to limit the control measures only to ships operating in the Arctic area, nor appropriate to differentiate the control measures on existing and new ships;

.3 there is a need to keep an inventory of possible control measures and it should be kept open;

.4 thorough technical reviews of the appropriate control measures to reduce Black Carbon emissions from international shipping have been submitted to the Organization; and

.5 any regulatory measures should be considered and decided by the Committee.

8.18 Following discussion, the Sub-Committee instructed the working group to investigate possible control measures to reduce the impact of Black Carbon emissions from international shipping, bearing in mind any policy issues concerning regulatory measures should be considered and decided by the Committee.

Establishment of the Working Group on Air Pollution Prevention

8.19 The Sub-Committee established the Working Group on Air Pollution Prevention and instructed it, with regard to this agenda item, taking into account the correspondence group report (PPR 1/8) and the documents submitted to this session, and decisions taken and comments made in plenary, to:

.1 finalize a definition for Black Carbon emissions from international shipping;

.2 identify appropriate methods for measuring Black Carbon emissions from international shipping; and

.3 consider possible control measures to reduce the impact of Black Carbon emissions from international shipping, but only after having finalized a definition and identified appropriate measurement methods for Black Carbon.

Report of the working group

8.20 Having considered the part of the report of the working group dealing with this agenda item (PPR 1/WP.5, paragraphs 4 to 14), the Sub-Committee approved it in general and took action as indicated hereunder.

A definition for Black Carbon emissions from international shipping

8.21 The Sub-Committee agreed, in principle, with the conclusion of the working group that a definition should be based on light absorption and that the definition should be either Light-Absorbing Carbon (LAC) or the equivalent Black Carbon (eBC), and not Elemental Carbon (EC) or refractory Black Carbon (rBC). Consequently, the Sub-Committee considered the following two definitions:

.1 Equivalent Black Carbon (eBC):

"Black Carbon is defined as equivalent Black Carbon (eBC) derived from optical absorption methods, that utilizes a suitable mass-specific absorption coefficient."

or

.2 Light-Absorbing Carbon (LAC):

"Black Carbon is defined as light absorbing carbonaceous compounds (LAC), resulting from the incomplete combustion of fuel oil."

8.22 In considering the above-mentioned two options for the definition, the following views were, inter alia, expressed:

.1 the LAC definition is broader than Black Carbon, in that it covers all types of carbonaceous material, including organic Brown Carbon in addition to Black Carbon in the exhaust that absorbs light;

.2 eBC would be a narrower definition for the Black Carbon component of exhaust emissions;

.3 the target is to reduce the short-term climate forcing effect of all light absorption compounds in the Arctic and so the broader definition should be applied to include other light absorbing compounds in addition to Black Carbon; and

.4 the focus of the work should be on Black Carbon only.

8.23 In recalling that the Sub-Committee had been instructed by the Committee to prepare one definition, the Sub-Committee concluded that, based on the views expressed in the plenary, the LAC definition should be recommended to the Committee for consideration and endorsement. However, the Sub-Committee noted that most delegations were not in a position to express a preference either for LAC or eBC, and some delegations considered there was a need for additional information before a final decision.

Appropriate methods for measuring Black Carbon emissions from international shipping

8.24 The Sub-Committee noted that the working group had prepared the following table of appropriate measurement methods that could support the proposed definitions, as set out in paragraph 11 of document PPR 1/WP.5, having noted that advantages and disadvantages of several methods taking into account the assessment made by Norway (PPR 1/8/5, paragraph 6).

Equivalent Black Carbon (eBC)	Light-Absorbing Carbon (LAC)
Filter Smoke Number (FSN) Multi Angle Absorption Photometry (MAAP) Photo-Acoustic Spectroscopy (PAS) Laser Induced Incandescence (LII)	Filter Smoke Number (FSN)

8.25 In this context, the Sub-Committee also noted that the following characteristics could be used to consider measurement methods:

.1 PM components detected;

.2 applicable fuel types;

.3 applicable test conditions;

.4 advantages;

.5 drawbacks; and

.6 ways to overcome drawbacks.

Control measures to reduce the impact of Black Carbon emissions from international shipping

8.27 The Sub-Committee noted that, as the working group had not finalized a definition of Black Carbon emissions from international shipping, possible control measures to reduce the impact of Black Carbon emissions had not been considered further. In this connection, the Sub-Committee noted that document BLG 17/INF.7 had provided an overview of possible control measures and that document PPR 1/8/5 (Norway) included a discussion of such measures.

Future work

8.28 The Sub-Committee invited MEPC 67 to decide on the definition of Black Carbon emissions from international shipping and appropriate measurement methods, taking into account its deliberation on the matter as described in paragraphs 8.21 to 8.27, with a view to facilitating the work on possible control measures to reduce the impact of Black Carbon emissions from international shipping.

Extension of the target completion year

8.29 In view of the above, the Sub-Committee invited MEPC 66 to extend the target completion year for this output to 2015 (see also annex 10).

9 REVIEW OF RELEVANT NON-MANDATORY INSTRUMENTS AS A CONSEQUENCE OF THE AMENDED MARPOL ANNEX VI AND THE NO_X TECHNICAL CODE

9.1 The Sub-Committee recalled that BLG 17 had re-established the correspondence group and had instructed it to further develop two sets of guidelines, namely:

.1 guidelines to outline the information to be submitted as part of the required notification from an Administration to the Organization in respect of the approval of an approved method as required under regulation 13.7.1 of MARPOL Annex VI; and

.2 guidelines as called for under paragraph 2.2.5.6 of the revised NO_X Technical Code 2008 (NO_X-reducing devices).

Report of the correspondence group

9.2 The Sub-Committee had for its consideration document PPR 1/9 (United States), containing the report of the correspondence group, as well as document PPR 1/INF.3 (United States), providing a collation of comments received during the work of the group.

9.3 In considering the actions requested by the correspondence group, the Sub-Committee took action as described in the following paragraphs.

Guidelines in respect of the information to be submitted by an Administration to the Organization covering the certification of an approved method as required under regulation 13.7.1 of MARPOL Annex VI

9.4 The Sub-Committee noted that the correspondence group had prepared draft Guidelines in respect of the information to be submitted by an administration to the Organization covering the certification of an approved method as required under regulation 13.7.1 of MARPOL Annex VI (PPR 1/9, annex 1), as well as *Draft Guidelines on the approved method process*, which include an accompanying flow chart (PPR 1/9, annex 2).

9.5 In the ensuing discussion, the Sub-Committee noted the general support for the above-mentioned two sets of draft guidelines. In this connection, the Sub-Committee also noted the concerns expressed by a number of delegations over the perceived inconsistency between the text in square brackets regarding the approval of the Approved Method (PPR 1/9, annex 1, paragraphs 2.2.3 and 2.3.1) and relevant regulations in MARPOL Annex VI, bearing in mind that the ultimate responsibility for the IAPP Certificate lies with the flag State.

9.6 Following discussion, the Sub-Committee referred the two sets of draft guidelines (PPR 1/9, annexes 1 and 2), to the Working Group on Prevention of Air Pollution from Ships for further consideration with a view to finalization.

Guidelines as called for under paragraph 2.2.5.6 of the revised NO_X Technical Code 2008 (NO_X-reducing devices)

9.7 The Sub-Committee considered the view of the correspondence group that Guidelines as called for under paragraph 2.2.5.6 of the revised NO_X Technical Code 2008 (NO_X-reducing devices) were not necessary owing to the fact that such NO_X-reducing devices are not under development nor being anticipated, and that consequently paragraph 2.2.5.6 of the revised NO_X Technical Code 2008, could be deleted.

9.8 Following consideration, the Sub-Committee agreed that there is no need to amend the NO_X Technical Code 2008 and that the guidelines, as called for under paragraph 2.2.5.6 of the revised NO_X Technical Code 2008, do not need to be developed at this stage.

2009 Guidelines for exhaust gas cleaning systems

9.9 The Sub-Committee recalled that BLG 17, having considered documents BLG 17/11/2, BLG 17/INF.3 (Denmark) and BLG 17/11/5 (INTERFERRY), proposing to reconsider the washwater discharge criteria specified in section 10 of the *2009 Guidelines for exhaust gas cleaning systems* (resolution MEPC.184(59)), had agreed not to amend the 2009 Guidelines as proposed, and instead had invited further information on the following:

.1 impact on the marine environment of discharging washwater with a low pH value; and

.2 current availability of exhaust gas cleaning systems that can meet the requirements as set out in the 2009 Guidelines and those that cannot.

9.10 In this connection, the Sub-Committee had for its consideration, the following documents:

.1 PPR 1/9/2 (Japan), proposing an amendment to paragraph 6.2 of the 2009 Guidelines to enable the measurement of CO_2 on a wet basis only under the appropriate conditions; and

.2 PPR 1/9/3 (Norway), highlighting issues related to the installation and verification of Exhaust Gas Cleaning Systems and pointing out that further discussions and guidance are needed for a consistent application of the 2009 Guidelines.

