



IMO News Brief

PPR 11



The 11th session of Pollution Prevention and Response Sub-Committee (hereinafter referred to as “PPR”) was convened as a hybrid meeting from 19th to 23rd February 2024, and this news flash briefs on the outcomes of PPR 11 on major technical issues. In reviewing this flash, readers should be assured that the outputs contained herein are not legally effective until they are adopted as mandatory instruments by MEPC.

1. SAFETY AND POLLUTION HAZARDS OF CHEMICALS AND PREPARATION OF CONSEQUENTIAL AMENDMENTS TO THE IBC CODE (Agenda item 3)

1.1 Revision of MEPC.1/Circ.590 on revised tank cleaning additives guidance note and reporting form

Having considered a need to provide more information to manufacturers and to ensure a more consistent approach in the assessments, PPR 6 agreed to revise ‘tank cleaning additives guidance note and reporting form’ (MEPC.1/Circ.590). And ESPH 29* finalized the revised circular which PPR 11 agreed with a view to approval at MEPC 82 as MEPC.1/Circ.590/Rev.1. Consequently, the Sub-Committee agreed to the draft ‘revised tank cleaning additives guidance note and reporting form’, with a view to subsequent approval by MEPC 82.

* PPR Technical group on the Evaluation of Safety and Pollution Hazards of chemicals (Working Group within PPR, this group evaluates the potential hazards posed by various chemicals, including their toxicity and their effects on marine ecosystems. It convenes annually in October)

1.2 Discussion regarding the lack of toxic vapour detection equipment

ESPH 29 did not pursue the proposal made to PPR 10 which would have allowed for an alternative ventilation procedure in lieu of using vapour detection equipment in IBC Code, noting PPR 10 concluded that approach was outside the scope of this agenda item. Accordingly, regarding on the lack of toxic vapour detection equipment, technical requirements* will be further considered at the next ESPH 30.

* Reassess the toxicity risk of hazardous chemicals and reconsider the need for toxic vapour detection equipment in working group.

1.3 Classification of liquid substances transported in bulk

The carriage requirement of ‘Pongamia/Karanja seed oil, crude’ will be included in list 1 of the MEPC.2/Circular (‘24.12)

The carriage requirement of ‘Dimethyl carbonate’ will be included in list 1 of the MEPC.2/Circular (‘24.12)

The carriage requirement of ‘Alkylbenzenes mixtures (containing naphthalene) (amended)’ will be included in list 1 of the MEPC.2/Circular (‘24.12)

The carriage requirement of ‘Alcohols, C12-14 ethoxylated propoxylated’ will be included in list 1 of the MEPC.2/Circular (‘24.12)

The carriage requirement of ‘Offshore contaminated bulk liquid Treated (containing less than 0.8% of an H2S Scavenger)’ will be included in list 1 of the MEPC.2/Circular (‘24.12)

The carriage requirement of 31 trade-named mixtures will be included in list 3 of the MEPC.2/Circular(‘24.12)

2. AMENDMENTS TO MARPOL ANNEX II IN ORDER TO IMPROVE THE EFFECTIVENESS OF CARGO TANK STRIPPING, TANK WASHING OPERATIONS AND PREWASH PROCEDURES FOR PRODUCTS WITH A HIGH MELTING POINT AND/OR HIGH VISCOSITY (Agenda item 4)

PPR 11 considered the further technical discussions provided, since the new output 12.1 was agreed at MEPC 79, focusing on a prewash procedure to improve the effectiveness of prewash procedures for products with a high melting point and/or high viscosity. However, the Sub-Committee, noting the lack of substantive proposals, forwarded the matter to ESPH 30 for further consideration and to advise PPR 12 on how to proceed.

3. DEVELOPMENT OF GUIDANCE ON MATTERS RELATING TO IN-WATER CLEANING (Agenda item 5)

3.1 Development of draft guidance on matters relating to in-water cleaning

To support the implementation of the '2023 Biofouling Guidelines' adopted as Res.MEPC.378(80), the Sub-Committee initiated discussions to develop a draft guidance on matters relating to in-water cleaning. The following relevant discussions should be considered for the development of the guidance.

〈Major discussions〉

- ① Planning, conducting and reporting of in-water cleaning
- ② Verification and testing of in-water cleaning
- ③ Conducting pre-cleaning and post-cleaning inspections
- ④ Verification or other form of expectations for in-water cleaning service providers

3.2 Establishment of Correspondence Group for development of in-water cleaning guidance

In PPR 11, the Sub-Committee agreed to establish Correspondence Group to discuss on development of guidance on matters relating to in-water cleaning with the draft terms of reference and related details. Simultaneously, the aim was to finalize guidance on matters relating to in-water cleaning at the next session (PPR 12) with a view to adoption by MEPC 83.

4. REDUCTION OF THE IMPACT ON THE ARCTIC OF BLACK CARBON EMISSIONS FROM INTERNATIONAL SHIPPING (Agenda item 6)

4.1 Guidelines on recommendatory Black Carbon emission data collection, monitoring, and reporting

The Sub-committee finalized the draft text of the guidelines on recommendatory Black Carbon emission measurement, monitoring, and reporting and the associated draft MEPC resolution and reported MEPC Committee with a view to adoption by MEPC 82.

