

## **IMO SUB-COMMITTEE ON POLLUTION PREVENTION AND RESPONSE, 4 – 8 APRIL 2022**

The IMO Sub-Committee on Pollution Prevention and Response held its 9<sup>th</sup> session (PPR 9) remotely from 4 – 8 April 2022 under the chairmanship of Dr Flavio Fernandes (BRAZIL) and his Vice Chair, Dr Anita Makinen (FINLAND), both of whom were re-elected for 2023. The meeting was attended by representatives from IMO Member Governments, Associate Members, International Organisations and Non-Governmental Organisations.

Working Group (WG) and Drafting Group (DG) arrangements were set up and chaired as follows:

WG 1 Marine Biosafety: Ms L Page (United Kingdom), BMW matters, and Dr S Bailey (Canada), AFS and biofouling matters;

WG 2 Prevention of Air Pollution from Ships: Mr W Lundy, United States;

WG 3 Sewage Treatment Plants and Marine Plastic Litter from Ships: Ms A Skarstein (Norway), STP matters, and Ms A Sly (Australia), marine plastic litter from ships;

DG 1 Regional arrangements for Port Reception Facilities in the Arctic: Mr H Tan (Singapore).

**WELCOMING ADDRESS.** The IMO Secretary-General, Mr Kitack Lim, welcomed delegates to the ninth session of the Sub-Committee, the second such remote session. Quickly into his stride, Mr Lim asserted that the pandemic had created challenging circumstances for IMO and the maritime sector as a whole but work had continued at pace thanks to work carried during remote meetings and intersessionally. He drew attention to the theme for this year's World Maritime Day, "New Technologies for greener shipping", highlighting IMO's commitment to support the transition of the maritime sector into a sustainable green future through technological innovation. Turning to matters for the session, he referred to work regarding the Action Plan addressing marine plastic litter from ships, with initial consideration given to the transport of plastic pellets, as well as reporting and marking of fishing gear. In his view, the adoption by the UN Environment Assembly of a resolution to "End Plastic Pollution: Towards an internationally binding instrument" provides added impetus to the IMO in addressing the problem, in cooperation with FAO and UNEP in particular. In relation to marine biosafety, a variety of topics to be considered include, inter alia, revision of the guidelines associated with the AFS Convention, continuation of the Biofouling Guidelines revision and further development of a protocol for verification of ballast water compliance monitoring devices. In the context of air pollution prevention from ships, he encouraged delegates to make as much progress as possible on the evaluation and harmonization of rules and guidance on the discharge of water from exhaust gas cleaning systems (EGCS) into the aquatic environment, as well as on all other matters relating to atmospheric pollution, including the

reduction of the impact on the Arctic of emissions of Black Carbon from international shipping.

Mr Lim noted that much progress has been made intersessionally on the revision of MARPOL Annex IV and he underlined the importance of continuing the work in order to ensure the lifetime performance of sewage treatment plants.

He expressed appreciation to the Chair of the ESPH Technical Group and the constituents of ESPH 27, who met remotely last October, and have reported to this session of PPR.

In conclusion, the Secretary-General acknowledged the large volume of work to be carried out at this session but urged delegates to have open and informative discussions, which would lead to agreement and progress on the important agenda items.

## **SAFETY AND POLLUTION HAZARDS OF CHEMICALS AND PREPARATION OF CONSEQUENTIAL AMENDMENTS TO THE IBC CODE.**

**Report of ESPH 27.** Having recalled that ESPH 27 (Evaluation of Safety and Pollution Hazards of Chemicals) took place as a remote session from 11 to 15 October 2021, the Sub-Committee considered the subsequent report.