9.11 In the ensuing discussion, the Sub-Committee noted the general support for the proposal contained in document PPR 1/9/3, while several delegations expressed concerns over the measurement of CO_2 on a wet basis as proposed in document PPR 1/9/2.

9.12 Following discussion, the Sub-Committee referred documents PPR 1/9/2 and PPR 1/9/3 to the Working Group on Prevention of Air Pollution from Ships for further consideration with a view to the development of draft amendments to the Guidelines.

Guidelines pertaining to equivalent methods set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines

9.13 The Sub-Committee recalled that BLG 17, having considered the text of the draft guidelines pertaining to equivalent methods set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines, together with documents BLG 17/11/3 (United States) and BLG 17/11/4 (CSC) commenting on it, had requested MEPC 65 to provide advice on the following specific issues:

.1 whether equivalent methods can be applied to a group of ships;

.2 the role of the flag State and port States when approval of an alternative compliance method is under consideration; and

.3 whether guidance should be generic or applicable to specific alternative compliance methods only, for example, the *2009 Guidelines for exhaust gas cleaning systems* (resolution MEPC.184(59)).

9.14 In this context, the Sub-Committee noted that MEPC 65 had considered the matter and had agreed that sulphur emission-averaging schemes should not be accepted under regulation 4 of MARPOL Annex VI, however, did not address those issues on which BLG 17 had sought advice.

9.15 Following consideration, the Sub-Committee requested MEPC 67 to provide advice and clarification on those issues listed in paragraph 9.13, which would facilitate the further development and finalization of the draft guidelines in question.

Draft priority list for developing other draft guidelines and guidance documents under MARPOL Annex VI and the NO_X Technical Code 2008

9.16 The Sub-Committee agreed to a proposal by the Chairman that the working group should also be instructed to develop a new draft priority list for developing other guidelines and guidance documents under MARPOL Annex VI and the NO_X Technical Code 2008.

Instructions to the Working Group on Prevention of Air Pollution from Ships

9.17 The Sub-Committee instructed the working group established under agenda item 8 (see paragraph 8.19), taking into account the decisions taken and comments made in plenary, to:

.1 finalize draft guidelines in respect of the information to be submitted by an Administration to the Organization covering the certification of an approved method as required under regulation 13.7.1 of MARPOL Annex VI, using annex 1 to document PPR 1/9 as the basis;

.2 finalize draft guidelines on the approved method process, using annex 2 to document PPR 1/9 as the basis;

.3 develop draft amendments for the *2009 guidelines for exhaust gas cleaning system*, taking into account documents PPR 1/9/2 and PPR 1/9/3; and

.4 prepare a new draft priority list for developing other guidelines and guidance documents under MARPOL Annex VI and NO_X Technical Code 2008.

Report of the working group

9.18 Having considered the part of the report of the working group dealing with the agenda item (PPR 1/WP.5, paragraphs 15 to 44), the Sub-Committee approved it in general and took action as indicated hereunder.

Guidelines related to approved methods as required under regulation 13.7.1 of MARPOL Annex VI

9.19 The Sub-Committee agreed to draft 2014 Guidelines in respect of the information to be submitted by an Administration to the Organization covering the certification of an approved method as required under regulation 13.7.1 of MARPOL Annex VI, and to draft 2014 Guidelines on the approved method process, as set out in annexes 7 and 8, respectively, for submission to MEPC 66, with a view to adoption by means of MEPC resolutions.

Future amendments to the 2009 Guidelines for exhaust gas cleaning system

9.20 The Sub-Committee noted the discussion of the group in respect of future amendments to the *2009 Guidelines for exhaust gas cleaning system*, including the draft text prepared by the group for further consideration at PPR 2 (PPR 1/WP.5, annex 3).

Revised priority list for developing other guidelines and guidance documents

9.21 The Sub-Committee agreed to the revised priority list for developing other guidelines and guidance documents under MARPOL Annex VI and NO_X Technical Code 2008, as set out in annex 9, for endorsement by MEPC 67, bearing in mind that any new guidelines or guidance (other than those contained in the list endorsed by MEPC 64) needs approval of an unplanned output in accordance with the Committees' Guidelines.

10 IMPLEMENTATION OF THE OPRC CONVENTION AND THE OPRC-HNS PROTOCOL AND RELEVANT CONFERENCE RESOLUTIONS

Outcome of MEPC 65 and MSC 92

10.1 In considering the outcome of MEPC 65, MSC 92 and C 110 regarding the approval of the terms of reference, biennial agendas for 2014-2015 and the provisional agendas for the first sessions of the restructured sub-committees, the Sub-Committee noted that matters related to pollution preparedness, response and cooperation for oil and hazardous and noxious substances had been added to its terms of reference.

Report of the sixteenth meeting of the OPRC-HNS Technical Group

10.2 The Sub-Committee noted that the sixteenth meeting of the OPRC-HNS Technical Group was held from 28 to 31 January 2014 under the chairmanship of Mr. Woo-Rack Suh (Republic of Korea), and that the report of the meeting had been issued as document PPR 1/WP.7.

10.3 The Sub-Committee approved the report of sixteenth meeting of the OPRC-HNS Technical Group (PPR 1/WP.7) in general and took action as described hereunder.

Establishment of a correspondence group

10.4 The Sub-Committee established a correspondence group under the overall coordination of France[2] and instructed it to:

.1 complete the draft part III of the IMO Dispersant Guidelines and develop a draft part IV of these Guidelines for consideration by PPR 2;

.2 finalize the draft Guidelines on international offers of assistance; and

.3 submit a written report to PPR 2.

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Guide on oil spill response in ice and snow conditions

10.5 The Sub-Committee, having recalled that MEPC 65 had concurred with TG 14's proposal to refer the Guide on oil spill response in ice and snow conditions to the Arctic Council Emergency Prevention, Preparedness and Response (EPPR) Working Group, noted the plan and timetable for the development of the Guide and concurred with the revised table of contents of the Guide as contained in annex 5 of PPR 1/WP.7.

Guidance on the safe operation of oil pollution combating equipment

10.6 The Sub-Committee agreed to the draft Guidance on the safe operation of oil pollution combating equipment, as set out in annex 2 of document PPR 1/WP.7, and instructed the Secretariat to forward the text of the Guidance to MEPC 67, for consideration with a view to approval for publication.

OPRC Model Training courses

10.7 The Sub-Committee noted the progress on the revision of the IMO OPRC Model Training courses, as described in paragraphs 4.4 to 4.6 of document PPR 1/WP.7.

Triennial Oil Spill Conference

10.8 The Sub-Committee endorsed the Secretariat's ongoing support to the Triennial Oil Spill Conference series.

Inventory of information resources on OPRC/HNS-related matters

10.9 The Sub-Committee urged Member Governments and international organizations to submit information to further expand the inventory of information resources on OPRC/HNS-related matters at www.imo,org.

Expression of appreciation

10.11 The Sub-Committee extended its thanks and appreciation to the Chairman of the OPRC-HNS Technical Group, Mr. Woo-Rack Suh (Republic of Korea) and Vice-Chairman, Mr. Christophe Rousseau (France), for their leadership and support of the Group; and to the members of the Group for having developed a wide array of useful tools, manuals, training courses and other type of guidance that have been distributed and utilized worldwide to assist in the implementation of the OPRC Convention and the OPRC-HNS Protocol over the past 16 sessions.

Future work arrangements

10.12 Having approved the arrangements for future work on matters relating to OPRC Convention and the OPRC-HNS Protocol, the Sub-Committee agreed that the former OPRC-HNS Technical Group will cease to meet as an intersessional working group and its work will be integrated in the regular work of the Sub-Committee.

Extension of target completion year

10.13 Taking into account the work still to be accomplished under this agenda item, the Sub-Committee invited MEPC 66 to extend the target completion year of the following outputs to 2015:

.1 Guidance for international offers of assistance in response to a marine oil pollution incident (7.1.2.6);

.2 Guide on Oil Spill Response in Ice and Snow Conditions (7.1.2.10); and

.3 Updated IMO Dispersant Guidelines (7.1.2.11).

11 CONSIDERATION OF IACS UNIFIED INTERPRETATIONS

11.1 The Sub-Committee noted that no relevant submissions had been received for consideration at this session.

11.2 In this connection, the Sub-Committee also noted that the Assembly, in adopting the *High-level Action Plan of the Organization and priorities for the 2014-2015 biennium* (resolution A.1061(28)), had modified this output to read "Unified interpretation to provisions of IMO safety, security and environment related Conventions" and invited Member Governments and international organizations to submit any proposals for unified interpretations relating to IMO environment related conventions to PPR 2.

