The Sub-Committee on Pollution Prevention and Response (PPR) had its third session from 15 to 19 February 2016, in IMO headquarters in London.

EVALUATION OF SAFETY AND POLLUTION HAZARDS OF CHEMICALS AND PREPARATION OF CONSEQUENTIAL AMENDMENTS

CARGO RESIDUES AND TANK WASHINGS OF HIGH VISCOSITY AND PERSISTENT FLOATING PRODUCTS

The Sub-Committee:

- agreed to a draft MSC-MEPC circular containing an example of the Certificate of Protection for products requiring oxygen-dependent inhibitors, for approval by MEPC 69 and MSC 96.

- agreed with the evaluation of 18 new cleaning additives and their inclusion in the next revision of the MEPC.2/Circular.

- noted the progress the ESPH WG made in the revision of chapters 17, 18 and 21 of the IBC Code, and in particular, regarding the increase in the number of products considered to be toxic, based on the application of the revised chapter 21, invited industry to submit information to ESPH 22 on the components triggering the toxicity rating for products that would be classified as toxic when applying the criteria in the draft revised chapter 21.

- initiated discussions related to the development of guidance for assessing and classifying products under Annexes I and II of MARPOL and invited submissions and proposals on this work to ESPH 22.

In particular, the WG recognized it was the second generation of bio-fuels that, based on their composition, were similar in characteristics to Annex I products and would therefore need to be addressed. Suggestions for addressing these were: to develop definitions that would provide a clear distinction between the different categories of bio-fuels; to consider and delineate specific percentages of bio-fuel mixtures and, based on that, identify the Annex of MARPOL under which they should be shipped.

- noted the discussions within the WG on the proposed amendments to MARPOL Annex II to address issues related to the discharge high viscosity, solidifying and persistent floating products and invited interested delegations to submit information to ESPH 22. In this respect, the group had concluded that the best way forward would be to:

. amend the definitions for high-viscosity and solidifying substances in MARPOL Annex II; and

. to follow the pre-wash requirement, set out in MARPOL Annex II, appendix 6, part B.

The group had agreed that it would need to develop a means of identifying these products in the IBC Code. The group had also recognized that the adequacy and verification of reception facilities was a significant challenge.

The group discussed the option of discharging at 50 miles, rather than the current 12 miles, or establishing a special area, but was of the view that this would not solve the problem.

The group also noted that the exemption set out in regulation 4.1.3 of MARPOL Annex II was still used.

CODE FOR THE TRANSPORT AND HANDLING OF LIMITED AMOUNTS OF HAZARDOUS AND NOXIOUS LIQUID SUBSTANCES IN BULK ON OFFSHORE SUPPORT VESSELS

The Working Group continued its detailed development of the Code and the Sub-Committee re-established the Correspondence Group on the Development of the OSV Chemical Code.

The Sub-Committee agreed that the ESPH WG should develop generic minimum carriage requirements for contaminated backloads, should there be no information submitted to ESPH 22.

With regard to the draft chapter 2 on ship survival capability and location of cargo tanks, the proposed total quantity threshold values (i.e. 150 m3, 800 m3 and 1200 m3) were accepted (IBC type 2 damaged stability standard is for quantities above 150m3 of type 1 cargoes or 1200m3 of type 2 cargoes).

PRODUCTION OF A MANUAL ENTITLED "BALLAST WATER MANAGEMENT – HOW TO DO IT"

* The Working Group continued its detailed development of the Code and the Sub-Committee re-established the Correspondence Group on this subject.
* A number of sections of the draft manual are being kept in abeyance, as work is on-going at MEPC on related subjects, such as the development of guidance on exceptions and exemptions, the amendment of regulation B-3 of the BWM Convention and the review of the Guidelines for approval of ballast water management systems (G8).

PREVENTION OF AIR POLLUTION FROM SHIPS

The Sub-Committee:

- in noting the group's discussion on the draft measurement reporting protocol for voluntary data collection of Black Carbon, invited interested delegations to use this protocol and submit data to PPR 4.

- agreed to draft amendments to appendix V of MARPOL Annex VI, for submission to MEPC 70, for consideration, with a view to approval and subsequent adoption (revised Information to be included in the bunker delivery note)

- agreed to a draft MEPC circular on Guidelines for onboard sampling for the verification of the sulphur content of fuel oil used on board, with a view to submission to MEPC 70, for consideration, with a view to approval.

- agreed to draft unified interpretations to the NOX Technical Code 2008 related to the approval of SCR systems, for submission to MEPC 70, for consideration, with a view to approval (based on IACS UIs MPC 125 & 126 related to the notions and definitions for an engine group in the Code ).

- agreed to a draft justification for a new output on the revision of the 2011 Guidelines addressing additional aspects to the NOX Technical Code 2008 with regard to particular provisions related to marine diesel engines fitted with Selective Catalytic Reduction (SCR) Systems (MEPC.198(62), as amended by MEPC.260(68)), for approval by MEPC 70, based on IACS UIs MPC 108 to 123 (except 119 & 121).

WORK PROGRAMME

The fourth session of the Sub-Committee has been tentatively scheduled to take place from 16 to 20 January 2017