



Informasi Teknik

No. : 028 - 2015

27 Februari 2015

Kepada : Semua pengguna jasa BKI

Perihal : Laporan Singkat IMO Sub Committee Meeting on Pollution Prevention Response (PPR 2)

Ringkasan

Informasi Teknik ini merupakan ringkasan hasil pertemuan ke – 2 dari IMO Sub-Committee on Pollution Prevention and Response (PPR) yang diselenggarakan dari 19 sampai dengan 23 Januari 2015, bertempat di Kantor Pusat IMO di London.

Informasi

Informasi yang disediakan dalam Informasi teknis ini adalah yang berkaitan dengan pekerjaan BKI. Segala informasi maupun saran yang tersedia pada dokumen ini bukan merupakan tanggung jawab BKI dan BKI tidak dapat diperkarakan oleh siapapun dari kehilangan, kerusakan atau kerugian biaya akibat ketidakakuratan data yang disampaikan.

Berikut agenda yang didiskusikan selama pertemuan Sub Komite tersebut :

Nomor Agenda	Topik
2.	Decisions of other IMO bodies
3.	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code, taking into account recommendations of GESAMP-EHS
4.	Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels
5.	Guidelines for port State control under the 2004 BWM Convention, including guidance on ballast water sampling and analysis
6.	Production of a manual entitled "Ballast Water Management – How to do it"
7.	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution
8.	Consideration of the impact on the Arctic of emissions of Black Carbon from international shipping
9.	Revised guidelines for the Inventory of Hazardous Materials
10.	Guidance for international offers of assistance in response to a marine oil pollution incident
11.	Revised section II of the Manual on oil pollution contingency planning
12.	Guide on oil spill response in ice and snow conditions
13.	Updated IMO Dispersant Guidelines
14.	Updated OPRC Model training courses
15.	Unified interpretation to provisions of IMO environment-related Conventions

16.	Guidelines pertaining to equivalent methods set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines
17.	Guidelines as called for under paragraph 2.2.5.6 of the revised NOX Technical Code 2008 (NOX-reducing devices)

Agenda diatas adalah beberapa isu teknis yang dibahas pada saat pertemuan. Lampiran singkat terkait isu teknis disampaikan pada dokumen terlampir.

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Brief Information on IMO Pollution Prevention & Response (PPR 2)

Decision of other IMO Bodies (Agenda item 2)

Amendments terhadap 2009 Guidelines for exhaust gas cleaning systems (Resolution MEPC.184(59))

- **Washwater Discharge Criteria**

Terdapat usulan mengenai perhitungan atau permodelan terkait verifikasi wash water discharge pH *at point 4 metres from the point of discharge*, dimana saat ini sudah tersedia aturan pada MEPC 184(59), meski masih terdapat kelemahan akan metode tersebut.

Meskipun pada awalnya banyak yang menyambut baik akan usulan ini, namun beberapa pertimbangan dikemukakan salah satu Negara anggota mengapa teori yang diusulkan tersebut (*turbulent jet theory*) tidak dapat berlaku untuk seluruh aplikasi.

Sub Comitte menyetujui amendments to the 2009 Guidelines for exhaust gas cleaning systems (resolution MEPC.184(59)), mengenai metode pengukuran CO₂ dan penentuan pH baik melalui pengukuran langsung, atau melalui metodologi perhitungan.

- **Bunker delivery Note (BDN)**

Beberapa isu yang didiskusikan untuk topic BDN adalah sebagai berikut :

- 1) **Amendemen terhadap Appendix V, MARPOL Annex VI**

Terdapat usulan proposal untuk menyederhanakan BDN dengan menyediakan sebuah form deklarasi yang dapat diberlakukan untuk seluruh bahan bakar minyak (BBM) yang disuplai dan mencakup kandungan sulphur actual dari BBM, namun, salah satu NGO mengungkapkan bahwa draft perubahan amendemen kepada appendix V MARPOL Annex VI dapat berakibat menambahkan kesulitan pada permasalahan itu sendiri.

Mengetahui hal tersebut diatas, selama diskusi pada PPR2, tidak dihasilkan perubahan amendemen. Meski demikian, PPR2 juga menyetujui bahwa kapal dapat mengambil *bunker fuel* yang tidak sesuai dengan MARPOL Annex regulation 14 dengan catatan bahwa kapal memiliki perlengkapan yang ekuivalen (misal: scrubber).