12 CASUALTY ANALYSIS

12.1 The Sub-Committee noted that no relevant submissions had been received for consideration at this session.

12.2 The Sub-Committee also noted that MSC 92 had agreed to change the procedure for the review of casualty reports by sub-committees as follows:

.1 the III Sub-Committee will only refer casualty reports directly to other sub-committees for consideration if an identifiable current output addressing the matter in question is on the agenda of such sub-committees;

.2 in cases where sub-committees have no related outputs on their agendas, casualty reports will only be referred to them after consideration by the Committee and establishment of a relevant dedicated output; and

.3 as a consequence, the output on "Casualty analysis" will be deleted from the biennial agendas of the HTW, NCSR, PPR, SDC and SSE Sub-Committees, but not the III Sub-Committee.

12.3 In light of the above-mentioned decisions of MSC 92, the Sub-Committee invited MEPC 66 to concur with those decisions and agree to the deletion of the output on "Casualty analysis" from the biennial agenda of the Sub-Committee.

13 BIENNIAL AGENDA AND PROVISIONAL AGENDA FOR PPR 2

Biennial status report and proposed provisional agenda for PPR 2

13.1 In considering the biennial status report, the Sub-Committee noted the following proposals related to outputs 2.0.1.2 and 7.1.2.13:

.1 output 2.0.1.2 on Guidelines for port State control under the 2004 BWM Convention, including guidance on ballast water sampling and analysis should be split into two outputs: one on port State Control Guidelines under BWM Convention, with the III and PPR Sub-Committees as coordinating organ and associated organ, respectively; and the other one on the *Guidance on ballast water sampling and analysis*, with the PPR and III Sub-Committees as coordinating organ and associated organ, respectively; and

.2 for output 7.1.2.13 on Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels, the SSE Sub-Committee should be added as an additional associated organ.

13.2 Taking into account the progress made at the session and the instructions of MEPC 65, the Sub-Committee prepared the biennial status report (PPR 1/WP.2, annex 1) and the proposed provisional agenda for PPR 2 (PPR 1/WP.2, annex 2), as set out in annexes 10 and 11, respectively, for consideration by MEPC 66.

Correspondence groups established at the session

13.3 The Sub-Committee established correspondence groups on the following subjects, due to report to PPR 2:

.1 development of the OSV Chemical Code (see paragraph 4.11); and

.2 development of Guidelines under OPRC/OPRC-HNS (see paragraph 10.4).

Arrangements for the next session

13.4 The Sub-Committee agreed to establish at its next session, working/drafting groups, on subjects to be selected from the following:

.1 Safety and pollution hazards of chemicals and preparation of consequential amendments to MARPOL Annex II and the IBC Code, taking into account recommendations of GESAMP-EHS;

.2 Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels;

.3 Guidelines for port State control under the 2004 BWM Convention, including guidance on ballast water sampling and analysis;

.4 Consideration of the impact on the Arctic of emissions of Black Carbon from international shipping;

.5 Guidelines related to MARPOL Annex VI and the NO_X Technical Code in accordance with the Action Plan endorsed by MEPC 64;

.6 Updated IMO Dispersant Guidelines; and

.7 Guidance for international offers of assistance in response to a marine oil pollution incident,

whereby the Chairman, taking into account the submissions received on the respective subjects, would advise the Sub-Committee well in time before PPR 2 on the final selection of such groups.

Intersessional meeting

13.5 The Sub-Committee invited MEPC 66 and MSC 93 to approve the holding of an intersessional meeting of the ESPH Working Group in 2015.

Date of next session

13.6 The Sub-Committee noted that the second session of the Sub-Committee has been tentatively scheduled to take place from 19 to 23 January 2015.

14 ELECTION OF CHAIRMAN AND VICE-CHAIRMAN FOR 2015

14.1 In accordance with the Rules of Procedure of the Marine Environment Protection Committee, the Sub-Committee unanimously re-elected Mr. Sveinung Oftedal (Norway) as Chairman and Dr. Flavio Fernandes (Brazil) as Vice-Chairman, both for 2015.

15 ANY OTHER BUSINESS

Disposal of cooking oil

15.1 The Sub-Committee noted that MEPC 65 had instructed it to consider document MEPC 65/7/5 (Marshall Islands) concerning the appropriateness of disposing of cooking oil via a ship's oil residue tank (sludge tank), as well as the methods of recording such disposal under this agenda item and advise MEPC 66 accordingly.

15.2 In this connection, the Sub-Committee also had for its consideration, document PPR 1/15 (Italy), commenting on the above-mentioned document and expressing the view that, in accordance with MARPOL Annex V, cooking oil should be considered as garbage and should be discharged to a reception facility or be disposed by incineration. Italy further proposed that a Unified Interpretation for MARPOL Annex V be developed, not allowing the transfer of cooking oil to a ship's oil residue tank (sludge tank).

15.3 In the ensuing discussion, most of the delegations that spoke supported the view expressed in document PPR 1/15, while some other delegations supported the proposal in document MEPC 65/7/5 as a pragmatic solution.

15.4 With a view to providing further clarity in the matter and ensuring a consistent approach, the Sub-Committee invited interested Member Governments and international organizations to submit relevant proposals, including text for a draft unified interpretation to MARPOL Annex V, to PPR 2 for consideration.

16 ACTION REQUESTED OF THE COMMITTEES

16.1 The Marine Environment Protection Committee, at its sixty-sixth session, is invited to:

.1 concur with the deletion of the asterisk at the end of paragraph 15.13.5.1 of the draft amendments to the IBC Code, as approved by MEPC 65 (MEPC 66/6/5, annex), subject to concurrent decision by MSC 93 (paragraph 3.5.8);

.2 endorse the evaluation of new products and their consequential inclusion in the IBC Code (paragraph 3.13 and annex 1);

.3 endorse the evaluation of trade-named mixtures presenting safety hazards and their consequential inclusion in list 3 of the MEPC.2/Circular with validity for all countries and with no expiry date (paragraph 3.14 and annex 2);

.4 endorse the evaluation of cleaning additives for inclusion in annex 10 of the MEPC.2/Circular (paragraph 3.16 and annex 3);

.5 endorse the inclusion of new text in annex 10 of the MEPC.2/Circular, providing clarification on the use of cleaning products (paragraph 3.17 and annex 4);

.6 approve the draft MSC-MEPC circular on Products requiring oxygen-dependent inhibitors, subject to concurrent approval by MSC 93 (paragraph 3.20 and annex 5);

.7 consider the draft Guidance on stripping operations using eductors, with a view to finalization and subsequent dissemination as a BWM circular (paragraph 5.17 and annex 6);

.8 adopt the draft MEPC resolution on 2014 Guidelines in respect of the information to be submitted by an administration to the Organization covering the certification of an approved method as required under regulation 13.7.1 of MARPOL Annex VI (paragraph 9.19 and annex 7);

.9 adopt the draft MEPC resolution on the 2014 Guidelines on the approved method process (paragraph 9.19 and annex 8);

.10 concur with MSC 92's decisions on the procedure for the review of casualty reports by sub-committees and agree to the deletion of the output on "Casualty analysis" from the biennial agenda of the Sub-Committee (paragraph 12.3);

.11 note the biennial status report of the Sub-Committee and approve the proposed provisional agenda for PPR 2 (paragraph 13.3 and annexes 10 and 11); and

.12 approve the holding of an intersessional meeting of the ESPH Working Group in 2015, subject to concurrent approval by MSC 93 (paragraph 13.6).

16.2 The Marine Environment Protection Committee, at its sixty-seventh session, is invited to:

.1 consider and endorse a definition of Black Carbon emissions from international shipping and appropriate measurement methods, taking into account the Sub-Committee's deliberation on the matter, with a view to facilitating the work on possible control measures to reduce the impact of Black Carbon emissions from international shipping (paragraphs 8.21 to 8.28);

.2 provide advice and clarification on specific issues pursuant to the implementation of regulation 4 of MARPOL Annex VI to facilitate the further development and finalization of the draft Guidelines pertaining to equivalent methods set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines (paragraphs 9.13 to 9.15);

.3 endorse the revised priority list for developing other guidelines and guidance documents under MARPOL Annex VI and NO_X Technical Code 2008, bearing in mind that any new guidelines or guidance (other than those contained in the list endorsed by MEPC 64) needs approval of an unplanned output in accordance with the Committees' Guidelines (paragraph 9.21 and annex 9);

.4 approve the draft Guidance on the safe operation of oil pollution combating equipment (paragraph 10.6); and

.5 approve the report in general.

16.3 The Maritime Safety Committee, at its ninety-third session, is invited to:

.1 concur with the deletion of the asterisk at the end of paragraph 15.13.5.1 of the draft amendments to the IBC Code, as approved by MSC 92 (MSC 93/3, annex 5) subject to the concurrent decision by MEPC 66 (paragraph 3.5.8);

.2 approve the draft MSC-MEPC circular on Products requiring oxygen-dependent inhibitors, subject to concurrent approval by MEPC 66 (paragraph 3.20 and annex 5); and

.3 approve the holding of an intersessional meeting of the ESPH Working Group in 2015, subject to concurrent approval by MEPC 66 (paragraph 13.6).