**Outcome of GESAMP/EHS 58.** The outcome of GESAMP/EHS (Group of Experts on the Scientific Aspects of Marine Environment Protection/Environmental Health and Safety) 58, disseminated as PPR.1/Circ.11, was noted. In particular:

- Development of GESAMP Hazard Profiles for 13 new substances;
- The review and revision of GESAMP Hazard Profile ratings for three existing substances;
- The advice regarding the assessment of mixtures against the new discharge requirements in regulation 13.7.1.4 of MARPOL Annex II; and,
- The clarifications in relation to the assessment of complex substances – Creosote (coal tar).

**Evaluation of products and cleaning additives.** With regard to the provisional categorization of liquid substances carried out by ESPH 27, the Sub-Committee:

- Concurred with the evaluation of pure or technically pure products and mixtures as a whole;
- Concurred with the evaluation of trade-named mixtures and their respective inclusion in lists 2 and 3 of MEPC.2/Circ.27 with validity to all countries and with no expiry date;
- Noted the deliberations on how to assess mixtures against the criteria for the discharge requirement in regulation 13.7.1.4 of MARPOL Annex II;
- Concurred with the evaluation of cleaning additives;
- Noted the review undertaken of the draft circular MEPC.2/Circ.27;
- Urged reporting countries that have products in list 2 or list 3 of the MEPC.2 circular to contact the respective manufacturers, requesting them to review their products for the purpose of assessing any necessary changes to carriage requirements; and,

- With regard to products in lists 2 or 3, it was proposed that a new Annex should be introduced in the MEPC.2 circular, listing products re-assessed from MARPOL Annex II cargoes to Annex I cargoes. Also, that a running list of reassessed products will be maintained and posted on the IMO website.

### **DEVELOPMENT OF AN OPERATIONAL GUIDE ON THE RESPONSE TO SPILLS OF HAZARDOUS AND NOXIOUS SUBSTANCES (HNS).**

The Sub-Committee considered document PPR 9/4 by REMPEC (Regional Marine Pollution Emergency Response Centre for the Mediterranean) containing the marine response manual developed by REMPEC, the Bonn Agreement and HELCOM (Helsinki Commission), proposing that it be used as a basis for the development of an IMO guide on the response to HNS. After discussion, interested delegations were invited to work intersessionally to develop an operational guide on the response to spills using document PPR 9/4 as the basis and report to PPR 10, whilst extending the target completion year to 2023.

The Sub-Committee noted the launch of IMO's e-learning Management System (LMS), including the new e-learning course entitled "An introduction to Oil Pollution Preparedness, Response and Cooperation", which has been developed by IMO in collaboration with World Maritime University.

### **REVISED GUIDANCE ON METHODOLOGIES THAT MAY BE USED FOR ENUMERATING VIABLE ORGANISMS.**

The Sub-Committee noted that no documents had been submitted on this item and therefore agreed to the draft text held in abeyance from PPR 8 (Netherlands) entitled "Guidance on methodologies that may be used for enumerating viable organisms for type approval of ballast water management systems" with a view to approval at MEPC 78 and dissemination as BWM.2/Circ.61/Rev.1.

The Committee was invited to note that work on this output (1.15) has been completed.

### **REVISION OF GUIDELINES ASSOCIATED WITH THE AFS CONVENTION AS A CONSEQUENCE OF THE INTRODUCTION OF CONTROLS ON CYBUTRYNE.**

It was recalled that PPR 7 had agreed draft amendments to the AFS Convention, introducing controls on cybutryne, subsequently adopted by MEPC 76 in resolution MEPC.331(76) for entry into force on 1 January 2023. Also, having noted the need to consider an update to the list of items in the Inventory of Hazardous Materials under the Hong Kong Convention to include cybutryne when the respective controls enter into force, MEPC requested PPR to advise it on any consequential amendments to Appendix 1 to the Hong Kong Convention.

Two documents and one Information paper were noted and in view of the fact that PPR 8 had not discussed the submissions due to its reduced agenda, the Sub-Committee established a Working Group on Marine Biosafety and referred the above-mentioned documents directly to the Group for detailed consideration.