- 2) **Informasi untuk disertakan pada BDN pada prosedur verifikasi MARPOL Annex VI sample BBM**

Proposal yang diajukan oleh NGO mengutarakan bahwa prosedur verifikasi sulfur pada appendix VI MARPOL Annex VI dapat disesuaikan dengan ISO 4259 sebagai standard praktik di industry bunker, dalam hal interpretasi hasil tes. Namun, PPR 2 menyimpulkan bahwa isu tersebut memerlukan program kerja baru dan mengundang negara anggota untuk menyampaikan proposalnya.

Beberapa pendapat dan fakta diutarakan dan disampaikan selama PPR 2 untuk amendemen terhadap BDN. WG menyetujui bahwa untuk hal tersebut perlu dilakukan amendemen, namun pada saat yang bersamaan tidak terdapat kesepakatan terhadap usulan perubahan.

Draft Amendmen NOx Technical Code 2008

- Draft Amendments terhadap NOx Technical Code 2008 untuk memfasilitasi pengujian mesin berbahan bakar gas

Dengan mengacu pada dokumen MEPC 67/7/5 dan diskusi yang berlangsung selama sesi PPR 2, beserta pertimbangan usulan draft amendemen NOx Technical Code 2008 untuk memfasilitasi pengujian mesin berbahan bakar gas, PPR 2 telah menyetujui draft amendemen NOx Technical Code 2008, mengenai pengujian mesin berbahan bakar gas dan dual-fuel engine untuk strategi NOx Tier III;

- Penggunaan *dual fuel engines* sebagai Tier III NOx control Strategy

Dokumen MEPC 67/7/6 menyatakan perlunya akan defisini "dual-fuel" engines dengan turut mempertimbangkan usulan untuk melakukan amendemen *MARPOL Annex VI dan NOX Technical Code 2008* dan draft amendemennya. Meski demikian, salah satu NGO mengungkapkan bahwa "dual-fuel" tidak perlu didefinisikan secara formal, dengan pemahaman bahwa hal tersebut tidak menjelaskan persyaratan pemenuhan sesuai regulasi 13 MARPOL Annex VI dan hal yang berhubungan dengan *NOX Technical Code 2008*.

Sebagai tambahan, dikemukakan pula bahwa pertimbangan harus diberikan untuk kapal yang dilengkapi *dual-fuel engine* pada situasi selama pembangunan atau sebelum dan sesudah drydock ketika kapal dalam kondisi "gas-free" dan menginginkan bahwa pelabuhan bunkering gas pertama berada di area atau luar area ECA yang ditunjuk untuk *NOX emission control*. Sehubungan dengan hal tersebut, juga disebutkan bahwa Sub-Comitte tetap konsisten untuk tidak mengizinkan "sertifikasi ganda" dalam hal melakukan sertifikasi *marine diesel engines for Tier II dan Tier III NOx emission standard*.

PPR 2 kemudian menyetujui draft MEPC circular on Guidance on the application of regulation 13 of MARPOL Annex VI Tier III requirements to dual fuel and gas fuelled engines;

- Draft MEPC Circular mengenai "*guidance on the application of regulation 13 of MARPOL Annex VI Tier III requirements*"

Draft Circular meliputi petunjuk pada scenario saat bangunan baru kapal pengangkut gas atau kapal pengangkut gas akan masuk drydock dimana mereka membutuhkan untuk mengosongkan tangki gas; misal, kapal menggunakan bahan bakar gas sebagai cara untuk pemenuhan dengan persyaratan NOx tier III tetapi tidak dapat membawa bahan bakar gas pada saat tersebut. Mencatat bahwa persyaratan tersebut akan diberlakukan, PPR meneruskan draft circular tersebut pada MEPC 68 untuk disetujui.

Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code, taking into account recommendations of GESAMP-EHS (Agenda Item 3)

- Evaluasi perkembangan produk baru – *Pure or technically pure product (List 1 product of MEPC.2 Circulars)*

Minyak sisa hasil memasak telah didiskusikan dalam rangka memudahkan untuk memasukkan kedalam sebuah inputan yang umum, yang meliputi seluruh sisa minyak hasil memasak, dengan persyaratan

pengangkutan yang didasarkan oleh versi kasus terburuk dari produk pada ESPH 20. Hal tersebut berkaitan dengan fakta bahwa pengangkutan minyak sisa masak bertambah jumlahnya karena dapat digunakan sebagai bahan baku untuk biodiesel, dan hal ini memerlukan perhatian sesegera mungkin dikarenakan faktanya bahwa produk tersebut dapat menyebabkan potensi pengangkutan yang tidak sesuai dan aman.