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ANNEX 1

EVALUATION OF NEW PRODUCTS – LIST 1 OF THE MEPC.2/CIRCULAR

Piperazine, 68% solution

In considering the information provided, the group agreed that the following carriage requirements be assigned to the product:

a.	Product Name:	Piperazine, 68% solution
c.	Pollution Category:	Y
d.	Safety/Pollution Properties:	S/P
e.	Ship Type:	2
f.	Tank Type:	2G
g.	Tank Vents:	Cont
h.	Tank Environmental Control:	No
i'	Electrical Equipment – Class:	-
i''	Electrical Equipment – Group:	-
i'''	Electrical Equipment – Flashpoint >60ºC:	Yes
j.	Gauging:	C
k.	Vapour Detection:	T
l.	Fire Protection:	A, C
n.	Emergency Equipment:	Yes
o.	Special Requirements:	15.12, 15.17, 15.19, 16.2.6, 16.2.9
	Reporting country	United States

Chapter 19 Synonyms: None

***

ANNEX 2

**EVALUATION OF TRADE-NAMED MIXTURES –
LIST 3 OF THE MEPC.2/CIRCULAR**

Ucarsol

In considering the information provided, the group agreed that the following carriage requirements be assigned to the product:

a.	Trade Name:	Ucarsol
c.	Pollution Category:	Y
d.	Safety/Pollution Properties:	S/P
e.	Ship Type:	2
f.	Tank Type:	2G
g.	Tank Vents:	Cont
h.	Tank Environmental Control:	No
i'	Electrical Equipment – Class:	-
i''	Electrical Equipment – Group:	-
i'''	Electrical Equipment – Flashpoint >60ºC:	Yes
j.	Gauging:	C
k.	Vapour Detection:	T
l.	Fire Protection:	A, C
n.	Emergency Equipment:	Yes
o.	Special Requirements:	15.12, 15.17, 15.19, 16.2.6, 16.2.9
	Contains	Piperazine, 68% solution
	Company	Dow Chemical
	Reporting country	United States

Pentylol

In considering the information provided, the group agreed that the following carriage requirements be assigned to the product:

a.	Trade Name:	Pentylol
c.	Pollution Category:	Y
d.	Safety/Pollution Properties:	S/P
e.	Ship Type:	3
f.	Tank Type:	2G
g.	Tank Vents:	Cont
h.	Tank Environmental Control:	No
i'	Electrical Equipment – Class:	T2
i''	Electrical Equipment – Group:	IIB
i'''	Electrical Equipment – Flashpoint >60ºC:	No
j.	Gauging:	R
k.	Vapour Detection:	F – T
l.	Fire Protection:	A, C
n.	Emergency Equipment:	No
o.	Special Requirements:	15.12.3, 15.12.4, 15.19.6
	Contains	[n-amyl alcohol and sec-amyl alcohol]
	Company	SASOL
	Reporting country	South Africa

Fraction TX

In considering the information provided, the group agreed that the following carriage requirements be assigned to the product:

a.	Trade Name:	Fraction TX
c.	Pollution Category:	Y
d.	Safety/Pollution Properties:	S/P
e.	Ship Type:	2
f.	Tank Type:	2G
g.	Tank Vents:	Cont
h.	Tank Environmental Control:	No
i'	Electrical Equipment – Class:	T1
i''	Electrical Equipment – Group:	IIB
i'''	Electrical Equipment – Flashpoint >60ºC:	No
j.	Gauging:	C
k.	Vapour Detection:	F-T
l.	Fire Protection:	A, B, C
n.	Emergency Equipment:	No
o.	Special Requirements:	15.12, 15.17, 15.19.6
	Contains	Toluene
	Company	Versalis SpA
	Reporting country	Italy

BK Reformed/Platformed Gasoline

In considering the information provided, the group agreed that the following carriage requirements be assigned to the product:

a.	Trade Name:	BK Reformed/Platformed Gasoline
c.	Pollution Category:	Y
d.	Safety/Pollution Properties:	S/P
e.	Ship Type:	2
f.	Tank Type:	2G
g.	Tank Vents:	Cont
h.	Tank Environmental Control:	No
i'	Electrical Equipment – Class:	T3
i''	Electrical Equipment – Group:	IIB
i'''	Electrical Equipment – Flashpoint >60ºC:	No
j.	Gauging:	C
k.	Vapour Detection:	F-T
l.	Fire Protection:	A, B, C
n.	Emergency Equipment:	No
o.	Special Requirements:	15.12, 15.17, 15.19.6
	Contains	1,3 cyclopentadiene dimer (molten) and styrene
	Company	Versalis SpA
	Reporting country	Italy

BK Gasoline

In considering the information provided, the group agreed that the following carriage requirements be assigned to the product:

a.	Trade Name:	BK Gasoline
c.	Pollution Category:	Y
d.	Safety/Pollution Properties:	S/P
e.	Ship Type:	2
f.	Tank Type:	2G
g.	Tank Vents:	Cont
h.	Tank Environmental Control:	No
i'	Electrical Equipment – Class:	T3
i''	Electrical Equipment – Group:	IIB
i'''	Electrical Equipment – Flashpoint >60ºC:	No
j.	Gauging:	C
k.	Vapour Detection:	F-T
l.	Fire Protection:	A, B, C
n.	Emergency Equipment:	No
o.	Special Requirements:	15.12, 15.17, 15.19
	Contains	Benzene and 1,3 Cyclopentadiene dimer (molten)
	Company	Versalis SpA
	Reporting country	Italy

Fraction C6

In considering the information provided, the group agreed that the following carriage requirements be assigned to the product:

a.	Trade Name:	Fraction C6
c.	Pollution Category:	Y
d.	Safety/Pollution Properties:	S/P
e.	Ship Type:	2
f.	Tank Type:	2G
g.	Tank Vents:	Cont
h.	Tank Environmental Control:	No
i'	Electrical Equipment – Class:	T3
i''	Electrical Equipment – Group:	IIB
i'''	Electrical Equipment – Flashpoint >60ºC:	No
j.	Gauging:	C
k.	Vapour Detection:	F-T
l.	Fire Protection:	A,B,C
n.	Emergency Equipment:	No
o.	Special Requirements:	15.12, 15.17, 15.19.6
	Contains	Benzene
	Company	Versalis SpA
	Reporting country	Italy

Fraction C7

In considering the information provided, the group agreed that the following carriage requirements be assigned to the product:

a.	Trade Name:	Fraction C7
c.	Pollution Category:	Y
d.	Safety/Pollution Properties:	S/P
e.	Ship Type:	2
f.	Tank Type:	2G
g.	Tank Vents:	Cont
h.	Tank Environmental Control:	No
i'	Electrical Equipment – Class:	T1
i''	Electrical Equipment – Group:	IIB
i'''	Electrical Equipment – Flashpoint >60ºC:	No
j.	Gauging:	C
k.	Vapour Detection:	F-T
l.	Fire Protection:	A, B, C
n.	Emergency Equipment:	No
o.	Special Requirements:	15.12, 15.17, 15.19.6
	Contains	Toluene
	Company	Versalis SpA
	Reporting country	Italy

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ANNEX 3

CARGO TANK CLEANING ADDITIVES EVALUATED AND FOUND TO MEET THE REQUIREMENTS OF REGULATION 13.5.2 OF ANNEX II OF MARPOL

	Name of cleaning additive	Name of manufacturer	Reporting Country
1	MarClean BioSolve Tank CC	The BioSolve Company	USA
2	CHEMIPOL	CHEMO	Greece
3	DYE OUT	CHEMO	Greece
4	IGS CLEANER	CHEMO	Greece
5	TANKSHINE	CHEMO	Greece
6	ER-TEEPOL	ERTEK KIMYA TIC.ve SAN.LTD.STI	Turkey
7	ERCLEAN-HCF	ERTEK KIMYA TIC.ve SAN.LTD.STI	Turkey
8	ERCLEAN IGS	ERTEK KIMYA TIC.ve SAN.LTD.STI	Turkey
9	ERCLEAN CTC	ERTEK KIMYA TIC.ve SAN.LTD.STI	Turkey
10	ER-APC AQUA	ERTEK KIMYA TIC.ve SAN.LTD.STI	Turkey
11	COAL TAR REMOVER	ERTEK KIMYA TIC.ve SAN.LTD.STI	Turkey
12	RUST REMOVER	ERTEK KIMYA TIC.ve SAN.LTD.STI	Turkey
13	ER-APC EXTRA 200	ERTEK KIMYA TIC.ve SAN.LTD.STI	Turkey
14	ER-HDC	ERTEK KIMYA TIC.ve SAN.LTD.STI	Turkey
15	ERCLEAN BUFFER	ERTEK KIMYA TIC.ve SAN.LTD.STI	Turkey
16	ER-APC EXTRA 50	ERTEK KIMYA TIC.ve SAN.LTD.STI	Turkey
17	MULTICLEANER	ERTEK KIMYA TIC.ve SAN.LTD.STI	Turkey
18	SEACLEAN T	Blutec srl.	Italy
19	ECOCLEAN	Blutec srl.	Italy
20	ALKACLEAN	Blutec srl.	Italy
21	Acquaclean MPA	Blutec srl.	Italy
22	RUST CLEAN	Blutec srl.	Italy
23	Alkaclean HD / PC Cleaner	Unimarine International BV c/o Eflochem	Netherlands
24	Alkaclean Safety	Unimarine International BV c/o Eflochem	Netherlands
25	Bufferclean 5.5	Unimarine International BV c/o Eflochem	Netherlands
26	Coal Tar Cleaner	Unimarine International BV c/o Eflochem	Netherlands
27	Coldwash HD	Unimarine International BV c/o Eflochem	Netherlands

