



NEWS BRIEF

PPR 11



ABS



NEWS BRIEF: PPR 11

The IMO Sub-Committee on Pollution Prevention and Response (PPR) held its 11th session from February 19-23, 2024. This brief provides an overview of the more significant issues progressed at this session.

KEY DEVELOPMENTS

- BC emission measurement, monitoring and reporting
- Measures to reduce the impact on the Arctic of Black Carbon emissions
- Mitigation measures to reduce risks of use and carriage for use of HFO as fuel by ships in arctic waters
- Recommendations for the carriage of plastic pellets
- Guidelines to clean up spills of plastic pellets

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- **Provisional Categorization of Liquid Substances in Accordance with MARPOL Annex II and the IBC Code (MEPC.2 Circular) – Evaluation of Products and Cleaning Additives**



- **Draft Amendments to MEPC.1/Circ.590 – Revised Tank Cleaning Additives Guidance Note and Reporting Form**
- **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**

OTHER DEVELOPMENTS

- **Revision of MARPOL Annex IV and associated Guidelines**
- **Unified Interpretation of provisions of IMO environment-related conventions**
- **Review of the IBTS Guidelines and Amendments to the IOPP Certificate and Oil Record Book**
- **Volatile Organic Compound (VOCs) emissions**

PREVENTION OF AIR POLLUTION FROM SHIPS

Reduction of the Impact on the Arctic of Emissions of Black Carbon (BC) from International Shipping

The Sub-Committee, continuing the work from previous sessions, finalized the draft guidance on the best practice on recommendatory goal-based control measures to reduce the impact on the arctic of BC emissions from international shipping. The guidance is intended to assist ship operators/companies in their efforts to reduce BC emissions from their ships operating in or near the Arctic in measurable and concrete ways. These are:

- Supporting informed decision making by ship operators/companies
- Supporting/guiding ship operators/companies in their consideration of how best to achieve reductions in BC emissions and how to document these reductions
- Supporting/guiding ship operators/companies developing a holistic approach to BC emissions reduction without increasing negative impact on the environment

Furthermore, the guidance contains details on how to develop a BC Management Plan, setting up reduction targets and how to validate that these are being met. The Organization is encouraging ship operators/companies to share their annual reports on the BC Management Plan with their Administration.

Next Steps: The finalized draft *Guidance on best practice on recommendatory goal-based control measures to reduce the impact on the Arctic of Black Carbon emissions from International Shipping* will be presented to MEPC 82 (September 2024) for consideration and adoption.

Draft guidelines on recommendatory BC emission data collection, monitoring and reporting

The Sub-Committee finalized the draft guidelines on recommendatory BC emissions measurement, monitoring and reporting. During the discussion, it was noted that the Organization had already identified the light absorption Filter Smoke Number (FSN), the Photo-Acoustic Spectroscopy (PAS) and the Laser Induced Incandescence (LII) as the most appropriate BC measurement methods. The Sub-Committee proposed to reflect that, in case an alternative method is available in the future, an established correlation between that instrument should be provided against the equivalent BC concentration reported by FSN. In addition, after consideration of the draft measurement reporting protocol, it was suggested to specify in the appendix that further relevant information should be reported as available such as specific fuel oil consumption, hydrogen-to-carbon (H/C) ratio and fuel data from the BDN, such as the viscosity and density of marine fuels.

Finalizing the discussion, the Sub-Committee exchanged viewpoints on possible characterizations of marine fuels based on their paraffinic or aromatic nature to support the further consideration of BC reduction measures. Several delegations highlighted the importance of using the H/C ratio as a reliable indicator of BC emissions formation; however it was noted that the ISO 8217 did not include that, therefore it was suggested to invite ISO to develop a new Polar fuel standard that would possibly include the H/C ratio.



Next Steps: The finalized draft guidelines on recommendatory BC emission data collection, monitoring and reporting will be presented to MEPC 82 (September 2024) for consideration and approval. The Sub-Committee will invite ISO to consider the development of a Polar fuel standard.