Dengan mempertimbangkan hal diatas, working grup telah mengundang industry untuk menyertakan data yang bertujuan untuk dapat menegaskan persyaratan pengangkutan untuk sisa minyak hasil masak pada beberapa sesi pertemuan, sementara itu menempatkan hal tersebut pada *generic entry list* 1 di MEPC.2/Circular dengan validitas untuk seluruh Negara tanpa batasan masa berlaku.

- Evaluasi dari bahan kimia yang telah memiliki nama baku (List 3 product of MEPC.2 Circulars)

Terdapat enam nama bahan baku campuran yang dievaluasi selama working group. Selanjutnya, grup telah memutuskan bahwa empat bahan campuran dimasukkan pada List 3 (mengandung potensi bahaya keamanan) dari MEPC.2/Circular, sementara dua lainnya dimasukkan ke dalam List 2 (mengandung hanya potensi bahaya polusi).

- Evaluasi dari zat pembersih tambahan (*cleaning additives*)

Telah dilaporkan oleh sub-grup bahwa komposisi dan dokumentasi untuk tiga zat pembersih tambahan dari enam yang diserahkan telah memenuhi kriteria yang disebutkan di MEPC.1/Circ 590, sementara lainnya gagal untuk memenuhi ketentuan tersebut dikarenakan zat pembersih tersebut tidak digunakan sebagai zat pembersih tambahan dalam rangka pembersihan cargo tank, sehingga zat tersebut diluar dari ruang lingkup MEPC.1/Circ. 590. Grup juga mencatat perubahan nama untuk empat zat pembersih tambahan.

- Penelaahan terhadap *Safety Criteria guidelines* pada chapter 21 IBC Code – draft amendments terhadap MARPOL Annex II

Sehubungan dengan adanya terbitan revisi ke 2 GESAMP report No. 64 beberapa waktu lalu, kekhawatiran telah disampaikan terhadap kemungkinan inkonsistensi dan perubahan referensi yang perlu dimutakhirkan. IMO Sekretariat telah menghasilkan draft amendment terhadap MARPOL Annex II yang merefleksikan Ver. 2 dari GESAMP report No. 64.

- Penelaahan produk yang memerlukan *oxygen-dependent inhibitors* & Unified Interpretation terkait Format "*Certificate of Protection*" telah disetujui pada PPR 2. Sertifikat ini akan berlaku terhadap kapal tanker bangunan baru dan bangunan lama. Hal ini akan sejalan dengan Unified Interpretation SOLAS dan IBC Code yang sebelumnya telah dipersiapkan untuk persetujuan pada MEPC 68 dan MSC 95 untuk "*Certificate of Protection*" sesuai persyaratan pada paragraph 15.13.13 dari IBC Code sebagaimana telah disetujui oleh ESPH 20.

- *Safe back Loading dari bulk liquids yang terkontaminasi*

Diskusi awal diselenggarakan pada PPR 2 untuk mengevaluasi *backload cargo* yang dibawa oleh OSV selama proses produksi untuk eksplorasi mineral bawah laut, yang dapat mengandung material terkontaminasi. Sebagai hasil, PPR meminta agar para pelaku industri yang telah melakukannya untuk menyediakan informasi teknis bagi komposisi bahan berbahaya yang diangkut untuk membantu menentukan persyaratan yang dibutuhkan.

Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (Agenda Item 4)

Telah diketahui secara luas bahwa OSV melakukan suplai kargo kepada instalasi lepas pantai, dimana dapat meliputi bahan kimia yang berbahaya. Resolusi IMO telah mempertimbangkan sifat OSV masa kini yang memerlukan OSV untuk membawa kuantitas kargo lebih besar dalam sekali perjalanan dikarenakan lokasi eksplorasi telah berpindah tempat menjadi lebih jauh dari pantai.

Pada PPR 2, proposal yang diserahkan oleh para pelaku industry, didukung secara penuh, dimana hal tersebut berakibat untuk dibawahnya proposal tersebut pada ESPH 21. Kode baru ini akan lebih mendetail dan beberapa chapter telah dikirim kepada Sub Komite lain untuk komen.

