

Subject

Introduction of the outcomes of MEPC 48

ClassNK

Technical Information

No. TEC-0494
Date 15 December 2002

To whom it may concern

A summary of the decisions taken at the forty-eighth session of the Marine Environment Protection Committee (MEPC 48) held from 7 October to 11 October 2002 is given hereunder for your information.

1. Information on the coming into effect of mandatory instruments

(1) MARPOL Annex IV (Regulations for the prevention of pollution by sewage from ships)

The Secretary-General reported that the ratification of the Annex by Norway paves the way for it to come into force, which will take place on 27 September 2003.

Further details regarding the implementation of Annex IV by ClassNK will be advised by a separate ClassNK Technical Information.

ClassNK has already carried out confirmations of voluntary compliance with this Annex. If the vessel has an appraisal certificate issued by ClassNK, it is necessary to replace the certificate with a Convention certificate. This procedure will also be advised by a separate ClassNK Technical Information.

(2) MARPOL Annex VI (prevention of air pollution from ships)

Various European countries, Panama, and other states reported that progress on the domestic ratification of Annex VI is proceeding smoothly. The Secretariat reported that if these countries do formally ratify the Annex, then it can be expected to satisfy the requirements for coming into effect by June 2003 at the latest. The Annex will enter into force one year after the date of coming into effect.

2. Adoption of mandatory instruments

(1) Amendment to the MEPC resolution on CAS (Condition Assessment Scheme)

A "Model Survey Plan for CAS" was adopted as an amendment to the MEPC resolution on CAS (Condition Assessment Scheme) and will come into force on 1 March 2004. The plan is to be carried out as a part of CAS, which is a measure aimed at extending the service life of tankers, required by Annex 1 of MARPOL 73/78 and including the detailed plan for undertaking CAS. This amendment has been already circulated as MEPC/Circ. 390 for owner's convenience. Regarding the detailed procedure for CAS, please refer to ClassNK Technical Information No. TEC-0487.

(To be continued)

NOTES:

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3. Others

(1) Ballast water exchange at sea

Although consideration was given to a new draft "International Convention for the Control and Management of Ships' Ballast Water and Sediments" which aims to prevent the spread of harmful aquatic organisms in the marine environment, agreement could not be reached on an emission standard, discharge sea areas, and other points. It was decided to start a working group again next March to further review and revise the text with a view to finalizing it at the next MEPC49 (July 2003). The Convention is scheduled to be adopted at the Diplomatic Conference which will be held on October 2003.

(2) Air pollution from ships (reduction in greenhouse gases)

Although requirements concerning of NO_x and SO_x emissions have already been set forth in MARPOL Annex VI with respect to the emission of gases from ships, it was decided to establish a new standard concerning the control of CO₂ emissions as a means of reducing the generation of greenhouse gases.

(3) Restriction of the use of environmentally harmful anti-fouling TBT paints

Draft Guidelines for the Survey and Certification of Anti-fouling Systems on Ships were prepared referring to the AFS Convention (International Convention on the Control of Harmful Anti-Fouling Systems on Ships). Although the date when the AFS Convention is to come into effect has yet to be determined, the convention stipulates that the application of new TBT paints that cause harmful effects to the environment is to be prohibited from 1 January 2003 on, and that all existing TBT system coatings are to be completely eliminated or coated with a barrier that prevents any leaching of harmful substances by 1 January 2008. Thus, voluntary implementation of the provisions of the convention is being sought until it actually comes into effect and regional control is intended in the United States or European area.

ClassNK will carry out confirmations of voluntary compliance with the Convention and the relevant ClassNK Technical information will be circulated in due course.

(4) Recycling of ships

Although the responsibilities of flag States and port States, the responsibilities of the owner, specific problems concerning toxic substances, matters concerning the working environment, and the like were discussed with respect to the recycling of ships, a draft Assembly Resolution, which would become a recommendation, has been drawn up.

For any questions about the above, please contact:

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