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

11th Meeting of the Focal Points of the Regional
Marine Pollution Emergency Response Centre
for the Mediterranean Sea (REMPEC)

REMPEC/WG.37/6/1

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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 at the level of 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, ship recycling, measures for enhancing energy efficiency of shipping and assisting in implementation of existing treaties and regulations. Special reference is made to the activities of IMO's Marine Environment Protection Committee (MEPC) and Sub-Committee on Pollution Prevention and Response (PPR) that were carried out during the last period.

Action to be taken: Paragraph 24

Related documents: MEPC 66/21, MEPC 67/20, PPR 1/16 and PPR 2/21

General

1 The IMO Marine Environment Protection Committee held its sixty-sixth session (MEPC 66) from 31 March to 4 April 2014 and its sixty-seventh session (MEPC 67) from 13 to 17 October 2014. The reports of both sessions have been issued under the symbol MEPC 66/21 and MEPC 67/20 respectively. In the reporting period the newly established Sub-Committee on Pollution Prevention and Response (PPR) also held its first and second meetings. The outcome of these sessions on matters of interest to the 11th Meeting of REMPEC Focal Points is summarized hereunder.

OPRC-HNS

2 MEPC 66 recalled that implementation of the OPRC Convention and the OPRC-HNS Protocol had been a permanent agenda item which enabled consideration of the report of the OPRC-HNS Technical Group, as well as other submissions and proposals related to preparedness for, response to and cooperation in case of pollution incidents involving oil and hazardous and noxious substances. The Committee noted that in accordance with the review and reform initiatives of the Organization and the restructuring of the Sub-Committees, the OPRC-HNS Technical Group had met from 28 to 31 January 2014 and reported to PPR 1 (3-7 February 2014). The Committee noted further that PPR 1 had agreed that the OPRC-HNS Technical Group would cease to meet as an intersessional working group and its work be integrated in the work programme of the PPR Sub-Committee. MEPC 66 also approved the Manual on Chemical Pollution to address legal and administrative aspects of HNS incidents, which will become available through the IMO Publishing Service. Finally, MEPC 66 deleted the agenda item on "Implementation of the OPRC Convention and

the OPRC-HNS Protocol and relevant Conference resolutions", as they were covered by corresponding items on the biennial agenda of the PPR Sub-Committee.

3 Following consideration of the report of PPR 1, MEPC 67 approved the *Guidance on the safe operation of oil pollution combating equipment* and requested the Secretariat to carry out final editing and publish the guidance through the IMO Publishing Service.

4 The Correspondence Group on OPRC-HNS related matters established at PPR 1 continued its work intersessionally and finalized the *Draft guidelines on international offers of assistance in response to a marine oil pollution incident*, which were approved by PPR 2 and subsequently submitted to MEPC 68 (11-15 May 2015) for final approval and publication. It is estimated that these Guidelines will become available through the IMO Publishing Service in the second part of year 2015.

5 PPR 2 has also agreed to invite MEPC 68 to approve Part III of the *Guidelines for the use of dispersants for combating oil pollution at sea* for publication together with Part I and Part II previously approved by MEPC 65. MEPC 68 was also invited to approve the continuation of work on Part IV of these guidelines (subsea dispersant use) with a view to incorporating the on-going research. It is anticipated that Part IV of these guidelines could be finalized by PPR 4 in year 2017.

6 Bearing in mind the significant volume of work on OPRC-HNS related manuals, guidelines and guidance yet to be done, PPR 2 has re-established the correspondence group to further develop Part IV of the *Guidelines for the use of dispersants for combating oil pollution at sea* and finalize the section II of the Manual on Oil Pollution – Contingency Planning.

7 Having considered the report on the revision process of the OPRC Model Training Courses, PPR 2 requested the Secretariat to continue with the work to complete the training course materials for submission of the final draft to PPR 3 for consideration and submission to MEPC 70, with a view to approval and subsequent publication.

Operational pollution

8 Having considered a number of draft amendments to MARPOL, MEPC 67 took action as indicated hereunder:

- .1 adopted amendments to regulation 43 of MARPOL Annex I related to the special requirements for the use or carriage of oils in the Antarctic area by resolution MEPC.256(67) and agreed that the entry-into-force date of the above draft amendments should be 1 March 2016;
- .2 adopted the amendments to MARPOL Annex III, Appendix on criteria for the Identification of harmful substances in packaged form by resolution MEPC.257(67) and agreed that the entry-into-force date of the above draft amendments should be 1 March 2016; and
- .3 adopted the amendments to MARPOL Annex VI, regulations 2 (definitions of "fuel oil" and "marine diesel engine") and 13 (Nitrogen oxides (NO_x)) and to the Supplement to International Air Pollution Prevention Certificate (IAPP Certificate) by Resolution MEPC.258(67) and agreed that the entry-into-force date of the above draft amendments should be 1 March 2016, unless objections are communicated to the Secretary-General of the Organization prior to 1 September 2015.

9 The Committee also noted that new/updated legislation would be required for most of the draft amendments to mandatory instruments and recalled that technical and/or legal support that may be necessary could be addressed through the Organization's Integrated Technical Cooperation Programme (ITCP).

Ballast water management

10 MEPC 66 noted the outcome of the 5th Global R&D Forum and Exhibition on Ballast Water Management (23-25 October 2013, Busan, Republic of Korea) where, *inter alia*, a memorandum of understanding establishing the GloBal TestNet had been signed by representatives of 16 ballast water treatment system testing organizations providing the much needed harmonization of various testing procedures used globally.