Ballast Water Management Issues (Agenda Item 5)

- Draft Guidance pada peralatan self-monitoring untuk system ballast water management

Sementara kebutuhan untuk parameter memiliki parameter yang seragam dari peralatan *self-monitoring* sangat didukung, beberapa Negara anggota telah menyatakan bahwa pada diskusi sebelumnya di IMO hal tersebut sengaja dibiarkan untuk menjadi persyaratan manufaktur peralatan tersebut.

Namun demikian, dikarenakan isu tersebut berkaitan erat dengan G8 Guidelines dari BWM yang ditugaskan kepada grup korespondensi yang dibuat oleh MEPC, maka komentar agar diarahkan kepada grup tersebut.

- Metode pengujian sampling ballast water untuk pemeriksaan kesesuaian dengan standar Konvensi BWM

PPR 2 telah menyepakati bahwa perhitungan denyut (FDA) sebagai teknologi baru memerlukan waktu lebih sedikit dan kemudian telah menyediakan draft amandemen untuk disetujui pada MEPC 68.

- Komentar terhadap isu regulasi A-3 and A-4 dari Ballast Water Management Convention (*exceptions and exemptions*)

Meskipun PPR 2 menyatakan ada kebutuhan akan hal tersebut, namun PPR merasa bahwa pembaharuan dari usulan yang diterima pada dokumen ini agar dimutakhirkan agar lebih mengena pada permasalahan yang ada berikut solusinya.

Pembuatan manual dengan judul "Ballast Water Management – How to do it" (Agenda Item 6)

Salah satu NGO telah mempersiapkan manual berjudul di atas dalam rangka membantu Negara yang berencana untuk meratifikasi Konvensi BWM dengan memberikan pengertian terhadap beberapa aspek. Manual ini telah dipresentasi selama PPR 2, namun saat ini masih perlu dilakukan pengembangan lebih lanjut dimana terdapat beberapa chapter yang belum diselesaikan. Namun, manual tersebut masih dilanjutkan.

Perkembangan dan teknologi terbaru yang disetujui untuk water management systems dan pengurangan polusi atmosfer (Agenda Item 7)

- **Teknologi Battery**
Meskipun informasi telah dicatat untuk penggunaan baterai pada perkembangan masa kini, namun ia tidak menghasilkan diskusi substansial dimana hal tersebut memerlukan program kerja baru.
- **Kualifikasi Teknologi**
Sejalan dengan agenda diatas, proposal tersebut tidak menghasilkan diskusi yang substansial pada PPR dimana ia memerlukan program kerja baru.
- **Teknologi pengurangan NOx**
Meskipun beberapa pertanyaan telah disampaikan selama PPR 2 dan beberapa keraguan terhadap ketersediaan teknologi untuk NOx, PPR 2 kemudian menyetujui bahwa telah disepakati pada MEPC 66 untuk diskusi tersebut sehingga dapat dinyatakan sudah final. Sebagai tambahan, PPR 2 juga meminta pemerintahan lainnya untuk informasi tambahan yang dapat disediakan bagi teknologi yang memenuhi Tier III untuk segala sesi PPR di akan datang.

Pertimbangan dari dampak Arctic of emissions of Black Carbon dari perkapalan Internasional (Agenda 8)

Diskusi untuk "Black Carbon" telah didiskusikan untuk beberapa saat. Tugas yang diberikan adalah untuk mendapatkan satu definisi karbon hitam.

- **Definisi "Black Carbon/Karbon Hitam"**
PPR telah menyetujui bahwa definisi Bond et al untuk digunakan sebagai definisi karbon hitam, dimana definisi tersebut juga didukung oleh komunitas sains.
- **Pengukuran "Karbon Hitam"**
PPR 2 telah merekomendasikan studi pengukuran secara sukarela mengenai emisi kapal untuk kapal yang *in service* untuk mengumpulkan data berdasarkan bond et al definition.
- **Control Measures**
Telah didiskusikan selama PPR 2 bahwa terlalu dini untuk menciptakan control terhadap pengukuran

sampai dengan data yang menggunakan definisi bond et al telah dikumpulkan.

Revised guidelines for the Inventory of Hazardous Materials (Agenda item 9)

- *Asbestos threshold Value*

PPR 2 telah disetujui untuk threshold level dari asbestos of 0,1 %. Namun, apabila 1 % diaplikasikan maka ia harus dicatat pada Material declaration dan Inventory of Hazardous Material, dan 1 % tersebut harus tidak digunakan setelah 5 tahun dari konvensi tersebut berlaku.