**Report of the Working Group.** Having considered the relevant parts of the report by the Working Group, the Sub-Committee approved items in general, and in particular:

- Agreed to the draft texts of the *2022 Guidelines for brief sampling of anti-fouling systems on ships, 2022 Guidelines for inspection of anti-fouling systems on ships and 2022 Guidelines for survey and certification of anti-fouling systems on ships*, with a view to adoption by MEPC 78;
- Invited the Committee to instruct the III Sub-Committee to review the *2022 Guidelines for inspection of anti-fouling systems on ships* with a view to it being added as a new appendix to the *Procedures for port State control* in its future version;
- Invited the Committee to note that work related to the controls on cybutryne has been completed;
- Agreed that there is no need for an update to the list of Inventory materials under the Hong Kong Convention as the existing relevant text is sufficiently generic; and,
- Noted that there may be a need to consider amending the *2015 Guidelines for the development of the Inventory for Hazardous Materials* which contain more specific guidance currently limited to organotin compounds.

**REVIEW OF THE 2011 GUIDELINES FOR THE CONTROL AND MANAGEMENT OF SHIPS' BIOFOULING TO MINIMISE THE TRANSFER OF INVASIVE AQUATIC SPECIES (RESOLUTION MEPC.207(62)).**

The Sub-Committee recalled that PPR 8 had re-established the Correspondence Group on Review of the Biofouling Guidelines, under the coordination of Norway and that MEPC 76 had extended the target completion year of this output to 2023 whilst also instructing the Sub-Committee to consider document MEPC 76/13/2 (BIMCO and ICS).

A further eleven documents were submitted for consideration but in view of the reduced time available during virtual meetings, all of them were referred direct to the Working Group on Marine Biosafety, having noted that all proposals were of a highly technical nature.

**Report of the Working Group.** Having considered the relevant parts of WG 1's report, the Sub-Committee approved it in general, and in particular:

- Re-established the Correspondence Group (CG) on Review of the Biofouling Guidelines with draft terms of reference as set out in Annex 5 of WG 1's report, and encouraged interested Member States and international organisations to contact the CG Coordinator with a view to participating in the work of that group; and,
- Noted the Group's discussions on issues relating to the revision of the Biofouling Guidelines and that they will be further considered in the CG, reporting to PPR 10.

**REDUCTION OF THE IMPACT ON THE ARCTIC OF BLACK CARBON EMISSIONS FROM INTERNATIONAL SHIPPING.**

The Sub-Committee had five submissions to consider on this item:

- PPR 9/8 (Finland), providing a summary of three Black Carbon measurement campaigns using the three methods identified by the Organisation;
- PPR 9/8/1 (Denmark and Finland), providing recommendatory goal-based control measures to reduce the impact of Black Carbon;
- PPR 9/8/2 (WWF et al.), listing a number of measures to reduce Black Carbon emissions, including the use of diesel particulate filters, additional Emission Control areas, strengthened EEXI and EEDI requirements and promotion and use of onshore power while in port;
- PPR 9/8/3 (FOEI et al.), stating that the adoption of binding measures including those aimed at improving the quality of fuels used on board ships are of paramount importance in reducing Black Carbon emissions impacting the Arctic; and,
- PPR 9/8/4 (IMarEST), providing the initial outline of a control measure to reduce Black Carbon actually emitted from the exhaust duct.

The Sub-Committee was also in receipt of a further four Information papers submitted to MEPC 77 by China. These provided measurements from the actual operation of two 180,000 DWT bulk carriers, measurement results regarding the impact of marine fuel quality, a study on the effect of fuel properties and engine types on the emission characteristics, and, the results of an investigation on elementary characteristics of Black Carbon from ships.

In the ensuing discussion which was limited due to time constraints, all delegations that spoke supported sending all the above documents to the Working Group (WG 2) on Prevention of Air Pollution from Ships.