Evaluation and harmonization of rules and guidance on the discharge of discharge water from exhaust gas cleaning systems (EGCS) into the aquatic environment, including conditions and areas

Identification and development of regulatory measures and instruments on the discharge of discharge water from EGCS

The Sub-Committee considered proposals relating to the identification and development of regulatory measures on the discharge of discharge water from EGCS. During the discussion, several views were expressed:

- There is growing scientific evidence of the harmful impact of EGCS discharge water on the marine environment, especially in enclosed sea areas, shallow waters or archipelagos.
- The evidence of actual negative impact of EGCS discharge water on the aquatic environment was not clear, and more scientific research is necessary to analyze the risk before potentially amending the water discharge criteria set out in the 2021 EGCS Guidelines.
- Potential penalization of ships that have already installed EGCS as an alternative compliance method would lead to significant negative impact on trade and would impair the credibility of the Organization.

Due to the divergent views expressed, the Sub-Committee invited member States and International Organizations to submit further proposals to PPR 12.

Next Steps: Member States and International Organizations are invited to submit further proposals to PPR 12.

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

The Sub-Committee received proposals for the development of a database containing local/regional restrictions/conditions on the discharge water from EGCS. In discussions, many views supported the development of an IMO database of local/regional regulations on EGCS discharges within the public area of GISIS, whereas several other views expressed that, since countries are sovereign in their territorial waters, they should be the ones reporting on local restrictions. The current lack of clarity and transparency with respect to the existence of some local restrictions was also highlighted. 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.

Next Steps: Secretariat will explore other reporting options in GISIS, such as in the MARPOL Annex VI module.

Consideration of emission factors for use in the environmental risk assessment of the discharge water from EGCS

The Sub-Committee continued the discussion on the development of unified and representative emission factors for use in the environmental risk assessment of the discharge water from EGCS. The discussion focused on two submissions, and the methodologies and data used to develop representative emission factors were presented. These emission factors were created from a large, representative data set from samples gathered directly – mainly from ships in global operation – and are supported by statistical analysis and the background water influences that had been removed, allowing emission factors to be universally applicable to any local or regional conditions. Several views also supported that it will be first necessary to develop an agreed methodology for the development of the emission factors and to assess the robustness of the data and methodology used. It was also suggested to invite the GESAMP Task Team on EGCS to collate and update available data and evaluate the methodologies used to collect data and establish the emission factors. In this regard, the Sub-Committee invited member States and International Organizations to:



- Submit data to a future session relating to the development of representative emission factors for use in the environmental risk assessment of the discharge water from EGCS;
- Submit proposed Terms of Reference (ToR) for the re-establishment of the GESAMP Task Team on EGCS to conduct further work on the matter to MEPC 82;
- Consider providing financial contributions to enable the re-establishment of the GESAMP Task Team on EGCS

Next Steps: Discussion on this subject will continue at a future PPR Sub-Committee session, pending further submissions from member States.

Editorial corrections to the 2021 EGCS Guidelines (resolution MEPC.340(77))

The Sub-Committee considered proposed editorial correction to paragraphs 7.2.4 and 7.2.6 of the 2021 EGCS Guidelines as follows:

- “7.2.4 recording the aggregated time in excess of 15 minutes over any rolling 12-hour period that the differential PAH value is above the set limit value by not more than 100%;
- 7.2.6 recording the aggregated time in excess of 15 minutes over any rolling 12-hour period that the rolling average differential turbidity value is above the set limit value by not more than 20%”.

Next Steps: The Committee will request the Secretariat to issue a corrigendum to correct these editorial errors.

Development of draft 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

The Sub-Committee considered proposed amendments to MARPOL Annex VI and the NO_x Technical Code (NTC 2008) on the application of multiple engine operational profiles, test cycles and rational control strategies. The discussion was focused on the implications of the new concepts of “propulsion engine” and “non-propulsion engine”, consistency with other IMO instruments, the possibility of an engine which is used for the main propulsion purpose, to be certified to test cycle C1 and on the proposed flow chart, providing guidance on the decision-making process for test cycle selection for engine certification. It was generally expressed that the proposals would add more ambiguity to marine engine certification, as the C1 cycle had been exclusively designated for auxiliary engines since the adoption of MARPOL Annex VI and the NTC 2008, whereas diesel-electric engines had consistently been categorized as E2, therefore, the suggestion to potentially assign E3 to them would introduce uncertainty.

The Sub-Committee also discussed whether it is necessary to amend paragraph 4.3.10.5 of the NTC 2008 by setting a procedure for the certification of the parent engine of an engine family in accordance with an alternative standard or a different test cycle than allowed by the NTC 2008, or to develop a Unified Interpretation (UI) or guidelines for application of alternative test cycles. Paragraph 4.3.10.5 of the NTC 2008 covered the use of raw data obtained under other test standards for NTC certification, provided that it met the requirements of the NTC 2008; however, this point was more clearly expressed by paragraph 3.2.9, therefore, the Sub-Committee agreed on deleting paragraph 4.3.10.5 as a consequential amendment.