Selama diskusi pada PPR 2, telah disebutkan juga bahwa persetujuan kompromisasi 0,1 % terkait dengan "Detection Level" dan bukan "Threshold Value"

Beberapa isu yang didiskusikan pada PPR 2 untuk agenda ini :

- Polychlorinated biphenyls (PCB) threshold value
- Ozone Depleting Substances (ODS) threshold value
- Polybrominated biphenyl (PBB) threshold value
- Radioactive substances
- Bulk Listing
- Exemptions
- Proposed amendments to the IHM GUIDELINES (Resolution MEPC. 197(62))
- Ship Recycling Capacity

Unified interpretation terhadap provisi dari IMO environment-related Conventions (Agenda item 15)

- Kalkulasi emisi Gas dari marine diesel engines yang dilengkapi dengan selective catalytic reduction (SCR) systems (IACS UI MPC105)

PPR 2 telah menyiapkan amendment untuk on *2011 Guidelines addressing additional aspects to the NOx Technical Code 2008* yang berkaitan dengan persyaratan marine diesel engines yang dilengkapi dengan SCR (Selective Catalytic Reduction) Systems untuk diadopsi pada MEPC 68

- Klarifikasi terhadap Resolution MEPC.240(65) on *2013 Amendments to the Revised Guidelines and Specifications for oil discharge monitoring and control systems for oil tankers (Resolution MEPC.108(49))*

PPR 2 telah menyiapkan draft MEPC Circular dalam menjelaskan bahwa penerbitan kembali untuk *type approval certificate* tidak diperlukan kecuali *oil content meter* diperlukan untuk memonitor campuran biofuel atau telah di approved kembali akibat mengalami modifikasi.

- Pembuangan minyak sisa memasak

Sehubungan dengan telah didiskusikannya selama pertemuan, PPR 2 telah menyimpulkan bahwa minyak untuk memasak termasuk dalam definisi *garbage* didalam MARPOL Annex V, dengan demikian ianya agar ditangani secara sesuai.

Guidelines terkait *equivalent methods* yang dijelaskan pada regulasi 4 of MARPOL Annex VI dan tidak dibahas oleh guidelines lainnya (Agenda item 16)

PPR 2 masih menunggu hasil MEPC 68, hal ini terkait karena hal tersebut diatas telah disimpulkan pada MEPC 67 dan sedang diteruskan untuk pertimbangan lebih lanjut pada MEPC 68.

Guidelines sesuai paragraph 2.2.5.6 dari revised NOX Technical Code 2008 (NOX-reducing devices) (Agenda item 17)

Sehubungan dengan tidak adanya dokumen yang diserahkan untuk agenda ini, PPR 2 menyetujui untuk menghapus item agenda ini. Meskipun demikian, PPR 1 telah menyebutkan bahwa pada saat ini, pengembangan lebih lanjut terhadap guidelinenya terutama NOX reducing deviceses belum diperlukan.



Technical Information

No. : 028 - 2015

27 February 2015

To : All BKI Customers

Subject : Summary Report on IMO Meetings Of Sub-Committee on Pollution Prevention Response (PPR 2)

Summary

This Technical Information summarizes the 2nd Session of the IMO Sub-Committee on Pollution Prevention and Response (PPR) was held from the 19 to 23 January 2015, at the IMO headquarters in London.

Information

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The following agenda are discussed during the Sub Committee meeting :

Agenda Number	Topic
2.	Decisions of other IMO bodies
3.	Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code, taking into account recommendations of GESAMP-EHS
4.	Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels
5.	Guidelines for port State control under the 2004 BWM Convention, including guidance on ballast water sampling and analysis
6.	Production of a manual entitled "Ballast Water Management – How to do it"
7.	Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution
8.	Consideration of the impact on the Arctic of emissions of Black Carbon from international shipping
9.	Revised guidelines for the Inventory of Hazardous Materials
10.	Guidance for international offers of assistance in response to a marine oil pollution incident
11.	Revised section II of the Manual on oil pollution contingency planning
12.	Guide on oil spill response in ice and snow conditions
13.	Updated IMO Dispersant Guidelines
14.	Updated OPRC Model training courses
15.	Unified interpretation to provisions of IMO environment-related Conventions
16.	Guidelines pertaining to equivalent methods set forth in regulation 4 of MARPOL Annex

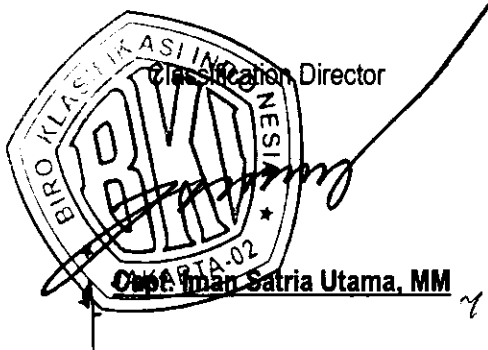
	VI and not covered by other guidelines
17.	Guidelines as called for under paragraph 2.2.5.6 of the revised NOX Technical Code 2008 (NOX-reducing devices)

The Agenda above are several technical issues discussed during the meeting. A brief coverage among the issues are expressed in the attached document.