	Name of cleaning additive	Name of manufacturer	Reporting Country
28	Ecoclean	Unimarine International BV c/o Eflochem	Netherlands
29	Genepol	Unimarine International BV c/o Eflochem	Netherlands
30	Seaclean	Unimarine International BV c/o Eflochem	Netherlands
31	Uniclean Break	Unimarine International BV c/o Eflochem	Netherlands
32	Uniclean GP Extra	Unimarine International BV c/o Eflochem	Netherlands
33	Uniclean HCF Eco	Unimarine International BV c/o Eflochem	Netherlands
34	Uniclean Resin Remover	Unimarine International BV c/o Eflochem	Netherlands
35	Uniclean Rust Remover	Unimarine International BV c/o Eflochem	Netherlands
36	Uniclean Steam Cleaner	Unimarine International BV c/o Eflochem	Netherlands
37	Uniclean Tank / Separating	Unimarine International BV c/o Eflochem	Netherlands
38	Uniclean Eco	Unimarine International BV c/o Eflochem	Netherlands

* Note: all products listed above by Unimarine International BV c/o Eflochem have been previously considered and under different trade names, but which are identical in formulation to those products.

***

ANNEX 4

NEW TEXT TO BE INSERTED IN ANNEX 10 OF THE MEPC.2/CIRCULAR

"It should be noted that where products or their solutions that appear in chapter 17 or 18 of the IBC Code or list 1 of the MEPC.2/Circular are used as washing media, their discharge shall be governed by regulation 13.5.1 of MARPOL Annex II and they do not need to be listed here."

***

ANNEX 5

DRAFT MSC-MEPC CIRCULAR ON PRODUCTS REQUIRING OXYGEN-DEPENDANT INHIBITORS

1 The Maritime Safety Committee, [at its ninety-third session], and the Marine Environment Protection Committee, [at its sixty-sixth session] agreed that, taking into account the 2014 amendments to SOLAS and the IBC Code with respect to the application of inert gas when carrying low flashpoint cargoes on ships built on or after [1 January 2016], reviewed a proposal of the Sub-Committee on Pollution Prevention and Response (PPR), at its first session, to ensure the provision of further information when carrying cargoes that require oxygen-dependent inhibitors.

2 The Committees agreed that the existing IBC Code paragraph 15.13.3.2, which requires the Certificate of Protection to state "whether the additive is oxygen-dependent" should be amended by a requirement that states "whether the additive is oxygen-dependent and if so, the minimum level of oxygen required in the vapour space of the tank for the inhibitor to be effective must be specified."

3 This information provided on the Certificate of Protection should be taken into account in the operation of the inert gas system to ensure the oxygen level does not fall below the level indicated on the certificate.

4 Member Governments are invited to bring the content of this circular to the attention of all interested parties.

***

ANNEX 6

DRAFT BWM CIRCULAR[3] ON GUIDANCE ON STRIPPING OPERATIONS USING EDUCTORS

1 The Sub-Committee on Pollution Prevention and Response, at its first session (3 to 7 February 2014), considered the draft *Guidance on stripping operations using eductors,* aimed especially for shipowners, ship builders and national authorities in charge of enforcement of the BWM Convention.

2 The Marine Environment Protection Committee, at its sixty-sixth session (31 March to 4 April 2014), approved the BWM circular on *Guidance on stripping operations using eductors*, as set out in the annex.

3 Member Governments are invited to bring this circular to the attention of all parties concerned.

***

[3] Text of the cover note is prepared by the Secretariat with a view to facilitate its consideration by MEPC 66.

ANNEX

DRAFT GUIDANCE ON STRIPPING OPERATIONS USING EDUCTORS

Introduction

1 Stripping operations by means of eductors are used to drain the remaining water from ballast water tanks during deballasting. This is done by the use of "driving water" from several potential sources. While driving water is usually seawater pumped on board at the location of discharge (local water, hereafter), it can also be drawn from ballast water carried in another ballast tank on board the ship. This process should be undertaken within the context of the BWM Convention.

2 The use of stripping eductors poses two challenges associated with regulation D-2 of the BWM Convention;

.1 driving water taken from outside the ship may adversely affect the performance of ballast water management systems (BWMS) that use a management step at discharge; and

.2 unmanaged local driving water will contain local organisms that will appear in the discharge. The use of unmanaged local driving water in an eductor can therefore be expected to interfere with sampling for compliance, in accordance with Guidelines (G2).

3 Article 1 of the BWM Convention defines ballast water as "water with its suspended matter taken on board a ship to control trim, list, draught, stability or stresses of the ship." Local water of eductors is therefore not ballast water and does not relate to regulation A-3.5 of the BWM Convention for this reason.

Stripping of ballast tanks

4 Most ship types empty their ballast tanks using ballast pumps of different types and sizes. Ballast pumps, at a certain point during the discharge process, start losing suction and experience diminished capacity to pump the water. Typically up to 5 to 10 centimetres of water will remain in the ballast water tanks and in some cases it may not be possible to discharge this volume by means of the ballast pump alone.

5 Many ship types use pipes with smaller diameters and an eductor to empty the remaining water in the ballast tanks. This arrangement increases the capability to effectively drain the ballast tank. This operation is known as a stripping operation.

6 The principle of an eductor is to use driving water, to create a vacuum on the suction side, thus inducing a flow of air and water from the ballast tank towards the discharge side of the eductor. Both the driving water and the water from the ballast tank are then mixed inside the eductor before being discharged. Figure 1 illustrates the working principle of an eductor.

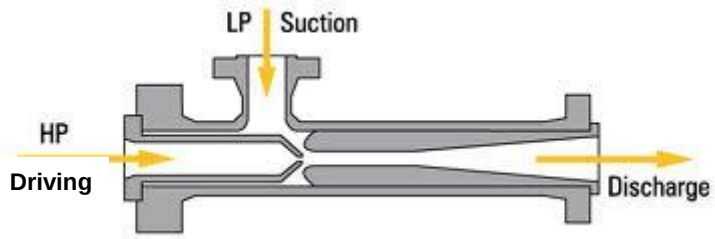

Figure 1: Working principle of eductors

HP = high pressure (low velocity of inlet driving water).
LP = low pressure (creating suction) due to high velocity of the fluid at the discharge.

7 The flow rate during stripping operations is usually reduced compared to normal deballasting and the ratio of driving water to ballast water is typically in the range of 3 to 1.

Guidance on stripping under the BWM Convention

8 A ship may use unmanaged local water as driving water if:

.1 the ballast water is completely managed before the eductor; and

.2 sampling points are appropriately arranged to allow managed water to be sampled, pursuant to Article 9.1(c) of the Convention, and in accordance with Guidelines (G2), before mixing with eductor driving water.

9 A ship may also use completely managed local water or completely managed ballast water as driving water with any appropriate discharge sampling arrangement in accordance with Guidelines (G2).

10 Ballast water that has received partial management using a BWMS that requires additional management before discharge, may be used as driving water if management is completed prior to discharge and any appropriate sampling arrangement is fitted in accordance with Guidelines (G2).

11 When ballast water is treated with a disinfectant chemical or other conditioning treatment at uptake only and the monitored discharge proves there is no need for the application of a neutralizer chemical to condition the discharge for environmental acceptability, then following the discharge of the bulk of the ballast water from a tank or group of tanks through the ballast water main system, then it is accepted that the remainder of the ballast water in the tanks will also be compliant and may be discharged via an eductor system using local water as driving water without additional monitoring.