The Sub-Committee also considered whether the Organization should invite ISO to update ISO 8178-4 to develop new test cycles for modern marine engines; however, it was noted that the proposals did not introduce a requirement for any new test cycle, and with the new direction proposed there is a uniform coverage of all marine application engines – this would not be necessary.

Following consideration, the Sub-Committee finalized the draft amendments to MAPORL Annex VI and the NTC 2008 on the use of multiple engine operational profilers for a marine diesel engine, including clarifying engine test cycles.

Next Steps: The draft amendments to MARPOL Annex VI and the NTC 2008 on the use of multiple engine operational profiles for a marine diesel engine will be presented to MEPC 82 (September 2024) for approval.



Consideration of proposed draft amendments to the NTC 2008 with regard to recertification procedures of existing marine diesel engines

The Sub-Committee considered the proposed amendments to the NTC 2008 to introduce a definition of “retrofitting of existing engines”. Additional consideration went towards amending the procedure to improve the recertification of existing diesel engines for retrofitting with modern engine technologies when improving their energy efficiency while maintaining the levels for nitrogen oxide emission regulations. During the discussion, it was noted that the new proposed procedure should be considered as the certification of an engine subject to “substantial modification”, as defined in paragraph 1.3.2 of NTC 2008. Many views expressed supporting the proposed changes due to the urgent need to introduce a new procedure to support the certification of engines that are modified to improve engine performance and a ship’s carbon intensity. Following the discussion, the Sub-Committee finalized the draft amendments to the NTC 2008 on certification of an engine subject to substantial modification.

Next Steps: The draft amendments to the NTC 2008 will be presented to MEPC 82 (September 2024) for approval.

MARINE BIOSAFETY

Development of guidance on matters relating to in-water cleaning

Considering comments and decisions made in plenary to several proposals, the Sub-Committee was instructed to prepare the ToR for a correspondence group (CG) on the development of guidance on matters relating to in-water cleaning. During the discussion, it was noted that the main elements of the guidance should address the planning and conducting of in-water cleaning operations, verification and testing of in-water cleaning systems – and their compatibility with anti-fouling and other coatings –, pre-cleaning and post-cleaning inspections and certification of in-water cleaning service providers. The Sub-Committee instructed the CG on Development of Guidance on Matters Relating to In-water Cleaning to include in the guidance the following elements:

- Planning, conducting and reporting on in-water cleaning operations, including documenting and mitigating any damage to the anti-fouling coatings
- Verification and testing of in-water cleaning systems, including compatibility with anti-fouling coatings and, if possible, measurable performance criteria such as on removal, capture and effluent contents
- Conducting pre-cleaning and post-cleaning inspections
- Verification and other form of expectations for in-water cleaning service providers

Next Steps: An intersessional CG will develop the draft guidance on matters relating to in-water cleaning and will submit a report to PPR 12.



POLLUTION PREVENTION AND RESPONSE

Guidelines for developing a local oil/hazardous and noxious substances marine pollution contingency plan

Continuing work from previous session, the Sub-Committee finalized the draft *Guidelines for developing a local oil/hazardous and noxious substances marine pollution contingency plan*. The purpose of these guidelines is to assist key local governmental institutions in developing a marine pollution contingency plan. The guidance is targeted at those entities responsible for planning the initial response to a maritime incident threatening a local jurisdiction.

Next Steps: The draft guidelines will be submitted to MEPC 82 (September 2024) for approval.

Guidelines on mitigation measures to reduce risks of use and carriage for use of heavy fuel oil as fuel by ships in arctic waters

The Sub-Committee continued the work from the previous session and took into consideration proposals submitted in the current session for a draft guideline for reducing risks associated with carriage for use of heavy fuel oil in arctic waters. One of the submissions proposed amendments in paragraph 4.4 of the draft guidelines to make it clear that positioning the fuel tank at a distance of no less than 0.76 m from the outer plating gives better protection from oil spills and should be the only recommended arrangement of heavy fuel oil tanks. The Sub-Committee agreed on this proposal and subsequently finalized the draft *Guidelines on mitigation measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic*.

