

Report of PPR 6

Sub-committee on Pollution Prevention and Response

18th – 22nd February 2019

International Maritime Organization (IMO), London headquarters

ITF delegation

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The Sub-committee on Pollution Prevention and Response (PPR) undertakes matters related to MARPOL Convention, the control and management of harmful aquatic organisms in ships' ballast water and sediments, biofouling, anti-fouling system, pollution preparedness, response and cooperation for oil, standards for the carriage of hazardous and noxious substances and recycling of ships.

The Sub-committee at this session considered the following agendas:

- Revised guidelines for provisional assessment of liquid substances in bulk;
- Consistent implementation of 2020 sulphur limit – draft guidelines finalized;
- Review of the 2015 Guidelines on Exhaust Gas Cleaning Systems;
- Addressing the impact on the Arctic of Black Carbon emissions; and
- Reducing risks of use and carriage of heavy fuel oil (HFO) as fuel by ships in Arctic waters.

Three Working Groups (WG), one Drafting Group (DG) and one Technical Group (TG) were established at this session. Outcome of each Group, approved by plenary, are elaborated hereunder.

Working Group on Evaluation of Safety and Pollution Hazards (ESPH) of Chemicals

The number of chemical products carried in bulk by ships worldwide and recognised by the IMO is about 760¹. The reason for such attestation is to secure the safety of crew and ships as well as protection of marine environment. ESPH Group was established to make sure that all chemical products transported onboard a ship are assessed and evaluated according to standardised proper ways. Every year, there are dozens of new products are applied for approval by the IMO.

¹ Refer to International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) Chapter 17, Summary of minimum requirements.



Outcome of the Group

1. The Group evaluated and categorised the new products submitted at this session (Refer to ESPH Report submitted to PPR 6, PPR 6/3).
2. Cleaning additives were evaluated.
3. The Group also finalised Revised Guidelines for the carriage of blends of biofuels and MARPOL Annex 1 cargoes. That is, liquid chemicals fall under the consideration of the IMO is not only confined with artificial products for the industrial usage.

Working Group on Prevention of Air Pollution from Ships

As of 1st January 2020, the requirement of oil fuel sulphur content is 0.50%. The effective implementation shall be supported by various measures that cover all stakeholders, not only the Administration. The Group finalised several tools to guide such implementation.

The IMO already developed ship implementation plan for ship owners (MEPC.1/Circ.878).

Moreover, the Sub-committee has been reviewing the 2015 Guidelines on *Exhaust Gas Cleaning Systems (EGCS)*. The Group continued its work to complete its work in 2020.

Outcome of the Group

1. The Group finalised the following drafts:

- *Draft Guidelines on consistent implementation of the 0.50% sulphur limit;*
- *Draft circular on delivery of compliant fuel oil by suppliers;*
- *Draft amendments to MARPOL Annex VI on sulphur content definition and sampling;*
- *Draft amendments to on board sampling guidance;*
- *Draft 2019 port State control guidelines;*
- *Draft interim guidance for port State control on contingency measures for addressing non-compliant fuel oil; and*
- *Draft unified interpretation.*

2. The Group developed draft Appendix 6 of EGCS Guidelines, 2015 to provide interim guidance in the case of the failure of a single monitoring instrument and malfunction of EGSC.

Further work

1. The Sub-Committee decided and reported to MEPC to consider potential control measures to reduce the impact of black carbon emissions from shipping in the Arctic region. This work will be assigned to the Group. The ITF should participate the deliberation and highlight the impact on crew safety and trainings that are inclined to be derived from the new measures.

Working Group on Heavy Fuel Oil in Arctic Waters and on Integrated Bilge Water Treatment Systems

Considering its environmental and ecological importance and sensitivity of Arctic waters, the IMO decided to develop measure in order to minimise negative impacts due to use or carriage of HFO² by ships.

A correspondence group developed guidelines on *measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters*. The potential sections are:

- navigational measures;
- ship operations;
- infrastructure (onshore and offshore) and communications;
- enhanced preparedness for emergencies of oil spills, early spill detection and response;
- drills and training; and
- economic assessment of potential measures.

The consideration is towards reducing the carriage of such fuel oil regardless of purposes and places for usage. The IMO already developed a draft methodology for analysing impacts under that scenario. The methodology provides five steps:

- *determination of the study area;*
- *assessment of the costs to Arctic indigenous and local communities and industries;*
- *assessment of the benefits of an HFO ban to Arctic indigenous and local communities and ecosystems; and*
- *consideration of other factors that could either ameliorate adverse impacts of a ban or accommodate specific situations.*

Further work

1. The Group will consider possible measures based on the analysis that will have been submitted to the next session.
2. The ITF will consider drills and training section of the developed guidelines by CG and address practicality on board as appropriate.
3. The ITF should consider the last step of the methodology to address impacts on seafarers' health and training onboard.

Action requested

The ITF affiliates should take note that marine environmental related issues are related to the safety and health of seafarers' aboard. Regulations should put the human-centered perspective as the utmost priority.

*Aforementioned IMO documents can be provided if requested.

² Definition of Heavy fuel oil: fuel oils having a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s