***

ANNEX 7

DRAFT MEPC RESOLUTION ON 2014 GUIDELINES IN RESPECT OF THE INFORMATION TO BE SUBMITTED BY AN ADMINISTRATION TO THE ORGANIZATION COVERING THE CERTIFICATION OF AN APPROVED METHOD AS REQUIRED UNDER REGULATION 13.7.1 OF MARPOL ANNEX VI[*]

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

RECALLING ALSO that, at its fifty-eighth session, the Committee adopted, by resolution MEPC.176(58), a revised MARPOL Annex VI (hereinafter referred to as "MARPOL Annex VI") which significantly strengthens the emission limits for nitrogen oxides (NO_x) in light of technological improvements and implementation experience,

NOTING that regulation 13.7.1 of MARPOL Annex VI requires notification to the Organization of an Approved Method certified by an Administration of a Party,

RECOGNIZING the need to develop guidelines to set forth the information to be submitted by an Administration to the Organization,

NOTING ALSO the 2014 Guidelines on the approved method process,

HAVING CONSIDERED, [at its sixty-sixth session], the draft 2014 Guidelines in respect of the information to be submitted by an Administration to the Organization covering the certification of an Approved Method as required under regulation 13.7.1 of MARPOL Annex VI, proposed by the Sub-Committee on Pollution Prevention and Response, at its first session,

1. ADOPTS the 2014 Guidelines in respect of the information to be submitted by an Administration to the Organization covering the certification of an Approved Method as required under regulation 13.7.1 of MARPOL Annex VI, as set out in the annex to the present resolution;

2. INVITES Administrations to take the annexed Guidelines into account when notification of an Approved Method is prepared;

3. REQUESTS the Parties to MARPOL Annex VI and other Member Governments to bring the annexed Guidelines to the attention of shipowners, ship operators, shipbuilders, marine diesel engine manufacturers, and any other interested groups;

4. AGREES to keep these Guidelines under review in light experience gained with their application.

***

[*] The associated draft MEPC resolution has been prepared by the Secretariat to facilitate the adoption of the Guidelines at MEPC 66.

ANNEX

2014 GUIDELINES IN RESPECT OF THE INFORMATION TO BE SUBMITTED BY AN ADMINISTRATION TO THE ORGANIZATION COVERING THE CERTIFICATION OF AN APPROVED METHOD AS REQUIRED UNDER REGULATION 13.7.1 OF MARPOL ANNEX VI

1 PURPOSE

These Guidelines are intended to assist an Administration by providing an outline of the information to be submitted to the Organization for inclusion in the notification of certification of an Approved Method as required under regulation 13.7.1 of MARPOL Annex VI.

2 INFORMATION TO BE SUBMITTED TO THE ORGANIZATION

2.1 Contents of the information to be submitted

The notification to the Organization of the certification of an Approved Method should include, but is not limited to:

.1 the certification reference of the Approved Method together with details of the Approved Method;

.2 a copy of the Approved Method File, or where that is not possible, a sample of the File taking into account paragraph 2.2;

.3 criteria for identification of the engines to which an Approved Method applies as specified in paragraph 2.3; and

.4 Approved Method contact point.

2.2 A copy or sample of the Approved Method File

2.2.1 In accordance with paragraph 7.4 of the NO_X Technical Code 2008, the Approved Method File is an integral part of any Approved Method and should be authenticated by the application of the stamp of the certifying Administration. A copy of this Approved Method File should be included in the notification to the Organization.

2.2.2 However, in cases where, due to differences between individual engines at the time of manufacture, it is not possible to provide a copy of the Approved Method File as being representative of all engines to be covered by the specific Approved Method, a sample of the Approved Method File should instead be included in the notification to the Organization. This sample Approved Method File should contain sufficient detail that will make it possible to correlate with the actual Approved Method File to be supplied for individual engines.

2.2.3 In cases where a sample of the Approved Method File is included, the procedure for approval of individual Approved Method Files should be included in the notification. In all cases the approval of the Approved Method File should be undertaken by the certifying Administration.

2.2.4 The Approved Method File should also include a description of the engine's onboard verification procedure, in accordance with paragraph 7.5 of the NO_X Technical Code 2008.

2.2.5 A list of the onboard record keeping requirements for the Approved Method should be included.

2.3 Criteria for the identification of an engine to which an Approved Method applies

2.3.1 Criteria for the identification of an engine to which a particular Approved Method applies should be included. This should also cover those cases where the current engine condition differs from the original engine condition at the time of manufacturing due to modifications either at the time of installation or subsequent modifications over its service life.

2.3.2 If the Approved Method developer knows the current condition of a particular engine, those parameters should be listed in the Approved Method File and the engine or engines to which it applies should be identified by engine make, type and serial number in the Approved Method File.

2.3.3 However, the developer of an Approved Method will usually not know the actual current engine condition. Consequently, the criteria which define an engine will relate to the original engine condition at the time of manufacturing. The criteria which define the applicability of a particular Approved Method should include the following items:

.1 engine type and model;

.2 application cycle(s) e.g. E2, E3, D2 or C1, as specified in chapter 3 of the NO_X Technical Code 2008 as appropriate;

.3 rated power (kW) and rated speed (rpm) as given on the nameplate or as modified by approved re-rating:

.1 the applicable power output/rated speed range is to be clearly shown whether these represent a "line" or a "box", the exception or inclusion on the boundary and any exceptions either inside or outside that boundary; and

.2 in addition, any potentially necessary calculation processes (for example between horsepower (metric/imperial) and kW) including the rounding method is to be clearly specified;

.4 NO_x critical components and how their identity should be established. Where there is a combination of components, it should be described how those are interrelated;

.5 NO_x critical settings or operating values and how those values should be established. Where there are combinations of settings, it should be described how these are interrelated. In addition, any potentially necessary calculation processes (for example to bring Pmax or Pcomp to the ISO specified condition), including the rounding method, is to be clearly specified; and

.6 any other specific points which relate to engines to which the Approved Method applies.

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ANNEX 8

DRAFT MEPC RESOLUTION ON 2014 GUIDELINES ON THE APPROVED METHOD PROCESS*

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution from ships,

RECALLING ALSO that, at its fifty-eighth session, the Committee adopted, by resolution MEPC.176(58), a revised MARPOL Annex VI (hereinafter referred to as "MARPOL Annex VI") which significantly strengthens the emission limits for nitrogen oxides (NO_x) in light of technological improvements and implementation experience,

NOTING that regulation 13.7.1 of MARPOL Annex VI requires an Approved Method to be certified by an Administration of a Party,

RECOGNIZING the need to develop guidelines to set forth the process of approving an Approved Method,

NOTING ALSO the 2014 Guidelines in respect of the information to be submitted by an Administration to the Organization covering the certification of an approved method as required under regulation 13.7.1 of MARPOL Annex VI,

HAVING CONSIDERED, at its sixty-sixth session, the draft 2014 Guidelines on the Approved Method process, proposed by the Sub-Committee on Pollution Prevention and Response at its first session,

1. ADOPTS the 2014 Guidelines on the Approved Method process, as set out in the annex to the present resolution;

2. INVITES Administrations to take the annexed Guidelines into account when an application for an Approved Method is considered;

3. REQUESTS the Parties to MARPOL Annex VI and other Member Governments to bring the annexed Guidelines to the attention of shipowners, ship operators, shipbuilders, marine diesel engine manufacturers, and any other interested groups; and

4. AGREES to keep these Guidelines under review in light of experience gained with their application.

***

* The associated draft MEPC resolution has been prepared by the Secretariat to facilitate the adoption of the Guidelines at MEPC 66.

ANNEX

2014 GUIDELINES ON THE APPROVED METHOD PROCESS

1 PURPOSE

The purpose of these Guidelines is to assist Administrations, port State inspectors, shipowners and others to understand the Approved Method process and responsibilities. For clarity the Approved Method process is illustrated in figure 1. Further details are given in the following paragraphs.

2 IDENTIFICATION AS TO THE APPLICABILITY OF AN APPROVED METHOD

2.1 After notification of the certification of an Approved Method by an IMO circular, shipowners potentially affected by the Approved Method should investigate as to whether that Approved Method is applicable to engines under their control by checking against the criteria for identification of applicable engines included in the circular.

2.2 In those instances where items specified in paragraphs .1 to .3 of the appendix as listed in the notification do not apply, the Approved Method does not apply and no further action is required.

2.3 In those instances where an engine corresponds in full with the items specified in paragraphs .1 to .6 of the appendix as listed in the notification, as confirmed by the ship's Administration, the shipowner should arrange through the contact point given in the IMO circular for the installation of the Approved Method within the given time period as specified in regulation 13.7.2 of MARPOL Annex VI. In making that arrangement, the shipowner should provide such engine specific information as is necessary for the preparation of that engine's Approved Method File.

2.4 In those instances where it is considered that an Approved Method is not applicable since, although conforming with the items specified in paragraphs .1 to .3 of the appendix as listed in the notification, it does not conform to one or more points specified in paragraphs .4 to .6 of the appendix, due to installation or post manufacture modification, the shipowner should contact the relevant contact point as given in the IMO circular. In that communication, information should be given as to why it is considered that one or more of points specified in paragraphs .4 to .6 of the appendix do not apply. The contact point should assess that application for non-applicability of fitting the Approved Method against their knowledge of the Approved Method. The outcome of that review (agreement or disagreement) should be passed to the certifying Administration and ship's Administration for their review and confirmation of that finding.

.1 In the case of agreement as to non-applicability, the certifying Administration should duly document the non-applicability giving the Approved Method approval reference, details of the engine to which the non-applicability applies (make, model, serial number or other verifiable and unique identifiers) and details of the reason(s) for which the engine is found non-applicable together with any other relevant information. Any agreement on non-applicability should have the concurrence of the ship's Administration. The non-applicability documentation should be retained on board as evidence of non-applicability of a particular Approved Method. In this it must be noted that although non-applicability documentation has

been issued against a particular Approved Method, a subsequently certified Approved Method may apply.