Next Steps: The draft guidelines will be presented to MEPC 82 (September 2024) for approval.

MARINE PLASTIC LITTER FROM SHIPS

Maritime Transport of Plastic Pellets in Freight Containers

Development of a circular containing recommendations for the carriage of plastic pellets by sea in freight containers

Continuing work from the previous session, the Sub-Committee considered the draft circular on recommendations for the carriage of plastic pellets by sea in freight containers. During the discussion, it was noted that the draft circular was the first stage in the agreed-upon two-stage approach and thus agreed to change, in paragraph 1, the ambiguous term “short-term measure” with “the first step in a two-stage approach”.

The Sub-Committee finalized the draft MEPC circular but noted that, due to the close proximity of PPR 11 to MEPC 81, the outcome of PPR 11 would be reported at MEPC 82. In this regard, and due to the fact that the draft circular was considered urgent, the Sub-Committee agreed to request MEPC 81 to consider it, as an urgent matter, with a view to approval.

Next Steps: The draft MEPC circular on recommendations for the carriage of plastic pellets by sea in freight containers will be presented to MEPC 81 (March 2024) for approval.

Development of amendments to appropriate mandatory instruments to address the environmental risk associated with the maritime transport of plastic pellets

At PPR 10, the Sub-Committee had agreed to a two-stage approach to address the environmental risk associated with the maritime transport of plastic pellets; firstly, an MEPC circular and at a later stage, the development of amendments to appropriate mandatory instruments that will also take into consideration the experience gained from the voluntary circular. In this regard, during the discussion, many views stressed the urgency of pursuing mandatory measures in parallel with the implementation of the voluntary circular, whereas others expressed concerns doing so is in contradiction with the two-stage approach.



The Sub-Committee had put into consideration two proposals for potential mandatory instruments:

- An amendment to MARPOL Annex III, to split the definition of harmful substances into substances covered by the IMDG Code and substances that are not (e.g. plastic pellets) combined with new regulations in MARPOL Annex III on the transport of plastic pellets outside of the scope of the IDMG Code
- Assignment of an individual UN number (class 9) for plastic pellets

During the discussion, there were divergent views for these two proposals, and in this regard, the Sub-Committee decided to keep in abeyance these proposals until PPR 12.

Next Steps: The Sub-Committee invited member States and International Organizations to submit information to PPR 12 with regard to the implementation of the circular in conjunction with proposals for potential amendments to appropriate mandatory instruments.

Proposed Guidelines on clean-up of plastic pellets from ship-source spills

The Sub-Committee continued the work of the CG, established by PPR 10, and finalized the draft *IMO Guidelines on good practice relating to clean-up of plastic pellets from ship-source releases*. These guidelines aim to provide practical guidance to member States and other entities when responding to ship-source releases of plastic pellets and highlight how the response to spills of plastic pellets might differ from more established oil spill response.

Next Steps: The Guidelines will be presented to MEPC 81 (March 2024) for approval.

Matters relating to fishing gear

Reporting of fishing gear that has been lost or discharged from a ship as provided for in regulation 7.1.3 and 7.1.4 of MARPOL Annex V

The Sub-Committee agreed on establishing the CG on marine plastic litter from ships with the following ToR:

- Undertake an analytical overview of the existing global fishing gear reporting frameworks with the aim of identifying gaps in reporting to support the IMO's implementation of reporting requirement for lost or discharged fishing gear
- On the basis of the list of data provided in Annex I of the report of the CG on Marine Plastic Litter from Ships and taking into consideration the frameworks, gaps and duplication being identified, provide recommendations on what data should be reported to IMO, including which data should be voluntary or mandatory, and the issue of aggregation and anonymization

Next Steps: Work on this subject will be progressed by an intersessional CG and discussed further at PPR 12 (January 2025).

Additional active measures to reduce fishing gear losses

MEPC 80 had instructed the Sub-Committee to consider proposals advising the development of a new requirement for fishing vessels and vessels engaged in fishing and to be provided with a ship-specific "Plan for onboard management of fishing gear ship (FGMP)". During the discussion, the Sub-Committee noted views supporting that the work on FGMPs should not delay the work on the reporting of lost or discharged fishing gear, that clarity should be sought on whether MARPOL Annex V was the most appropriate legal instrument for FGMPs, and that consideration should be given to FGMPs being only a voluntary measure at the moment. The Sub-Committee noted these proposals and invited member States to submit information at PPR 12 regarding the measures, both mandatory and voluntary, that they have implemented to reduce the amount of marine litter from fishing activities.