**Report of the Working Group on Prevention of Air Pollution from Ships.** Having considered the relevant parts of the report of WG 2, the Sub-Committee:

- Noted the Group's discussion on the reduction of the impact on the Arctic of emissions of Black Carbon from international shipping; and,
- Invited ISO to continue reporting on its fuel characterization work,

### **STANDARDS FOR SHIPBOARD GASIFICATION OF WASTE SYSTEMS AND ASSOCIATED AMENDMENTS.**

Document PPR 9/9 (Panama) contained a draft standard specification or guidelines for thermal waste treatment devices and owing to time constraints, it was passed directly to WG 2 for consideration with a view to inclusion in draft terms of reference for a Correspondence Group on Prevention of Air Pollution from Ships. The Sub-Committee subsequently noted the Group's discussion on standards for shipboard gasification of waste systems and associated amendments.

### **EVALUATION AND HARMONISATION OF RULES AND GUIDANCE ON THE DISCHARGE OF DISCHARGE WATER FROM EXHAUST GAS CLEANING SYSTEMS (EGCS) INTO THE AQUATIC ENVIRONMENT, INCLUDING CONDITIONS AND AREAS.**

For consideration of this item, the sub-Committee received 17 submissions from PPR delegations plus a further 12 forwarded by MEPC 77. In the ensuing unsurprisingly lengthy discussion, there was total support for sending all of them to WG 2. It was noted that they all had relevance to risk assessment and impact assessment of the discharge of EGCS discharge water into the aquatic environment and EGCS residue delivery guidelines.

**Development of guidelines for risk and impact assessment and delivery of EGCS residues.** The Sub-Committee recalled Part 1 A (risk assessment), Part 1 B (impact assessment) and Part 2 (delivery of EGCS residues) of the scope of work under this output as set out in annex 3 to document MEPC 77/WP.8. It was agreed that the annex to document PPR 9/INF.10 should be used by WG 2 as a basis on which to further develop the guidelines. The Sub-Committee also agreed that annex 2 to document MEPC 76/9/2 should be utilised for further development of the guidance.

**Finalisation of the remaining work under this output.** The Sub-Committee recalled Part 3 (Regulatory matters) and Part 4 (Database of substances) of the scope of work under this output, as set out in annex 3 to document MEPC 77/WP.8. Following a broad-ranging discussion on regulatory matters and the proposed establishment of a database of chemical substances, the Sub-Committee agreed to instruct WG 2 to further consider how best to finalise the remaining work under this output. Accordingly, the Working Group was instructed to develop a framework (guidelines) for risk and impact assessments of the discharge water from EGCS and to develop guidelines on the delivery of EGCS residues.

**Report of the Working Group on Prevention of Air Pollution from Ships.** Having considered the relevant parts of WG 2's report, the Sub-Committee:

- Noted the Group's discussion on the development of guidelines for risk and impact assessments of the discharge water from EGCS;
- Agreed to the draft MEPC circular on 2022 Guidelines for risk and impact assessments of the discharge water from exhaust gas cleaning systems for approval by MEPC 78;
- Noted the Group's discussion on the development of guidelines on the delivery of EGCS residues and stored discharge water;
- Agreed to the draft MEPC Circular on 2022 Guidance regarding the delivery of EGCS residues and stored discharge water to port reception facilities, for approval by MEPC 78;
- Noted the Group's discussion on how best to finalise the remaining work on "regulatory matters" and on "development of a database on substances identified in EGCS discharge water"; and,
- Invited the Secretariat to explore possible development of a database of local/regional regulations on EGCS discharges within the MARPOL Annex VI module in GISIS.