.2 In those instances where those Administrations agree with the contact point that the shipowner's reason for claiming non-applicability is not valid, the shipowner will be advised and informed that fitting of the Approved Method is required within the given time period.

3 ALTERNATIVE TO THE INSTALLATION OF AN APPROVED METHOD

For an engine identified in above paragraph 2.3 or 2.4.2 as being applicable to an Approved Method, regulation 13.7.1.2 of MARPOL Annex VI allows that the engine may alternatively be certified to Tier I, II or III.* In such instances the issue of the EIAPP Certificate, approval of the associated Technical File and the initial and subsequent survey procedures should be in accordance with the given NO_X Technical Code 2008 procedures for engines installed on ships constructed on or after 1 January 2000. The IAPP Certificate of the ship on which that engine is installed should be duly updated within the time period given by regulation 13.7.2 of MARPOL Annex VI relevant to the Approved Method to which it is an alternative.

* **Note:** Typically it may be expected that this option may be adopted in those cases where a series of ships spanned the introduction date of the NO_x certification requirement. In such cases those ships in the series which were constructed on or after 1 January 2000 will have NO_x certified engines, however, those ships in the series constructed before that date may have identical engines installed, except that they were not NO_x certified. In these instances it may be possible to back-certify those previously uncertified engines on the basis of being additional member engines of the engine groups/families to which the certified engines belong.

4 APPROVED METHOD NOT COMMERCIALLY AVAILABLE

4.1 In case where the Approved Method is not commercially available despite best efforts to obtain it within the time period given by regulation 13.7.2 of MARPOL Annex VI (noting that this does not cover instances when not convenient in relation to the ship's schedule to fit the Approved Method) then application should be made to the ship's Administration, giving details of the efforts made to have installed the Approved Method. The ship's Administration should review that information and, if in agreement that the Approved Method is not at that time commercially available, a statement to that effect should be duly provided to the shipowner. That statement should be retained on board and be available at surveys or inspections as required.

4.2 Thereafter the shipowner should, in accordance with regulation 13.7.2 of MARPOL Annex VI reassess commercial availability in a timely manner prior to the next annual survey, and if available, to have the Approved Method installed no later than that annual survey.If the Approved Method is still not available the process in paragraph 4.1 of these guidelines should be repeated. Thereafter, this process should be repeated for each annual survey until the Approved Method is commercially available and hence installed.

5 SURVEY CONFIRMING INSTALLATION OF THE APPROVED METHOD

5.1 Upon completion of the installation of the Approved Method, an initial (onboard confirmation) survey should be undertaken by the ship's Administration in accordance with the onboard verification procedure specified in the Approved Method File.

5.2 A chronological record should be maintained, covering the installation of the Approved Method and all changes, including like-for-like replacements, of components and adjustments/operating values as covered by the Approved Method. This record should accompany the Approved Method File as evidence of the initial installation.

6 SURVEYS CONFIRMING RETENTION OF THE APPROVED METHOD

6.1 The in-service surveys after the installation of the Approved Method should be carried out in accordance with the onboard verification procedure specified in the Approved Method File. The survey is to be conducted as part of a ship's survey in accordance with regulation 5 of MARPOL Annex VI.

6.2 The Approved Method record should be maintained and be available on board at the relevant surveys.

7 APPROVED METHOD PROCESS FLOWCHART

Figure 1 illustrates the overall Approved Method process.

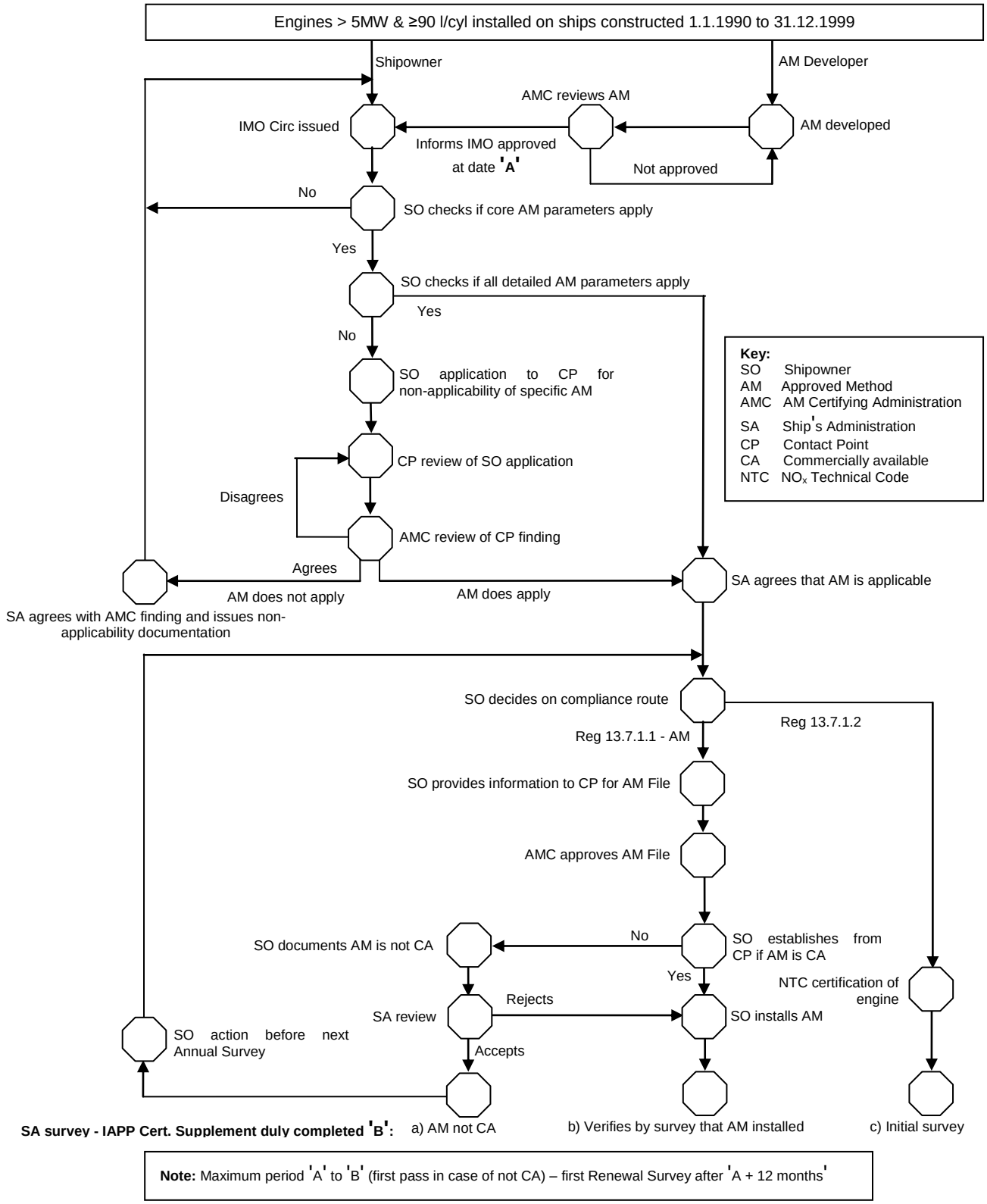

Figure 1 – Approved Method Process Flowchart

APPENDIX

EXTRACT FROM THE 2014 GUIDELINES IN RESPECT OF THE INFORMATION TO BE SUBMITTED BY AN ADMINISTRATION TO THE ORGANIZATION COVERING THE CERTIFICATION OF AN APPROVED METHOD AS REQUIRED UNDER REGULATION 13.7.1 OF MARPOL ANNEX VI

Criteria for the identification of an engine to which an Approved Method applies

The criteria, relating to original engine condition, which define the applicability of a particular Approved Method should include the following items:

.1 engine type and model;

.2 application cycle(s) e.g. E2, E3, D2 or C1, as specified in chapter 3 of the NO_X Technical Code 2008 as appropriate;

.3 rated power (kW) and rated speed (rpm) as given on the nameplate or as modified by approved re-rating:

.1 the applicable power output/rated speed range is to be clearly shown whether these represent a "line" or a "box", the exception or inclusion on the boundary and any exceptions either inside or outside that boundary; and

.2 in addition, any potentially necessary calculation processes (for example between horsepower (metric/imperial) and kW) including the rounding method is to be clearly specified;

.4 NO_x critical components and how their identity should be established. Where there is a combination of components, it should be described how those are interrelated;

.5 NO_x critical settings or operating values and how those values should be established. Where there are combinations of settings, it should be described how these are interrelated. In addition, any potentially necessary calculation processes (for example to bring Pmax or Pcomp to the ISO specified condition), including the rounding method, is to be clearly specified; and

.6 any other specific points which relate to engines to which the Approved Method applies.

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ANNEX 9

REVISED PRIORITY LIST FOR DEVELOPING OTHER GUIDELINES AND GUIDANCE DOCUMENTS UNDER MARPOL ANNEX VI AND THE NO_X TECHNICAL CODE 2008

The items included in the following list are suggested as potential issues to be taken forward, subject to provision of full justification in accordance with the Committees' Guidelines.