Also, the Sub-committee exchanged views on the possible characterization of marine fuels based on their paraffinic or aromatic nature to support the further consideration of Black Carbon reduction measures and invited;

- ① ISO to consider the development of a Polar fuel standard which may include the H/C ratio; and

- ② interested Member States and international organizations to conduct further research on the use of the H/C ratio or other indicators to characterize marine fuels, using the Reporting protocol for voluntary measurement studies to collect Black Carbon data (PPR 5/24, annex 6), and submit findings to PPR 12 on the impact of fuel characteristics on the formation of Black Carbon emissions from international shipping; and
- ③ interested Member States and international organizations to submit proposals to a future session on fuel characteristics which may impact Black Carbon formation.

4.2 The guidance on best practice on recommendatory goal-based control measures to reduce the impact on the Arctic of Black Carbon emissions from international shipping.

The Sub-committee finalized the draft text of the guidance on best practice on recommendatory goal-based control measures to reduce the impact on the Arctic of Black Carbon emissions from international shipping and the associated draft MEPC resolution and reported MEPC Committee with a view to adoption by MEPC 82.

5. EVALUATION AND HARMONIZATION OF RULES AND DUAIGANCE ON THE DISCHARGE OF DISCHARGE WATER FROM EGCS INTO THE AQUATIC ENVIRONMENT, INCLUDING CONDITIONS AND AREAS (Agenda item 7)

5.1 Development of a database containing local/regional restrictions/conditions on the discharge water from EGCS

As Information and data regarding the regulation of discharge of EGCS discharge water is dispersed and not clarified, as it is determined by each nation's national legislation, it continuously causes confusion in international shipping. Many delegations supported the proposal to develop an IMO database of local/regional regulations on EGCS discharges within the public area of IMO GISIS and the Sub-committee invited Member States to submit information on local/regional restrictions/conditions on the discharge water from EGCS using the "National Maritime Legislation" module of GISIS.

5.2 Identification and development, as appropriate, of regulatory measures and instruments on the discharge of discharge water from EGCS

In the ensuing discussion, member states discussed about Identification and development, as appropriate, of regulatory measures and instruments on the discharge of discharge water from EGCS. However, substantive progress was not achieved due to differing opinions among Member States and international organizations. The Sub-committee invited interested member states and international organizations to submit additional proposals in the future session (PPR 12).

6. DEVELOPMENT OF AMENDMENTS TO MARPOL ANNEX VI AND THE NO_x TECHNICAL CODE ON THE USE OF MULTIPLE ENGINE OPERATIONAL PROFILES FOR A MARINE DIESEL ENGINE INCLUDING CLARIFYING ENGINE TEST CYCLES (Agenda item 8)

The Sub-committee finalized the draft amendments to MARPOL Annex VI and the NO_x Technical Code 2008 on the use of multiple engine operational profiles* and rational emission control strategy** for a marine diesel engine, including clarifying engine test cycles with a view to adoption by MEPC 83.

- * Multiple Engine Operational Profiles : more than one engine operational profile is available for selection on a marine diesel engine.
- ** Rational Emission Control Strategy : the base emission control strategy applied to a marine diesel engine which ensures that the emission values at the individual mode points as used to give the weighted specific emission value are representative of the emission values during normal operation of the engine which provides a screening tool to guard against irrational emission control strategies via the use of Not to Exceed Zones (NTEZ) and Auxiliary Control Device.

7. DEVELOPMENT OF A GUIDE COMPILING BEST PRACTICES TO DEVELOP LOCAL-LEVEL MARINE SPILL CONTINGENCY PLANS TO AID STATES, PARTICULARLY LOCAL GOVERNMENTS AND KEY INSTITUTIONS, IN IMPLEMENTING THE OPRC CONVENTION AND OPRC-HNS PROTOCOL (Agenda item 9)

IMO noted challenges related to the ratification and implementation of the OPRC Convention and the OPRC HNS Protocol, which were not fully implemented. In that sense, in 2020 IMO approved the ‘Guide on the Implementation of the OPRC Convention and the OPRC HNS Protocol’. Further addressing these challenges, it was proposed to develop a second guide to further help countries, and particularly developing ones, that might face challenges with the implementation of the OPRC Convention at the local level and within key governmental institutions. Consequently, the Sub-Committee agreed to the draft ‘Guidelines for developing a local oil/hazardous and noxious substances marine pollution contingency plan’*, for submission to MEPC 82, with a view to approval and subsequent publication.

* (Major matters) Procedures, systems, best practices, and recommendations for local-level marine spill contingency plans.