## **DEVELOPMENT OF AMENDMENTS TO MARPOL ANNEX VI AND THE NO<sub>x</sub> TECHNICAL CODE ON THE USE OF MULTIPLE ENGINE OPERATIONAL PROFILES FOR A MARINE DIESEL ENGINE.**

The Sub-Committee recalled that MEPC 73 had agreed the inclusion of a new output on “Development of amendments to MARPOL Annex VI and the NO<sub>x</sub> Technical Code on the use of multiple engine operational profiles for a marine diesel engine” and had agreed the following scope of work for the output, assigned to the PPR Sub-Committee:

“Taking into account the concept of Not to Exceed (NTE) Zones, as described in documents MEPC 73/11/1 and MEPC 73/INF.15, clarify whether multiple engine operational profiles are allowed, and if so, what regulatory controls should be applied, noting that these may also need to include amendments to MARPOL Annex VI and the NO<sub>x</sub> Technical Code 2008, and if not allowed, then what amendments would be necessary to explicitly prohibit multiple engine operational profiles.”

Owing to time constraints, PPR 7 had agreed to defer all documents on this issue to PPR 8, but likewise, they were not included in the reduced provisional agenda for PPR 8. However, MEPC 77 instructed PPR 9 to consider document MEPC 77/11/1 (Finland et al.) proposing to extend the scope of existing output 2.15 to address test cycles and related amendments of the NO<sub>x</sub> Technical Code 2008, and advise the Committee accordingly. In this consideration, a further twelve documents were submitted but owing to time constraints, all were referred direct to WG 2 for detailed consideration, having noted that all proposals were highly technical in nature.

**Instructions to WG 2.** The Sub-Committee instructed WG 2 to:

- Clarify whether multiple engine operational profiles are allowed; and consequently, prepare terms of reference for a Correspondence Group on Prevention of Air Pollution from Ships to identify what regulatory controls and/or amendments to MARPOL Annex VI and the NO<sub>x</sub> Technical Code 2008 may be needed; and,
- Consider extending the scope of output 2.15 to also address test cycles and related amendments of the NO<sub>x</sub> Technical Code 2008, taking into account document MEPC 77/11/1 and advise the Sub-Committee accordingly.

**Report submitted by WG 2.** Having considered the relevant parts of WG 2’s report, the Sub-Committee took action as follows;

- Noted the Group’s discussion on possible use of multiple engine operational profiles;
- Noted the Group’s discussion on the proposed draft unified interpretations (UI);
- Agreed the draft MEPC circulars for UIs to MARPOL Annex VI and the NO<sub>x</sub> Technical Code 2008, for approval by MEPC 78;
- Noted that the Group supported, in general, a new output on the revision of the SCR (Selective Catalytic Reduction) guidelines; however, it could not support the proposal in document MEPC 77/11/2, and invited new proposals to a future session of the Committee;

- Noted the Group's discussions on the control of Volatile Organic Compounds (VOCs);
- Noted that the Group did not support the establishment of a centre on monitoring and surveillance of EGCS as proposed in document PPR 9/19/1; and,
- Agreed to establish a Correspondence Group on Prevention of Air Pollution from Ships with terms of reference as provided by the Group and endorsed by the Sub-Committee.

### **DEVELOPMENT OF MEASURES TO REDUCE RISKS OF USE AND CARRIAGE OF HEAVY FUEL OIL AS FUEL BY SHIPS IN ARCTIC WATERS.**

The Sub-Committee recalled that at its previous meeting it had agreed, in principle, to a version of the draft guidelines on mitigation measures to reduce risks of use and carriage for use of HFO as fuel by ships in Arctic waters being advanced and finalised by a drafting group at this session. It was also recalled that it had requested, with a view to being advised at this session

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- The NCSR Sub-Committee to review section 2 (Navigational measures) and section 5 (Communications) of the draft guidelines;
- The SDC Sub-Committee to review paragraph 4.4 concerning the location of the fuel tanks; and,
- The HTW Sub-Committee to review section 7 (Familiarisation, training and drills).

Following discussion, the inputs provided by SDC and HTW Sub-Committees were noted and the Sub-Committee agreed to take them into account when finalising the draft guidelines. In this regard, owing to NCSR 9 having been scheduled to take place after PPR 9, it was agreed to keep this agenda item in abeyance until the next session at which point the relevant outcome could be considered.