11 MEPC 66 agreed that Port-based Mobile Ballast Water Treatment Facilities (BWTBoat) could provide a viable option for treating the ballast water in certain situations and approved BWM.2/Circ.52 on Guidance on entry or re-entry of ships into exclusive operation within waters under the jurisdiction of a single Party.

12 MEPC 66 requested the IMO Secretariat to explore the possibility of conducting a study on the implementation of the ballast water performance standard described in regulation D-2 and to consider funding and execution modalities. The Secretariat was also requested to submit a draft plan and terms of reference for such a study for consideration by MEPC 67. The Committee invited interested Member Governments and international organizations to consider funding the study. The draft plan including relevant ToR was approved at MEPC 67 when the Committee thanked Australia and Canada for their financial contribution towards conducting the study on D-2 implementation.

13 MEPC 67 was considered by most of the participants a step in the right direction and a pivotal moment towards the entry into force of the Ballast Water Management Convention (BWM) and the IMO Secretary-General reiterated his invitation to all involved to support and promote the entry into force of the Ballast Water Management Convention.

14 The number of Contracting Governments has reached to date 44, representing 32.86% of the world's merchant fleet tonnage. States that have not yet ratified the Convention were urged by MEPC 67 to do so at the earliest possible opportunity.

15 During the last two sessions of MEPC, five more Ballast Water Management System (BWMS) that make use of Active Substances have received Basic Approval and five systems were granted Final Approval. Having examined the latest information received from China, France, Germany, Japan and Norway, the Committee noted that the total number of type approved BWMS commercially available has reached 51 offering a large variety of treatment options to interested shipowners. It should be noted that the list of relevant guidelines and guidance documents, as well as the list of approved BWMS, are updated, as necessary, after each session of MEPC being available on the IMO website.

16 MEPC 67 adopted resolution MEPC.252(67) on the much awaited *Guidelines for port State control under the BWM Convention* and agreed to keep the guidelines under review following the trial period associated with the guidance in BWM.2/Circ.42 and resolution MEPC.253(67) on Measures to be taken to facilitate entry into force of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004.

Recycling of ships

17 Currently, three States, i.e. the Democratic Republic of the Congo, France and Norway, have ratified or acceded to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (Hong Kong Convention). MEPC 66 noted the decision on the environmentally sound dismantling of ships adopted by the eleventh meeting of the Conference of the Parties to the Basel Convention (28 April to 10 May 2013), informing IMO of the importance of continued inter-agency cooperation between ILO, IMO and the Basel Convention on issues related to ship dismantling, and requesting the Secretariat of the Basel Convention to further develop implementation programmes for sustainable ship recycling, in conjunction with other organizations, in particular IMO and ILO.

18 Due to time constraints and in view of the urgent need to finalize the amendments to the Inventory of Hazardous Materials (IHM) guidelines, MEPC 67 agreed to refer the issue to PPR 2 and instructed the Sub-Committee to establish a Working Group on ship recycling at that session to prepare the final text of the amendments to the *2011 Guidelines for the development of the inventory of hazardous materials* (resolution MEPC.197(62)). Having completed the work on amendments of the IHM Guidelines, PPR 2 prepared the final text of the 2015 Guidelines for the development of the Inventory of Hazardous Materials for submission to MEPC 68 for adoption through an MEPC resolution.

Measures for enhancing energy efficiency of shipping

19 With regard to the development of a data collection system for fuel consumption by ships to be used as a basis for enhancing energy efficiency of shipping, after extensive discussions, MEPC 67 noted that there was a clear agreement, in principle, to develop a system and, given that there were different views on what elements should be included, the work at that session focused on the development of a data collection system for fuel consumption only.

20 Having considered the report of the working group established in that respect, MEPC 67 agreed on the general description of the data collection system for fuel consumption of ships and decided to re-establish the intersessional Correspondence Group on Further Technical and Operational Measures for Enhancing Energy Efficiency of International Shipping under the coordination of Cyprus to develop full language to describe the system that can be readily used for voluntary or mandatory application. The Committee agreed that the matter will be further discussed at MEPC 68.

Technical cooperation and transfer of technology

21 With regard to the implementation of resolution MEPC.229(65) on promotion of technical cooperation and transfer of technology relating to the improvement of energy efficiency of ships, MEPC 67 received an oral report from the Chairman of the Ad Hoc Expert Working Group on Facilitation of Transfer of Technology for Ships (AHEWG-TT) providing information on the progress made and on the intention of the European Commission (EC) to develop a global project to promote implementation of the Energy Efficiency Design Index (EEDI) and of the Ship Energy Efficiency Management Plan (SEEMP) for all ships. The proposed three-year project, with an expected budget of 10 million Euros would be implemented through the IMO Secretariat and is undergoing final discussions by the parties involved.

Assisting implementation

22 In order to assist the Member States in their efforts to implement the existing treaties and regulations, MEPC 67 approved the following four thematic priorities relating to the protection of the marine environment for inclusion in the Integrated Technical Co-operation Program (ITCP) covering the 2016-2017 biennium:

- .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;
- .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.

23 MEPC 67 noted that the ITCP could only be delivered if the required funding is secured. While expressing his appreciation for all the contributions to the ITCP and major projects, the Chairman of MEPC invited Member States and international organizations to continue and, if possible, increase their support for IMO's technical cooperation activities so that successful delivery of the programme could be achieved.

24 **The Meeting is invited to take note** of the information provided in this document and to comment as deemed appropriate.