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Brief Information on IMO Pollution Prevention & Response (PPR 2)

Decision of other IMO Bodies (Agenda item 2)

Amendments to the 2009 Guidelines for exhaust gas cleaning systems (Resolution MEPC.184(59))

- **Washwater Discharge Criteria**

There was a proposal on the calculation or modeling in verifying wash water discharge pH at point 4 metres from the point of discharge, whereas today there is already requirements of MEPC 184(59) in place, despite of some flaw on the said methods.

Eventhough there are lots of support for the proposal in the beginning, however one of member governments expressed its concern on why the proposed theory (turbulent jet theory may not be applicable for all situation.

The Sub Committee agreed to the draft amendments to the 2009 Guidelines for exhaust gas cleaning systems (resolution MEPC.184(59)), on CO2 measurement methods and on pH determination either by means of direct measurement, or by using a calculation-based methodology calculation;

- **Bunker delivery Note (BDN)**

The issues that were discussed for the topic BDN are as follows:

- 1) **Amendments to Appendix V of MARPOL Annex VI**

There was a proposal to simplify the BDN to provide a single form of the declaration applicable to all fuel oil supplied and cover the actual sulphur content of the fuel oil, however one of the NGO has expressed its concern that the proposed draft amendments to appendix V of MARPOL Annex VI might resulted in adding complexity to the problem itself.

Noting the above, during the discussion at PPR 2, no text for amendments could not be produced. However, PPR 2 also agree that the ship can take bunker fuel not being compliant with MARPOL Annex regulation 14 provided it has equivalent arrangement (e.g., scrubber).

- 2) **Information to be included in the BDN to the fuel verification procedure for MARPOL Annex VI fuel oil samples**

Proposal initiated by an NGO expressed that Sulphur verification procedure in appendix VI to MARPOL Annex VI can be aligned with ISO 4259 as a standard practices in the bunker industry, for the interpretation of test result. However, PPR 2 concluded that the issue may require another work programme and invited member government in submitting new proposal.

Several opinion and fact were raised and expressed during PPR2 for the amendments to BDN. WG agreed that it needs to be amended, however at the time being no agreements cannot be reached for the proposed changes.

Draft Amendments to the NOx Technical Code 2008

- **Draft Amendments to the NOx Technical Code 2008 to facilitate the testing of gas fuelled engines**

With reference to the document MEPC 67/7/5 and the ongoing discussion during the session of PPR 2.

Furthermore, considering the proposal of draft amendments to the NOX Technical Code 2008 to

facilitate the testing of gas fuelled engines, PPR 2 has agreed to the draft amendments to the NOX Technical Code 2008, concerning testing of gas-fuelled engine and dual fuel engines for NOX Tier III strategy;

- Use of dual fuel engines as a Tier III NOx control Strategy

Document MEPC 67/7/6 pointed out the need to have a definition of “dual-fuel” engines while also considering the proposal to amend MARPOL Annex VI and the NOX Technical Code 2008 and the propose draft amendments. However, one of the NGO has expressed that the “dual-fuel” need not to be formally defined, in the understanding that it does not specify the means of compliance with reference to regulation 13 of MARPOL Annex VI and associated parts of the NOX Technical Code 2008.

In addition, it was pointed out that consideration should also be given to ships equipped with dual fuel engines in a situation during the steps of building or before and after dry docking while the ship is in a “gas free” condition and the intended first gas bunkering port is either inside or outside an ECA designated for NOX emission control. Subsequently, it was also pointed that the Sub-Committee be consistent not to permit “dual certification” with respect to certification of marine diesel engines for Tier II and Tier III NOx emission standard.

