
**MEDITERRANEAN ACTION PLAN (MAP)
REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE
FOR THE
MEDITERRANEAN SEA (REMPEC)**

Twelfth Meeting of the Focal Points of the Regional
Marine Pollution Emergency Response Centre
for the Mediterranean Sea (REMPEC)

REMPEC/WG.41/6/1
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Agenda Item 6

**DEVELOPMENTS WITHIN IMO RELATED TO
THE OBJECTIVES AND FUNCTIONS OF REMPEC**

Note by the International Maritime Organization (IMO)

SUMMARY

Executive Summary: This document provides a summary of the latest developments within IMO in the fields of prevention of, preparedness for and response to marine pollution from ships. It also addresses the recent activities of IMO related to operational pollution, ballast water management, reduction in GHGs and measures for enhancing energy efficiency of shipping and technical cooperation. Special reference is made to the activities of IMO's Marine Environment Protection Committee (MEPC) and Sub-Committee on Pollution Prevention and Response (PPR).

Action to be taken: Paragraph 23

Related documents: MEPC 69/21, MEPC 70/18, PPR 3/22 and PPR 4/21

General

1 The IMO Marine Environment Protection Committee held its sixty-ninth session (MEPC 69) from 18 to 22 April 2016 and its seventieth session (MEPC 70) from 24 to 28 October 2016. The reports of these sessions have been issued under the symbol MEPC 69/21 and MEPC 70/18, respectively. During the reporting period, the Sub-Committee on Pollution Prevention and Response (PPR) also held its third and fourth meetings. The outcome of these sessions on matters of interest to the Meeting of REMPEC Focal Points is summarized hereunder.

OPRC-HNS

2 Work on OPRC-HNS related issues, which is now under the domain of the PPR Sub-Committee, progressed through PPR 3 and PPR 4, as set out below. The following work items were finalized by the PPR Sub-Committee as follows:

- .1 Revised Section II of the Manual on Oil Pollution – Contingency Planning, which was agreed at PPR 3 and approved at MEPC 70; and
- .2 Revised OPRC Model Training Courses, which were agreed at PPR 4 with a view to approval at MEPC 71 (July 2017)

3 Progress was also made on Part IV of the *Guidelines for the use of dispersant for combatting oil at sea* (IMO Dispersant Guidelines), devoted to sub-sea dispersant application. PPR 4, having considered the report of the correspondence group tasked with this work, noted the progress on the development of the Guidelines and agreed to re-established the correspondence group, under the coordination of the United States, instructing it to finalize part IV of the IMO Dispersant Guidelines and submit the text to PPR 5 for consideration, with a view to approval by MEPC 73.

Guide on practical method to implement the OPRC Convention and the OPRC-HNS Protocol

4 Having considered the proposal on a new output to develop a guide on practical methods for the implementation of the OPRC Convention and the OPRC-HNS Protocol, for use by developing countries and others, MEPC 70 agreed to include a new output on "Guide on practical methods for the implementation of the OPRC Convention and the OPRC- HNS Protocol", referring the matter to the PPR Sub-Committee for action.

OSV Chemical Code

5 Further to the work carried out over a number of sessions on the development of the *Code for the Transport and Handling of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels (OSV Chemical Code)*, PPR 4 agreed to the final text of the draft Code and the associated draft Assembly resolution, for submission to MSC 98 and MEPC 71 for approval, with a view to adoption by A 30. This Code is expected to govern how hazardous and noxious bulk chemicals are handled when used on offshore support vessels servicing the offshore industry.

6 There was significant discussion as to whether the Code, once approved, should be recommendatory or mandatory. Whilst, in its current format, it would be recommendatory once approved, there was a general view that should indeed become a mandatory instrument. With this in mind, the Sub-Committee, encouraged interested Member States to submit proposals for a relevant new output to the Committees after the adoption of the Code by the Assembly.