Consequently, the Committee will be invited to extend the target completion year to 2023.

### **DEVELOPMENT OF NECESSARY AMENDMENTS TO MARPOL ANNEXES I, II, IV, V AND VI TO ALLOW STATES WITH PORTS IN THE ARCTIC REGION TO ENTER INTO REGIONAL ARRANGEMENTS FOR PORT RECEPTION FACILITIES (PRFS).**

The Sub-Committee considered document PPR 9/13 (Canada et al.) proposing draft amendments to MARPOL Annexes I, II, IV, V and VI to allow the obligation to provide adequate port reception facilities in the Arctic to be met through regional arrangements; and associated draft amendments to the *2012 Guidelines for the Development of a Regional Reception Facility Plan* (resolution MEPC.221(63)).

Having noted general support in Plenary, it was agreed to refer the proposed amendments to a drafting group as a basis for discussion and finalisation.

**Report of the Drafting Group.** Having discussed the report of the Drafting Group, the Sub-Committee approved it in general, and in particular:

- Agreed the draft amendments to MARPOL Annexes I, II, IV, V and VI, with a view to approval by MEPC 78 and subsequent adoption by MEPC 79; and,
- Agreed the draft amendments to the *2012 Guidelines for the development of a regional reception facility plan* and the associated draft MEPC resolution, with a view to adoption by MEPC 79, in conjunction with the adoption of the aforementioned draft amendments to MARPOL.

### **REVISION OF MARPOL ANNEX IV AND ASSOCIATED GUIDELINES TO INTRODUCE PROVISIONS FOR RECORD-KEEPING AND MEASURES TO CONFIRM THE LIFETIME PERFORMANCE OF SEWAGE TREATMENT PLANTS.**

The Sub-Committee recalled that MEPC 74 had instructed it to:

- Seek the input of the III and HTW Sub-Committee in relation to issues of port State control and human element as appropriate;
- Give due consideration to the application of draft amendments to MARPOL Annex IV, taking into account the general principle that ships should not be unduly penalised; and,
- Clarify whether the scope of work should include not only amendments to regulations of MARPOL Annex IV, but also development of associated guidelines in relation to sewage record-keeping and sewage management plan.

It was further recalled that PPR 8 had acknowledged the progress made by the Correspondence Group commissioned at PPR 7 and duly re-established it to progress the work.

**Report of the Correspondence Group (CG) and related documents.** In addition to document PPR 9/14 containing the report of the CG and PPR 9/INF.7 (Norway), a further five documents were submitted. In view of the reduced time available during the virtual meeting, the Sub-Committee referred all seven submissions to the Working Group on Sewage Treatment Plants and Marine Plastic Litter from Ships, instructing it to:

- Consider the proposed modifications to the title of output 1.26 and an expansion to the scope of work as recommended in paragraph 33 of document PPR 9/14;
- Using document PPR 9/14 as a basis, further develop draft amendments to MARPOL Annex IV and Associated Guidelines, taking all relevant submitted documents into account; and,
- Develop draft terms of reference for a correspondence group on amendments to MARPOL Annex IV and Associated Guidelines, using the text in paragraph 38 of document PPR 9/14 as a basis and taking into account progress made at PPR 9.

**Report of the Working Group (WG 3) on Sewage Treatment Plants and Marine Plastic Litter from Ships.** Having considered the part of WG 3's report dealing with this item, the Sub Committee approved it in general and took action as follows:

- Agreed to recommend to MEPC, an amendment to the title of output 1.26 to “Revision of MARPOL Annex IV and associated guidelines to introduce provisions for record-keeping and measures to confirm the lifetime performance of sewage treatment plants; and further, on new ships, a prohibition of fitting comminuting and disinfecting systems (CDS)”;
- Noted the discussion of the Group with regard to a proposal introducing a threshold number of persons on board ships in relation to the application of the draft MARPOL Annex IV amendments under development;
- Re-established the CG on Amendments to MARPOL Annex IV and Associated Guidelines to progress the work intersessionally, with proposed Terms of Reference (ToR); and,
- Noted that the written report on further development of draft amendments to MARPOL Annex IV and associated Guidelines (ToR 2) will be issued as document PPR 9/WP.5/Add.1 to be considered by PPR 10.

