



Briefings of IMO Meeting

PPR 7 (17 - 21 February 2020)

BRIEFING STATUS

Flash

No. IMO-0003-2020

(For sub-committee only 1 step as Flash)

Subject: News Flash of PPR 7 (Sub-Committee on Pollution Prevention and Response)

The Sub-Committee on Pollution Prevention and Response (PPR) held its seventh session at IMO HQ in London from 17th to 21st Feb. 2020. In this regard, please be informed of the main issues and summary of PPR 7 as below. In reviewing this briefing, readers should be assured that the output written 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)

- The Sub-Committee reviewed the outcomes of 25th Working Group on ESPH (Evaluation of Safety and Pollution Hazards of Chemicals).
 - The Sub-committee agreed to submit the draft revised MSC-MEPC.5/Circ.7, "Guidance on the timing of replacement of existing certificate by revised certificate as a consequence the entry into force of amendments to ch.17 and 18 of the IBC Code" to MEPC 75 and MSC 102.
- The Sub-Committee agreed to the draft PPR.1/Circular with revised carriage requirements for "Methyl acrylate" and "Methyl methacrylate" and the relevant entries "o" to include the 16.6.1 and 16.6.2* of IBC Code, for urgent submission to MEPC 75 and MSC 102 with a view to approval.

** Requirements for cargoes not to be exposed to excessive heat*

2. Ballast Water issues (Agenda item 4, 5 and 21)

[Ballast Water sampling and analysis]

- With regard to the analytical method for ballast water, the Sub-Committee discussed technical aspects of the application of the proposed 2nd generation ATP method and CV6 method and agreed to include these 2 methods in the BWM.2/Circ.42/Rev.1. 'Guidance on ballast water sampling



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and analysis for trial use in accordance with the BWM Convention and Guidelines', for submission to MEPC 76 with a view to approval.

[Methodologies that may be used for enumerating viable organisms]

- The Sub-Committee agreed to the draft text for the revision of the Guidance on methodologies that may be used for enumerating viable organisms for type approval of ballast water management system* and forward this text to PPR 8 for further amendments to this guidelines at PPR 8, with a view to approval by MEPC 77 and dissemination as BWM.2/Circ.61/Rev.1.

** The information on MPN+Motility method was updated in the draft revised Guidance*

[Commissioning testing of ballast water management systems]

- The Sub-committee reviewed the need of revision of the Guidance for the commissioning testing of ballast water management system(BWM.2/Circ. 70) and prepared the revised guidance reflecting the following issues:
 - Sampling and analysis should be independent of BWMS manufacturer or supplier;
 - Detail analysis is not required for commissioning test of BWMS;
 - Target testing organisms shall be in accordance with two size classes of organisms specified in D-2 standard (i.e $\geq 50 \mu\text{m}$ and $\geq 10 \mu\text{m}$ to $< 50 \mu\text{m}$); and
 - When the commissioning test, total sample volume should be at least 1 m³, unless otherwise smaller volume is validated to ensure representative sampling of organisms

3. Amendments to Anti-fouling System Convention (Agenda item 6)

- The Sub-Committee reviewed whether controls of cybutryne should be retroactively applied to existing ships bearing AFS that contains cybutryne and agreed to the draft amendment to Annex 1 (Controls on anti-fouling systems) to the AFS Convention to include controls on cybutryne, for



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submission to MEPC 75 with a view to resolving the effective dates currently in **square brackets** and approval:

AFS	Control Measures	Application	Effective date
Cybutryne CAS No. 28159-98-0	Ships shall not apply or re-apply anti-fouling systems containing this substance	All ships	1 July 2022
Cybutryne CAS No. 28159-98-0	Ships bearing an AFS that contains this substance in the external coating layer of their hulls or external parts or surfaces on 1 July 2022, shall either: (1) remove the AFS; or (2) apply a coating that forms a barrier to this substance leaching from the underlying non-compliant anti-fouling system.	All ships(except: (1) <u>fixed and floating platforms, FSUs and FPSOs that have been constructed prior to 1 July 2022 and that have not been in dry-dock on or after 1 July 2022;</u> (2) <u>ships not engaged in international voyage; and</u> (3) <u>ships of less than 400 GT engaged in international voyage, if acceptable by coastal State(s)</u>)	[1 July 2027] [At the next schedule of renewal of the AFS after 1 July 2022, but no later than 60 months following the last application to the ship of an AFS containing cybutryne]

- The Sub-Committee invited MEPC to request the governing bodies of the London Convention and Protocol to consider a revision of the Revised guidance on best management practices for removal of anti-fouling coatings from ships, including TBT hull paints, in light of the introduction of controls of cybutryne under the AFS Convention and also invited MEPC to note the need to consider an update to the list of items to be listed in the Inventory of Hazardous Materials under the Hong Kong Convention to include cybutryne when the respective controls enter into force.



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4. Guidelines for sampling of fuel oil intended to be used or carried for use on board a ship (Agenda item 9)

- The Sub-Committee reviewed the draft Guidelines for on board sampling of fuel oil not in use by the ship and prepared the guidelines reflecting the following issues:
 - The title of these guideline was changed in order to match the definition of "on-board sample";
 - Sampling methods : "Sampling by use of the ship's fuel oil transfer system" or "Direct sampling from a tank (a suitable plate or tank hatch or sampling from sounding pipe of tank by means of suitable arrangement)"
- This guidelines will be forwarded to MEPC 75, with a view to approval.