PPR 2 has however agreed to the draft MEPC circular on Guidance on the application of regulation 13 of MARPOL Annex VI Tier III requirements to dual fuel and gas fuelled engines;

- Draft MEPC Circular on guidance on the application of regulation 13 of MARPOL Annex VI Tier III requirements

The draft circular includes guidance on scenarios such as new build gas carriers or gas carriers going into dry dock where they need empty gas tanks, i.e, ships using gas fuel as a mean for compliance with the NOx tier III requirements but not able to carry gas fuel at these particular occasions. Noting that it will entry into force, PPR forwarded the draft circular to MEPC 68 for approval.

Safety and pollution hazards of chemicals and preparation of consequential amendments to the IBC Code, taking into account recommendations of GESAMP-EHS (Agenda Item 3)

- Evaluation of new products – Pure or technically pure product (List 1 product of MEPC.2 Circulars)

Used Cooking Oil was discussed in order to establish a single generic entry, which cover all used cooking oils, with carriage requirements assigned based on the worst case version of the product at ESPH 20. That is due to the fact that used cooking oil shipment is increasing in quantities as it can be used as a feedstock for biodiesel, and that this matter needs immediate action due to the fact that it may potentially cause improper and potentially unsafe carriage.

Noting the above, the working group invited the industry to submit data for the purpose of assigning carriage requirements for Used cooking oil over a number of sessions whilst assigning it to the generic entry at the meantime as list 1 entry in the MEPC.2/Circular with validity for all countries, without an expiry date.

- Evaluation of trade-named mixtures (List 3 product of MEPC.2 Circulars)

There were six trade names mixtures that has been evaluated during the working group. Consequently the group has concluded that four mixtures went into List 3 (containing Safety Hazard) of the MEPC.2/Circular, while the other two into List 2 (containing only Pollution Hazard).

- Evaluation of cleaning additives

It has been reported by the subgroup that the composition and documentation for three out of six cleaning additives submitted have met the criteria outlined in MEPC.1/Circ.590, while the others have failed due to the cleaning additives were not used as cargo tank cleaning additives which subsequently make it fell outside the scope of the provisions of MEPC.1/Circ. 590. The group also noted the name change for four cleaning additives.

- Review of the Safety Criteria guidelines in chapter 21 of the IBC Code – draft amendments to MARPOL Annex II

As the new revision 2 of the GESAMP report No. 64 was issued a few days ago, concerns have been raised on the possible inconsistencies and subsequently references will have to be updated. The IMO Secretariat have produced a draft amendment to MARPOL Annex II to reflect Version 2 of GESAMP report No. 64.

- Review of products requiring oxygen-dependent inhibitors & related Unified Interpretation
The Format of "Certificate of Protection" has been agreed at PPR 2. This certificate will apply to the new and existing tankers. This will be in line as the Unified Interpretation of SOLAS and IBC Code that already prepared for approval by MEPC 68 and MSC 95 for the said "Certificate of Protection" as required by par. 15.13.13 of the IBC Code as agreed in ESPH 20.
- Safe back Loading of contaminated bulk liquids
Preliminary discussion took place at PPR 2 in order to evaluate the backload cargo taken by OSV during production process for the search of exploration of the seabed minerals, which might contain contaminated materials or elements. In result, technical information from the industries, which have done it, have been requested to provide technical information on the composition on the contaminated backloads to assist in the assignment for the carriage requirements.

Code for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk on offshore support vessels (Agenda Item 4)

It is already been known that an OSV supply cargoes to the offshore installation, which may include chemicals that are noxious in nature. IMO resolutions have taken into account the nature of modern days OSV which may require an OSV to bring larger quantities of cargo for a single voyage due to the exploration site have moved further away from shore.

In PPR 2, proposal that are submitted by the practice of industry was widely supported which subsequently bring it to the reviewed by ESPH 21. This new Code will be extensive and several chapters have been sent to the other Sub-Committee for comments.

Ballast Water Management Issues (Agenda Item 5)

- Draft Guidance on self-monitoring for ballast water management systems

While the need of having a uniform applied parameter of self-monitoring devices is supported, some members have stated that, during the previous discussion at IMO, these issues were to be left for the manufacturers of the equipment.

Nevertheless, having recalled that the issue is associated with the G8 Guidelines of BWM which is tasked to the correspondence group established by MEPC, comments are invited to be addressed to the group.