## **FOLLOW-UP WORK EMANATING FROM THE ACTION PLAN TO ADDRESS MARINE PLASTIC LITTER FROM SHIPS.**

### **Proposals to reduce the environmental risk of plastic pellets transported by ship.**

The Sub-Committee recalled discussion of document MEPC 77/8/3 (Sri Lanka) on the impacts resulting from the spill of 11,000 tonnes of plastic pellets from the **MV X-Press Pearl** off the coast of Colombo, Sri Lanka in May 2021. MEPC 77 referred the document to PPR 9 and instructed the Sub-Committee to further consider the proposals, requesting the input of the CCC Sub-Committee as appropriate, with a view to advising the Committee on how best to proceed.

The Sub-Committee also had a further six documents for consideration. In the ensuing discussion, all delegations that spoke, expressed support for measures that will reduce the environmental risk of plastic pellets transported by ship and felt that pollution resulting from the loss of such plastic pellets should be addressed as soon as possible.

Subsequently, the Sub-Committee agreed to instruct WG 3 to further consider a number of specified documents with a view to including them in draft terms of reference for a correspondence group that will review all possible options on how to reduce the environmental risk of plastic pellets transported by ships.

**Marking of fishing gear.** The Sub-Committee recalled that MEPC 77 had forwarded four documents to PPR 9 instructing the Sub-Committee to further consider the potential regulatory (mandatory and recommendatory) options for promoting marking of fishing gear, taking into account the work of FAO. Legal advice was also sought regarding several points raised in one of them.

In addition to the documents forwarded by MEPC 77, a further eight were submitted to the Sub-Committee for consideration. Of note, the FAO observer, who was unable to attend PPR 9, nevertheless conveyed a message that work on an FAO technical manual for the marking of fishing gear was progressing towards completion near the end of this year. Recognising the divergent views on the potential regulatory options, the Committee was invited to proffer further advice, taking into account:

- The proposed mandatory goal-based approach to be developed under the framework of MARPOL Annex V;
- The alternative voluntary approach, focusing on enhanced cooperation with FAO and regional fisheries management organisations (RFMOs);
- The legal advice provided by the Secretariat on available options; and,
- Relevant information provided by FAO.

**Reporting of lost or discharged fishing gear.** The Sub-Committee had for its consideration, four documents, but due to time constraints and without prior consideration in plenary, the Sub-Committee instructed WG 3 to prepare draft Terms of Reference for a correspondence group on marine plastic litter from ships to further progress work on reporting mechanisms.

**Report of WG 3.** Having considered the relevant parts of WG 3's report, the Sub-Committee took action as follows:

- Requested the Secretariat to submit a document to PPR 10 providing a list of guidelines that would require consequential amendments due to the draft amendments to MARPOL Annex V regarding the Garbage Record Book;
- Agreed the draft amendments to MARPOL Annex V to make the Garbage Record Book mandatory for ships of 100 gross tonnage and above and less than 400 gross tonnage for approval by MEPC 78; and,
- Established a Correspondence Group on Marine Plastic Litter from Ships to reduce the environmental risk associated with the maritime transport of plastic pellets and to progress work on reporting mechanisms, the modalities and the information to be reported to Administrations and IMO in order to facilitate and enhance reporting of the loss or discharge of fishing gear with the given terms of reference.

**Unified interpretations (UI) of provisions of the BWM Convention.** PPR 9 was instructed by the Committee to consider documents MEPC 75/3/5 (China) and MEPC 77/4/11 (IACS), concerning UIs of the form of the International Ballast Water Management Certificate (IBWMC) and regulation B-3.10 of the BWM Convention, and to advise accordingly. Six documents were submitted, all of which were referred direct to the Working Group on Marine Biosafety (WG 1) for detailed consideration.