Next Steps: Member States are invited to submit information regarding implemented measures aiming to reduce the amount of marine litter from fishing activities at PPR 12 (January 2025).



EVALUATION OF SAFETY AND POLLUTION HAZARDS OF CHEMICALS

Provisional Categorization of Liquid Substances in Accordance with MARPOL Annex II and the IBC Code (MEPC.2 Circular) – Evaluation of Products and Cleaning Additives

The Sub-Committee was presented with the report of the 29th session of the Working Group on the Evaluation of Safety and Pollution Hazards of Chemicals (ESPH), which is tasked to regularly review safety and pollution prevention requirements for various chemical cargoes and chemicals used on board ships. The Working Group is responsible for maintaining the MEPC.2 Circular, *Provisional Categorization of Liquid Substances in Accordance with MARPOL Annex II, and the IBC Code*, and to provide carriage guidance for substances which have not yet been fully categorized and reflected in the IBC Code.

In the course of the Working Group's activity:

- Six products have been included in list 1:
 - Pongamia/Karanja seed oil, crude
 - Dimethyl carbonate
 - Alkylbenzenes mixtures (containing naphthalene) (amended)
 - Alcohols, C12-14 ethoxylated propoxylated
 - Olefins (C13+, all isomers) (amended)
 - 1-Dodecene (amended)
- Several products were included in list 3 with validity for all countries and without an expiry date
- 26 cleaning additives submitted met the requirements of regulation 13.5.2 of MARPOL Annex II criteria
- 21 products were deleted from MEPC.2 Circular as these are no longer manufactured, no longer being shipped under generic entries in Chapter 17 of the IBC Code or have been reassessed and deemed to meet the criteria for complex mixtures and therefore be shipped as per MARPOL Annex I

Next Steps: The above assessment of products and cleaning additives will be reflected in the next edition of the MEPC.2 circular, which will be MEPC.2/Circ.30 due to be issued on 1 December 2024.

Draft Amendments to MEPC.1/Circ.590 – Revised Tank Cleaning Additives Guidance Note and Reporting Form

Continuing work from the previous session, the Sub-Committee finalized the draft *Revised Tank Cleaning Additives Guidance note and Reporting Form*. The purpose of the guidance is to provide concise information to manufacturers of cargo tank cleaning additives to assist them when submitting their products for assessment as cargo tank cleaning additives under MARPOL Annex II and for inclusion in Annex 10 of the MEPC.2/Circular. The Sub-Committee noted that ESPH 29 had, among others, resolved:

- The scope of guidance will include both the cleaning and preparation of cargo tanks and associated piping systems on ships certified to carry Noxious Liquid Substances in Bulk under Annex II of MARPOL
- Annex 10 of MEPC.2/Circular would consist of two lists; one for commercially-branded cleaning additives and one for pure products to be listed without a manufacturer for use by all manufacturers
- Commercially-branded cleaning additives would be listed with the manufacturer and with an expiry date of seven years, whereas pure products would not have an expiry date

Next Steps: The draft guidance will be presented to MEPC 82 for approval.



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

MEPC 79 had instructed the Sub-Committee to revise 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. During the discussion, it was noted that certain suggested prewash procedures deemed technically challenging and would require additional technical deliberation. It is necessary to ensure the availability of adequate port reception facilities, as well as the availability of MARPOL Annex II surveyors, and that further technical discussions at the ESPH Technical Group are needed to gain a better understanding of the submitted proposals.

The Sub-Committee agreed to include these amendments as an additional item in the provisional agenda of ESPH 30 and invited member States and International Organizations to submit proposals to ESPH 30.

Next Steps: Member States and International Organizations are invited to submit concrete proposals to ESPH 30.