Operational pollution

7 Having considered a number of draft amendments to MARPOL and related instruments, MEPC 69 and 70 adopted the following amendments to MARPOL and the related NO_x Technical Code:

- .1 Amendments to MARPOL Annex II (revised GESAMP Hazard Evaluation Procedure) (Resolution MEPC.270(69));
- .2 Amendments to regulation 13 of MARPOL Annex VI (Record requirements for operational compliance with NO_x Tier III emission control areas) (Resolution MEPC.271(69));
- .3 Amendments to the NO_x Technical Code 2008 (Testing of gas-fuelled and dual fuel engines for NO_x Tier III strategy) (Resolution MEPC.272(69));
- .4 Amendments to MARPOL Annex I (Form B of the supplement to the International Oil Pollution Prevention Certificate) (Resolution MEPC.276 (70));
- .5 Amendments to MARPOL Annex V (HME substances and Form of Garbage Record Book) (Resolution MEPC.277(70));
- .6 Amendments to MARPOL Annex VI (Data collection system for fuel oil consumption of ships) (Resolution MEPC.278(70)); and
- .7 Effective date of implementation of the fuel oil standard in regulation 14.1.3 of MARPOL Annex VI (Resolution MEPC.280(70)).

Ballast Water Management

General

8 The entry-into-force conditions of the Ballast Water Management (BWM) Convention were met on 8 September 2016 with the accession of Finland. The Convention will therefore enter into force on 8 September 2017. The number of Contracting Governments is currently at 54, representing 53.41% of the world's merchant fleet tonnage.

9 With regard to ballast water management systems, the number of type-approved systems is currently 69.

10 There are several critical areas of work related to the implementation of the BWM Convention by Member States, which has progressed through the PPR Sub-Committee and MEPC, with the current status of each, included hereunder.

11 MEPC 70 made significant progress on this topic, in particular:

- .1 adopted resolution MEPC.279(70) on *2016 Guidelines for approval of ballast water management systems (G8)*, superseding the previous guidelines, and agreed that the Guidelines should be made mandatory after the entry into force of the BWM Convention;
- .2 further discussed the *Roadmap for implementation of the BWM Convention* agreed by MEPC 68 (MEPC 68/WP.8, annex 2), commenced the development of guidance on contingency measures, and instructed a correspondence group to develop a structured plan for data gathering and analysis of experience gained with the implementation of the BWM Convention;
- .3 agreed to amend the *Guidelines for ballast water exchange (G6)* and instructed the Secretariat to prepare draft revised Guidelines (G6), for consideration and adoption at MEPC 71;
- .4 endorsed the view of the Ballast Water Review Group that the "same risk area" (SRA) concept is in line with the *Guidelines for risk assessment under regulation A-4 of the BWM Convention (G7)*, that no further guidance on the matter is necessary and that Administrations may grant exemptions in accordance with regulation A-4 (Exemptions) based on the SRA concept, subject to consultation and agreement between States that may be affected by such exemptions;
- .5 invited submissions to MEPC 71 on amendments to the *Guidelines for risk assessment under regulation A-4 of the BWM Convention (G7)* to incorporate the SRA concept;
- .6 instructed PPR 4 to consider a unified interpretation for implementing regulation B-4 (Ballast water exchange) of the BWM Convention as well as proposals concerning sampling, analysis and monitoring of BWMS; and
- .7 granted Final Approval to one ballast water management system (BWMS) that makes use of Active Substances. In addition, the Committee was informed of four further type approvals of BWMS.

Ballast Water 'How to do it' Manual

12 PPR 4, having established a drafting group to finalize the manual, concurred with the view of that the updated draft of the manual entitled *Ballast Water Management – How to do it* should be considered as final, with the exception of sections 12.2.3 and 17.2, which the Sub-Committee had agreed could be more efficiently finalized by the Ballast Water Review Group at MEPC 71, and chapters 5 and 6, which would be reviewed by the Secretariat.

13 Consequently, the Sub-Committee invited MEPC 71 to instruct the Ballast Water Review Group, to finalize sections 12.2.3 and 17.2 of the draft Manual.

14 In conclusion, the Sub-Committee agreed to the updated version of the manual *Ballast Water Management – How to do it* for submission to MEPC 71, with a view to its finalization and approval.