**Report by WG 1.** Having considered the relevant parts of WG 1's report, the Sub-Committee took action as follows:

- Noted the discussion on the concept of no ballast water and sediments on board;
- Agreed the UI of appendix I to the BWM Convention and invited the Committee to approve it for inclusion in BWM.2/Circ.66/Rev.3;
- Invited the submission of proposals on the concept of no ballast water and sediments on board to a future session of the Committee; and,
- Noted that the Group could not agree on a UI of regulation B-3 of the BWM Convention, and further noted the diverging views on this matter that were expressed during the relevant discussion.

## **ANY OTHER BUSINESS.**

**Development of a protocol for verification of ballast water compliance monitoring devices.** The Sub-Committee recalled that, following consideration of a revised draft of the protocol for verification of ballast water compliance monitoring devices, PPR 8 had established a Correspondence Group, under coordination by the UK. Also, MEPC 76 had instructed it to consider document MEPC 76/4/1 (ISO) in the context of the protocol and to advise the Committee accordingly. In addition to document PPR 9/19 containing the CG report, two other papers were submitted, all of which were referred direct to WG 1.

**Report of the Working Group.** Having considered an oral report on the outcome of WG 1 regarding the development of a protocol for verification of ballast water compliance monitoring devices, it was noted that a written report will be submitted to PPR 10, issued as document PPR 9/WP.3/Add.1.

**Proposal for a new output on matters related to Selective Catalytic Reduction (SCR) systems.** WG 2 considered document MEPC 77/11/2 (Marshall Islands et al.) proposing to revise the 2017 SCR guidelines, but whilst the Group was in general favour of a new output on the revision of the SCR guidelines, it did not support the above proposal. Thus new proposals were invited for a future session of the Committee.

**Control of Volatile Organic Compound (VOC) emissions.** The Sub-Committee recalled that MEPC 77 had noted the discussions of ISWG-GHG 9 on the reduction of the emissions of VOCs and had invited the provision of more information, in particular on technical opportunities to reduce VOC emissions from shipping and proposals on how best to improve the current IMO regulatory framework. Four documents were submitted and referred directly to WG 2. Unfortunately, the Group had no time to consider the documents in detail, but agreed to forward them to a Correspondence Group on Prevention of Air Pollution from Ships with a view to identifying the outline of a scope of work on the reduction of VOC emissions.

**Pollution prevention equipment for machinery space bilges of ships.** The Sub-Committee recalled that MEPC 77 had instructed it to consider a proposal by China to amend paragraph 6.2.2 of the *Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships* (resolution MEPC.107(49)) to include a provision for a light and sound alarm to be triggered and the overboard discharge of oily water to be stopped in the event that a 15ppm bilge alarm had lost sample water. An alternative option by the UK proposed that a new output should be sought at a future session of the Committee. In this context, the Sub-Committee noted general support for future technical discussion as being the best way forward to address the issues raised. This is due to, inter alia, the significance of resolution MEPC.107(49), the broad impact of any amendments on the global shipping industry, and the prospect of detailed requirements leading to installation and testing needing to be developed and introduced for smooth implementation of any new provisions. The majority of delegations who spoke agreed with the UK view that a proposal for a new output should be submitted to the Committee. Consequently, the Sub-Committee invited Member States and international organisations to submit a proposal to the Committee for a new output on development of

amendments to the *Revised Guidelines and specifications for pollution prevention equipment for machinery space bilges of ships* to ensure that no discharge of water with oil content exceeding 15 ppm occurs in the event that access of sample water to the oil content meter is inadvertently or deliberately blocked.

**DATE OF NEXT MEETING.**

The next meeting, PPR 10, is scheduled to take place from 24 to 28 April 2023.

End

Captain Paddy McKnight