5. Review of the 2015 Guidelines for EGC system (Agenda item 11)

- The Sub-Committee reviewed the following issues and prepared the finalized 2020 EGCS Guidelines made by the Correspondence Group established by PPR 5:
 - Definition of 12-hour period and PAH (Rolling basis)
 - Recommended spare parts (deleted)
 - Use of Ultraviolet light for PAH measurement (Alternative measurement may be used with the agreement of the Agreement)
 - Nitrates and monitoring of turbidity
 - Water monitoring data recording (Sampling Frequency, 0.0111 Hz)
 - Onboard Monitoring Manual (For Scheme B)
- The Sub-Committee agreed that the MEPC.1/Circ.883 (Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument) should be made applicable to the different version of the EGCS Guidelines, once adopted. Accordingly, the Sub-committee prepared Rev.1 of MEPC.1/Circ.883 with an extended scope of application.



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6. Evaluation and harmonization of rules and guidance on the discharge of liquid effluents from EGCS into waters, including conditions and areas (Agenda item 12)

- The Sub-Committee agreed to change to the following title "Evaluation and harmonization of rules and guidance on the discharge of discharge water from EGCS into the aquatic environment, including conditions and areas".
- The Sub-Committee also prepared the work scope of this agenda for further consideration at next session of PPR.

7. Development of measures to reduce risks of use and carriage of heavy fuel oil as fuel by ships in Arctic waters (Agenda item 14)

- The Sub-Committee agreed to establish the Correspondence Group for further development of the draft Guidelines on measure to reduce risk of use and carriage of HFO as fuel by ships in Arctic Waters.
- In addition, based on the documents related to the impact assessment and proposal of ban on the use of HFO in Arctic waters, the Sub-Committee agreed with the draft amendments to MARPOL Annex I(Reg. 43A) for prohibition on the use and carriage of HFO for use as fuel oil by ships in Arctic waters, for submission to MEPC 76 with a view to approval.

Application	Effective date
With the exception of ships engaged in securing the safety of ships or in search and rescue operations, and ships dedicated to oil spill preparedness and response, the use and carriage of oils identified in paragraph 1.2 of regulation 43 as fuel by ships shall be prohibited in Arctic waters	<u>July 1 2024</u>
For ships to which regulation 12A* of this Annex or regulation 1.2.1 of chapter 1 of Part II-A of the Polar Code apply, the use and carriage of oils identified in paragraph 1.2 of regulation 43 as fuel by ships shall be prohibited in Arctic waters * Reg. 12A : Requirements for oil fuel tank protection (e.g. double bottom and etc)	<u>July 1 2029</u>



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8. Review of the IBTS Guidelines and amendments to the IOPP Certificate and Oil Record Book (Agenda item 15)

- The Sub-Committee agreed with the finalized '2020 Guidelines for system for handling oily water in machinery spaces of ships incorporating guidance notes for an Integrated bilge water treatment system (IBTS)' and 'draft revised Guidance for the recording of operations in the Oil Record Book(Part 1)', for submission to MEPC 76 for approval.
- The Sub-Committee also agreed to forward the draft amendments to the IOPP Supplements and Oil Record Book and amendments regarding the listing of means of the disposal of oily bilge water (e.g. evaporation) for further consideration at MEPC 76.

9. Follow-up work emanating from the Action Plan to address marine plastic litter from ships (Agenda item 17)

- The Sub-Committee agreed to establish the Correspondence Group for considering how to amend MARPOL Annex V and relevant guidelines for the purpose of discussing its amendments with regard to the reporting for loss of fishing-gears at PPR 8.
- Furthermore, the Sub-Committee agreed to the following two draft MEPC circulars, with a view to subsequence approval by MEPC 76:
 - Draft MEPC circular on Provision of adequate facilities at ports and terminals for the reception of plastic waste from ships; and
 - Draft MEPC circular on Sharing of results from research on marine litter and encouraging studies to better understand micro-plastics from ships

10. Unified interpretation (Agenda item 18)

- The Sub-Committee agreed with the following 2 IACS Unified Interpretations on NOx Technical Code 2008:



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[MPC 33]

- Chapter 2.2.4.1 (Requirements for certification of engine not pre-certified on a test bed)
- Interpretation

Engines undergoing an on-board certification test should have a preliminary approved Technical File, pending the results of the emission test.

If the result of the emission test does not comply with the applicable NOX regulation, the engines should be re-adjusted to the compliance condition originally approved, if any, or the applicant is to apply to the flag Administration for acceptance of further testing.

[MPC 74]

- Chapter 5.10.1 (Requirements for test report)
- Interpretation

The "necessary data to fully define the engine performance and enable calculation of the gaseous emissions" should be incorporated, in accordance with 5.12, from the raw data units to the cycle weighted NOX emission value in g/kWh. The data set given under Appendix 5 should not be considered definitive and any other test data (i.e. engine performance or setting data, description of control devices) relevant to the approval of a specific engine design and/or on-board NOX verification procedures should also be given. For the engine fitted with SCR, under scheme A, the parameters listed in subparagraphs of paragraph 5.2.2 of IMO resolution MEPC. 291(71) should be measured and recorded in the engine test report. Under scheme B, the exhaust gas temperature at the intended inlet of the SCR chamber should be determined and recorded in the test report. For Dual fuel engines, the ratio of liquid-to-gas, Gas fuel temperature and its measurement point position should be recorded during the testing.

With reference to appendix 5 of the Code, it should be further interpreted that:



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- .1 the term "Deviation" as given under "Sheet 3/5, Measurement equipment, Calibration" refers to the deviation of the analyser calibration and not the deviation of the span gas concentration; and
- .2 the "Fuel properties" as given under "Sheet 3/5, Fuel Characteristics, Fuel properties" shall, include sufficient data to justify the ISO 8217:2017 grade (i.e. DMA, DMB, etc.) as given on EIAPP Certificate Supplement 1.9.4 by considering other additional analysis results for the fuel oil characteristics, i.e. Cetane index (ISO 4264:2018), carbon residue (ISO 10370:2014).

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