OTHER DEVELOPMENTS

Revision of MARPOL Annex IV and associated Guidelines

The Sub-Committee considered the work progressed by the intersessional CG, which was instructed to:

- Further develop the draft amendments to the *2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants*
- Further develop draft amendments to the Guidelines on implementation of MARPOL Annex IV for sewage treatment plants
- Further develop the draft amendments to MARPOL Annex IV, including consideration of the consequential need to provide adequate port reception facilities

During the discussion it was noted that:

- The results of a sampling survey on treated sewage from operating ships showed that the quality of sewage effluents could be improved to a considerable extent by proper operation and maintenance of sewage treatment plants,
- The adoption of amendments to MARPOL Annex IV should not be carried out in stages as there is interdependence of the draft provisions in MARPOL Annex IV, the type approval guidelines and the draft implementation guidelines; focusing only on provisions for sewage management plan and record-keeping first is not the preferred way forward.
- Measures that are simple to implement and that are relevant to all ships, such as sewage management plan and record-keeping, should be prioritized.

The Sub-Committee agreed on a specific work plan that will prioritize first the finalization of Type Approval Guidelines to be followed by the approval and adoption of the Type Approval Guidelines, the revised MARPOL Annex IV and the Implementation Guidelines as a whole package. In addition, the Sub-Committee agreed to re-establish the intersessional Correspondence Group with the following terms of reference:

- Further develop draft amendments to the *2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants* (Type Approval Guidelines)
- Further develop the draft guidelines on implementation of MARPOL Annex IV for sewage treatment plants (Implementation Guidelines)
- Identify and guidance to voluntarily obtain the data related to the quality of effluent
- Further develop draft amendments to MARPOL Annex IV with regard to record of discharges, record of maintenance and management plan concerning discharge
- Continue development of the draft revised MARPOL Annex IV (other than the work set out in 4)



Next Steps: Work on this subject will be progressed by an intersessional CG and discussed further at PPR 12 (January 2025).

Unified Interpretation of provisions of IMO environment-related conventions

The Sub-Committee considered a proposal for a UI of Regulation 3.5.1 of the IBC Code to permit discharge arrangements for permanent ballast tanks sited immediately adjacent to cargo tanks and for them to be placed inside machinery spaces of ships engaged in transportation of cargoes that are non-toxic and non-flammable or have a flashpoint above 60° C. During the discussion, it was noted that, while a group of vegetable oils listed in chapter 17 of the IBC Code has been given as an example group to be covered under the draft proposed UI, there are differences between various vegetable oils as a broad grouping of noxious liquid substances. Therefore, this group is not an appropriate justification for the proposed UI. In addition, the hazards addressed in Chapter 17 of the IBC Code are a subset of the safety hazards covered by the IBC Code and other types of hazards, such as skin corrosivity which had not been taken into account in the proposal. Consequently, the Sub-Committee did not agree to the proposed UI.

Next Steps: A similar proposal has been submitted to the Sub-Committee on Ship Systems and Equipment (SSE 10) to be held from March 4-8 March 2024, thus the SSE Sub-Committee is invited to note the outcome.

Review of the IBTS Guidelines and Amendments to the IOPP Certificate and Oil Record Book

The Sub-Committee recalled that MEPC 78 had agreed in principle that forced evaporation was acceptable as a means for the disposal of oily bilge water and had invited proposals to PPR 10 to add an appropriate regulation in MARPOL Annex I. PPR 10, in the absence of proposals to amend MARPOL Annex I to introduce requirements under which forced evaporation of oily bilge water would be considered an appropriate means of disposal, had agreed to defer further consideration of this agenda item and all remaining documents to current session. However, since no documents had been submitted in the current session, the Sub-Committee again agreed to defer further consideration of this agenda and all associated documents to PPR 12.

Next Steps: The Sub-Committee reiterated the invitation to member States and International Organizations to develop and submit relevant proposals for amendments to MARPOL Annex I and to introduce requirements under which forced evaporation of oily bilge water would be considered an appropriate means of disposal at PPR 12 (January 2025),

Volatile Organic Compound (VOCs) emissions

MEPC 77 had instructed the Sub-Committee to investigate how the reduction of VOC emissions could be further reduced. The Sub-Committee considered a proposal requesting the SSE 10 Sub-Committee to consider a requirement for new crude oil tankers to be fitted with P/V valves with a minimum opening pressure of 0.20 bar, as well as to identify any negative implications of such a requirement, noting that keeping a high pressure in cargo tanks would not only be a cost-effective way to reduce VOCs but also increase safety on board tankers by reducing crew exposure to toxic gases such as benzene and H₂S. During the discussion, all the views expressed supported this proposal and, in this regard, the Sub-Committee invited the SSE Sub-Committee for their input.

Next Steps: The SSE 10 Sub-Committee is invited to consider this proposal.

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