- Ballast water sampling methods for assessing compliance with the standards of the BWM Convention
PPR 2 has recognized that pulse counting FDA as a new technology is less time consuming, and therefore have prepared draft amendments to be approved by MEPC 68.
- Comments on issues regulations A-3 and A-4 of the Ballast Water Management Convention (exceptions and exemptions)
There was a need during PPR 2 for the above issues, yet however PPR felt that further refinement of the proposal is needed

Production of a manual entitled "Ballast Water Management – How to do it" (Agenda Item 6)

One of the NGOs has prepared a manual entitled the above in order to assist any other member states who wishes to ratify the BWM Convention by understanding the convention through several aspects. This manual has been presented during PPR 2, however currently it still needed further improvement on several chapters which have not been completed. Hence, the production of the manual will continues on.

Improved and new technologies approved for ballast water management systems and reduction of atmospheric pollution (Agenda Item 7)

- Battery Technology

Although information was noted for the use of batteries in the recent development, however it does not

produce substantial discussion as it might need new work programme.

- **Technology Qualification**

In line with the above agenda, the proposal did not produce substantial discussion as PPR feel that it might need new work programme.

- **NOx reduction technologies**

In spite of several questions were raised during PPR 2 and some doubts on the available technology for NOx, PPR 2 somehow agreed that it has been concluded at MEPC 66 for the discussion. In addition PPR 2 also requested other governments for further information which can be provided for the technology that complies with Tier III for any future session of PPR.

Consideration of the impact on the Arctic of emissions of Black Carbon from international shipping (Agenda 8)

The Discussion for the said "Black Carbon" has been addressed for some time. The task was to provide a single definition of black carbon .

- **Definition of "Black Carbon"**

PPR has agreed that the Bond et al definition is to be used for the black carbon definition, since the definition is also widely supported by the scientific community.

- **Measurement of "Black Carbon"**

PPR 2 has recommended further voluntary measurement study on ship emissions for ships in service to collect data based on the Bond et al definition.

- **Control Measures**

It has discussed during PPR 2 that it is too early to establish control measures until such data using the Bond et al definition was collected.

Revised guidelines for the Inventory of Hazardous Materials (Agenda item 9)

- **Asbestos Threshold Value**

PPR 2 has agreed to the threshold level of asbestos of 0,1 %. However, if 1 % is applied then it shall be recorded in the Material declaration and in the Inventory of Hazardous Material., and that 1 % should not be used five years after the entry into force of the convention.

During the discussion at PPR 2, it was raised also that the agreed 0,1 % compromises relates to the "Detection Level" and not to the "Threshold Value"

Other Issues that were discussed during PPR 2 for this Agenda are:

- Polychlorinated biphenyls (PCB) threshold value
- Ozone Depleting Substances (ODS) threshold value

- Polybrominated biphenyl (PBB) threshold value
- Radioactive substances
- Bulk Listing
- Exemptions
- Proposed amendments to the IHM GUIDELINES (Resolution MEPC. 197(62))
- Ship Recycling Capacity

Unified interpretation to provisions of IMO environment-related Conventions (Agenda item 15)

- Gaseous emissions calculation of marine diesel engines fitted with selective catalytic reduction (SCR) systems (IACS UI MPC105)
PPR 2 has prepared corresponding amendments on 2011 Guidelines addressing additional aspects to the NOx Technical Code 2008 with regards to the requirements to marine diesel engine fitted with SCR (Selective Catalytic Reduction) Systems for Adoption in MEPC 68
- Clarification on Resolution MEPC.240(65) on 2013 Amendments to the Revised Guidelines and Specifications for oil discharge monitoring and control systems for oil tankers (Resolution MEPC.108(49))
PPR 2 has prepared a draft MEPC Circular in addressing that the re-issuance of type approval certificate will not be required unless the oil content meter is required to monitor biofuel blends or has been re-approved after undergoing modification.
- Disposal of cooking oil
Having discussed during the meeting, PPR 2 has concluded that cooking oil is considered garbage under MARPOL Annex V, therefore is to be handled accordingly.

Guidelines pertaining to equivalent methods set forth in regulation 4 of MARPOL Annex VI and not covered by other guidelines (Agenda item 16)

PPR 2 is still waiting for the outcome of MEPC 68, since the above matters have not been concluded at MEPC 67 and are being forwarded for further consideration at MEPC 68.

Guidelines as called for under paragraph 2.2.5.6 of the revised NOX Technical Code 2008 (NOX-reducing devices) (Agenda item 17)

Since there was no submission under this agenda, PPR 2 agreed to delete the agenda item. Hence, PPR 1 has already stated that during this stage no further development is needed for the guidelines, moreover the NOx-reducing devices.