15 This manual is expected to provide useful and practical advice to Governments, particularly those of developing countries, on the technical, economic and legal implications of ratifying, implementing and enforcing the Convention.

Reduction in GHGs and Measures for enhancing energy efficiency of shipping

16 Significant advancements were made at MEPC 69 and 70 in relation to the reduction of global greenhouse gas emissions, notably:

- .1 the adoption of the amendments to MARPOL Annex VI on mandatory requirements for ships to record and report data on their fuel consumption. The collection system is the first step of a three-step process in which analysis of the data collected will provide the basis for an objective, transparent and inclusive policy debate at IMO. This will then allow a decision to be made on whether any further measures are needed to enhance energy efficiency and address greenhouse gas emissions from international shipping;
- .2 the approval of the roadmap for developing a comprehensive IMO strategy on reduction of GHG emissions from ships;
- .3 the completion of the review of the status of technological developments relevant to implementing phase 2 of EEDI requirements from 2020 other than ro-ro cargo ships and ro-ro passenger ships; and
- .4 the decision to start a thorough review on EEDI phase 3 requirements including its earlier implementation and the possibility of establishing a phase 4;

17 In parallel, the IMO Energy Efficiency Technologies Information Portal has been developed by the GEF-UNDP-IMO Global Maritime Energy Efficiency Partnerships Project, in short the GloMEEP project, providing a wide spectrum of ways to potentially reduce ship fuel consumption. This portal provides users with information on existing energy efficiency technologies and highlights the wide spectrum of ways to potentially reduce ship fuel consumption. It may be accessed on the GloMEEP Project website through the following link: <http://glomeep.imo.org/resources/energy-efficiency-technologies-information-portal/>.

Technical Cooperation

18 The thematic priorities continue to govern the environmental work undertaken under the Organization's Integrated Technical Co-operation Program (ITCP) covering the 2016-2017 biennium, as follows:

- .1 assisting countries in implementing the MARPOL Convention in general and more specifically in providing port reception facilities; establishing Special Areas or PSSAs; uniform application of revised Annex V (Regulations for the prevention of pollution by garbage from ships) and Annex VI (Regulations for the prevention of air pollution from ships) and related waste management measures;
- .2 assisting countries in implementing the OPRC Convention and the OPRC-HNS Protocol and enhancing regional cooperation in marine pollution preparedness, response and cooperation as well as addressing aspects of the implementation of the relevant international regimes on liability and compensation for oil and HNS pollution damage; and
- .3 strengthening national and regional capacity and fostering regional cooperation for the ratification and effective implementation of the Hong Kong Convention on Ship Recycling, the Ballast Water Management Convention and ships' biofouling guidelines; and
- .4 assisting countries in ratifying and implementing the London Protocol on prevention of pollution by dumping of wastes and other matters.

19 During the period under review, the Organization's technical cooperation activities related to the protection of the marine environment were aimed at assisting Member States to implement the provisions of relevant IMO Conventions (AFS, BWM, MARPOL, OPRC, OPRC-HNS, Ship Recycling), also including the London Protocol; and that several regional organizations were partnered with the Secretariat and contributed towards the implementation of these activities, including BSC, CPPS, PEMSEA, PERSGA, RAC-REMPEITC-Caribe, REMPEC, ROPME, SACEP and SPREP.

20 Significant progress has also been achieved in executing a number of projects financed mainly by external sources and implemented under the direct supervision of the Marine Environment Division.

21 MEPC 70 noted that the GEF-UNDP-IMO GloBallast Partnerships Project would come to successful completion end by June 2017. In this connection, the Committee encouraged the Secretariat to hold discussions with potential donors to explore funding possibilities that would allow some of the critical outcomes and outputs of the GloBallast Project to be sustained, as the need for technical assistance in this area is expected to increase.

22 It was also noted that the IMO-Norad projects would come to successful completion by end of 2016.

Actions requested by the Meeting

23 **The Meeting is invited to:**

- .1 **take note** of the information provided in this document; and
- .2 **comment** as deemed appropriate.