No.	Guidelines/Guidance documents
1	Guidelines pertaining to equivalent methods set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines
2	Guidelines for dual-fuel operation utilizing a proportion of high sulphur content non-compliant fuel oil
3	Guidelines for on-board blending of fuel oil
4	Guidelines as to status of blends of petroleum and non-petroleum based fuel oils relative to the requirements of regulations 18.3.1 and 18.3.2 of MARPOL Annex VI
5	Guidelines for dry based Exhaust Gas Cleaning Systems
6	Guidelines as called for under paragraph 2.2.5.6 of the revised NO_x Technical Code 2008 (NO_x-reducing devices)

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ANNEX 10

BIENNIAL STATUS REPORT

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE (PPR)								
Planned output number	**Description**	**Target completion year**	**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
1.1.2.3	Unified interpretation to provisions of IMO safety, security, and environment related Conventions	Continuous	MSC / MEPC		III / PPR / CCC / SDC / SSE / NCSR	Continuous		
2.0.1.2	Guidelines for port State control under the 2004 BWM Convention, including guidance on ballast water sampling and analysis	2015	MEPC	PPR	III	In progress		
5.2.1.15	Mandatory Code for ships operating in polar waters	2015	MSC / MEPC	SDC	HTW / PPR / SDC / SSE / NCSR	N/A		No request received from SDC
5.2.1.16	Non-mandatory instrument on regulations for non- convention ships	2015	MSC	III	HTW / PPR / SDC / SSE / NCSR	N/A		No request received from III
7.1.2.5	Production of a manual entitled "Ballast Water Management – how to do it"	2015	MEPC		PPR	In progress		

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE (PPR)								
Planned output number	**Description**	**Target completion year**	**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
7.1.2.6	Guidance for international offers of assistance in response to a marine oil pollution incident	~~2014~~ 2015	MEPC		PPR	Postponed		
7.1.2.8	Guidance on the safe operation and performance standards of oil pollution combating equipment	2014	MEPC	PPR	SDC	Completed		
7.1.2.9	Revised section II of the Manual on Oil Pollution-Contingency planning	2015	MEPC		PPR	In progress		
7.1.2.10	Guide on Oil Spill Response in Ice and Snow Conditions	~~2014~~ 2015	MEPC		PPR	Postponed		
7.1.2.11	Updated IMO Dispersant Guidelines	~~2014~~ 2015	MEPC		PPR	Postponed		
7.1.2.13	Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels	2015	MSC / MEPC	PPR	SDC	In progress		

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE (PPR)								
Planned output number	**Description**	**Target completion year**	**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
7.2.2.1	Safety and pollution hazards of chemicals and preparation of consequential amendments to MARPOL Annex II and the IBC Code, taking into account recommendations of GESAMP-EHS•	Continuous	MEPC		PPR	Continuous		
7.2.3.2	Updated OPRC Model training courses	2015	MEPC		PPR	In progress		
7.3.1.1	Guidelines related to MARPOL Annex VI and the NO_x Technical Code in accordance with Action Plan endorsed by MEPC 64	2015	MEPC		PPR	In progress		
7.3.2.2	Keep under review IMO measures and contributions to international climate mitigation initiatives and agreements (including CO_2 sequestration and ocean fertilization as well as consideration of the impact on the Arctic of emissions of Black Carbon from international shipping)	~~2014~~ 2015	MEPC		PPR	postponed		

• Title of the output subject to clarification by MEPC 66, as requested by C/ES 27.

SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE (PPR)								
Planned output number	**Description**	**Target completion year**	**Parent organ(s)**	**Coordinating organ(s)**	**Associated organ(s)**	**Status of output for Year 1**	**Status of output for Year 2**	**References**
12.1.2.1	Analysis of casualty and PSC data to identify trends and develop knowledge and risk-based recommendations	Annual	MSC / MEPC	III	HTW / PPR / SDC / SSE / NCSR	Completed		
13.0.3.1	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution	Annual	MEPC		PPR	Completed		

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ANNEX 11

PROPOSED PROVISIONAL AGENDA FOR PPR 2*

Opening of the session

1 Adoption of the agenda

2 Decisions of other IMO bodies

3 Safety and pollution hazards of chemicals and preparation of consequential amendments to MARPOL Annex II and the IBC Code, taking into account recommendations of GESAMP-EHS (7.2.2.1)**

4 Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (7.1.2.13)

5 Guidelines for port State control under the 2004 BWM Convention, including guidance on ballast water sampling and analysis (2.0.1.2)

6 Production of a manual entitled "Ballast Water Management – how to do it" (7.1.2.5)

7 Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution (13.0.3.1)

8 Consideration of the impact on the Arctic of emissions of Black Carbon from international shipping (7.3.2.2)

9 Guidelines related to MARPOL Annex VI and the NO_x Technical Code in accordance with Action Plan endorsed by MEPC 64 (7.3.1.1)

10 Guidance for international offers of assistance in response to a marine oil pollution incident (7.1.2.6)

11 Revised section II of the Manual on Oil Pollution-Contingency planning (7.1.2.9)**

12 Guide on Oil Spill Response in Ice and Snow Conditions (7.1.2.10)

13 Updated IMO Dispersant Guidelines (7.1.2.11)

14 Updated OPRC Model training courses (7.2.3.2)**

15 Unified interpretation to provisions of IMO environment related conventions (1.1.2.3)

16 Biennial agenda and provisional agenda for PPR 3

17 Election of Chairman and Vice-Chairman for 2016

18 Any other business

19 Report to the Marine Environment Protection Committee

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* Agenda items are aligned with output titles in the HLAP (resolution A.1061(28)), including the associated output numbers.

** Title of the output subject to clarification by MEPC 66, as requested by C/ES 27.

ANNEX 12

STATEMENT BY THE DELEGATION OF INDONESIA UNDER AGENDA ITEM 3

"Thank you Mr. Chairman,

Allow me firstly, to express my thanks to the Chairman of the Working Group, Mr. David MacRae, of United Kingdom, for the report presented, and also to all other participants of the group. We would also like to request the attention of the Sub-Committee to paragraph 8 of the report, and we also would like to associate ourselves with the concern that was raised previously by the Cook Islands, Malaysia, and then later supported by Tuvalu.

From what we recall, during the introduction of the basis document (PPR 1.3.3) discussed on Tuesday 4th February, in the plenary, there were no visible comments to indicate any reservations, other than those made by the Cook Islands. Therefore, we have noted that the Sub-Committee was of the opinion that the Working Group may further discuss the document. However, it was not the case, as not all of us, were in actual fact in understanding, and it was due to our expression of respect to the submitted document, relating to the occurred incidents, that we decided to hold our opinions.

I have followed the discussion within the Working Group completely, and I was given permission from the Chairman of the Working Group to raise the same comments and concerns as mentioned above. This delegation is of the opinion that we need to request the Sub-Committee to implement the recent resolution A.1062(28) of December 2013, and that all the submissions of any new unplanned outputs, should be submitted to the relevant Committee(s). Only with the instruction of the committee, such a new issue can be accepted to be included in the agenda of the Working Group, such as the ESPH Working Group in the future.

Irrespective of the background of issues brought forward into document PPR 1/3/3, this delegation is of the opinion that we need to have a clear clarification, particularly on the procedures for submitting documents, with respect to the Assembly resolution, in order that we might be well in advance to prepare substantial comments, related to the issues.

Having listened to the discussion, and carefully studied the issue brought into document PPR 1/3/3, this delegation notes that some information is needed in advance, in order to develop a better understanding of the pollution incidents. Such information includes: law enforcement action which has already been taken towards the pollution incidents, according to the valid applicable laws and regulations, to further study about the pollution incidents and to provide clearer evidence.

Therefore, we would like to request the Sub-Committee to take a serious consideration to refer to the procedure of submitting new documents, to be included in the new discussion agenda within the Working Group. We would like to hear from the Committee first, before the Sub-Committee may proceed to further consider giving instructions to the Working Group.

Secondly Mr. Chairman, I also would like to associate with the statement made by the distinguished delegates of China, with regard to the visa problems for IMO delegates. The reason behind this is that there were three Indonesian delegates who were absent from this meeting, due to delayed visa issuance. In actual fact, these people are in charge, which need to be involved in the deliberation of our PPR Sub-Committee meetings' discussions.

This delegation requests the Sub-Committee to forward the issues that we need to be considered as special treatment (for example, fast track), to obtain visas for delegates of the IMO meetings, especially for our experts and specialists. These specialists are very limited in numbers and are restricted in time to be able to follow the existing process of general visa application. Especially when regarding matching with allocated appointed dates, which are decided by the visa services company. This is in order to avoid additional burden of traveling, especially for those who live in different islands.

We would like this to be recorded as part of this Organization's request to other relevant organizations, in charge of this visa matter.

Thank you Mr. Chairman."

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