8. DEVELOPMENT OF MEASURES TO REDUCE RISKS OF USE AND CARRIAGE OF HEAVY FUEL OIL AS FUEL BY SHIPS IN ARCTIC WATERS (Agenda item 10)

In accordance with the adoption of amendment to the MARPOL Annex I 43A which the use of heavy fuel oil in Arctic Sea is prohibited, the draft guidelines on mitigation measures to reduce risks of use and carriage for use of heavy fuel oil as fuel by ships in Arctic waters, which had been previously discussed, have been finalized taking into account decisions from other committees (HTW 9, NCSR 9), proposed documents and opinions raised during the plenary session.

As the prohibition of the use of heavy fuel oil (HFO) by ships in Arctic waters will be entered into force in July 2024, member states agreed to request approval by MEPC 81.

9. REVIEW OF IBTS GUIDELINES AND AMENDMENTS TO THE IOPP CERTIFICATE AND OIL RECORD BOOK (Agenda item 11)

PPR 7 developed a draft MEPC Circular on the ‘2020 Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system’. MEPC 78, in principle, agreed that forced evaporation by heating of oily bilge water is acceptable as a means for the disposal of oily bilge water and invited proposals to next session of PPR to reflect this understanding appropriately. Accordingly, PPR 11 was convened to discuss the forced evaporation of oily bilge water as appropriate means of disposal and amendment to IBTS* guidelines. However, due to the lack of proposals for this session, the discussion was deferred to PPR 12.

10. REVISION OF MARPOL ANNEX IV AND ASSOCIATED GUIDELINES (Agenda item 12)

10.1 Discussion on preliminary work plan and timeline for revision of MARPOL Annex IV and associated guidelines

The working group discussed the preliminary work plan and timeline for revision of MARPOL Annex IV and associated guidelines. The Type Approval Guidelines were a stand-alone instrument and could be finalized and adopted at an initial stage (until 2026) and, at a later stage and based on experience building, the revised MARPOL Annex IV and the Implementation Guidelines could be finalized (until 2028), aiming for approval and adoption by MEPC until 2029.

10.2 Establishment of Correspondence Group for revision of MARPOL Annex IV and associated guidelines

The Sub-Committee invited interested Member States and international organizations to start the data collection in relation to the quality of effluent. Additionally, the Correspondence Group will be established to discuss on development of guidance on matters relating to the revision of MARPOL Annex IV and associated guidelines.

10.3 Discussion matters on PPR 12

The working group agreed that it was important to consider whether the requirements of performance tests and indicative monitoring should be applied to existing installations, and that the issue should be considered by the Sub-Committee at PPR 12.

11. FOLLOW-UP WORK EMANATING FROM THE ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS (Agenda item 13)

11.1 Proposals regarding the mandatory instrument for the transportation of plastic pellets

In response to accidental spillage of plastic pellets from “M/V X-Press Pearl” in 2021, Correspondence group of PPR Sub-committee was established to reduce the environmental risk associated with the maritime transport of plastic pellets. As a result of discussion, the development of draft MEPC circular on recommendations for the carriage of plastic pellets by sea in freight containers was finalized and forwarded to relevant Sub-committees for consideration.

During PPR 11 sessions, the definition of plastic pellets and requirements for the transport of plastic pellets in freight container were discussed and agreed to discuss the development of legal basis for mandatory provisions for the maritime transport of plastic pellets in the future session (PPR 12).

The Sub-committee agreed to submit finalized draft MEPC circular with a view to approval by MEPC 81.

11.2 Considerations on draft amendments to the MARPOL regarding the reporting of the loss of fishing gear

During the discussion, due to time constraints, several part ToR(Terms of Reference) the correspondence group were discussed. The purpose of using discharged fishing gear database was determined. The Sub-committee agreed to discuss the remain issues on the procedure and methodology of the loss of fishing gear and detail to be discussed by re-established correspondence group.

12. ANY OTHER BUSINESS (Agenda item 17)

12.1 Amendments to the NOx Technical Code 2008 with regard to recertification procedures of existing marine diesel engines on board ships

As the satisfactory measures to fulfill demands of GHG emission reduction in international shipping, retrofitting engine is considered as one of possible option. MEPC 80 instructed Sub-committee with new output to consider retrofitting engine and amendments to NOx Technical Code so that application of modern engine technology for increasing energy efficiency while it maintains the level of NOx emission regulation.

The Sub-committee finalized the draft Amendments to the NOx Technical Code 2008 with regard to recertification procedures of existing marine diesel engines on board ships based on the substantial modification and agreed to report MEPC Committee with a view to adoption by MEPC 83.

12.2 Volatile Organic Compound (VOCs) emissions

In light of the scope of work on the reduction of volatile organic compound emissions which has been approved by MEPC 80, PPR 11 considered the proposal to increase the release pressure of P/V valve installed on new crude oil tanker from 0.14bar to 0.20var. most of delegations, with regard to the scope of work, emphasized the necessity of holistic approach. The Sub-committee agreed to request the SSE Sub-committee to identify any negative implications.

Should you have inquiries, please contact P.I.C in the details below.

Thank you.

General Manager Convention & Legislation Service Team

P.I.C: KIM Chang Kyu / Deputy Senior Surveyor
Tel: +82 70 8799 8326
Fax: +82 70 8799 8339
E-mail: convention@krs.co.kr

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