



INTERNATIONAL ASSOCIATION OF DRILLING CONTRACTORS

MEMORANDUM

TO: Distribution

FROM: Alan Spackman, Vice President, Offshore Technical and Regulatory Affairs

SUBJECT: Report on the 59th Session of the IMO's Marine Environment Protection Committee

DATE: 25 August 2009

The 59th session of the International Maritime Organization's Marine Environment Protection Committee (MEPC 59) was held from 13 to 17 July 2009, under the Chairmanship of Mr. A. Chrysostomou (Cyprus). The session was attended by delegations from 89 Member nations, 2 Associate Members, 7 United Nations and Specialized Agencies, 9 intergovernmental organizations and 43 non-governmental organizations. The International Association of Drilling Contractors was not represented.

Issues addressed during the session that may be of interest to offshore drilling contractors included:

Conventions accessions and ratifications

- The Islamic Republic of Iran deposited its instrument of accession to MARPOL Annex III, IV and VI on 29 May 2009;
- Ireland deposited its instrument of accession to MARPOL Annex VI on 30 June 2009.
- Germany deposited its instrument of ratification to the 2000 OPRC-HNS Protocol on 2 June 2009.
- Belgium deposited its instrument of accession to the 2001 AFS Convention on 15 April 2009;
- The Syrian Arab Republic deposited its instrument of accession to the 2001 AFS Convention on 24 April 2009.
- Canada is in the final stages of the ratification process for the AFS Convention, the BWM Convention and MARPOL Annexes IV, V and VI; and
- Barbados will soon deposit their instrument of accession to the Bunkers Convention.

Progress toward entry into force of the Ballast Water Management (BWM) Convention

The Convention has been acceded to by 18 Governments representing 15.27% of the world merchant fleet tonnage – Antigua and Barbuda and Albania having acceded to the Convention since MEPC 58. The Convention requires ratification by 30 states, representing 35% of the world merchant shipping tonnage for entry into force.

Adoption of MEPC Resolutions

The Committee adopted the MEPC Resolutions listed below. These are annexed to the IMO report.

Resolution	Title
MEPC.178(59)	Calculation of recycling capacity for meeting the entry-into-force conditions of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009

Resolution	Title
MEPC.179(59)	Guidelines for the development of the inventory of hazardous materials
MEPC.180(59)	Amendments to the survey guidelines under the Harmonized System of Survey and Certification for the revised MARPOL Annex VI
MEPC.181(59)	2009 Guidelines for Port State Control under the revised MARPOL Annex VI
MEPC.182(59)	2009 Guidelines for the sampling of fuel oil for determination of compliance with the revised MARPOL Annex VI
MEPC.183(59)	2009 Guidelines for monitoring the worldwide average sulphur content of residual fuel oils supplied for use on board ships
MEPC.184(59)	2009 Guidelines for Exhaust Gas Cleaning Systems
MEPC.185(59)	Guidelines for the development of a VOC management plan
Draft resolution MEPC.187(59)	Amendments to annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Addition of a new chapter 8 and consequential amendments to the Supplement to the IOPP Certificate, Form B)
Draft resolution MEPC.187(59)	Amendments to MARPOL Annex I (Amendments to regulations 1, 12, 13, 17 and 38 of MARPOL Annex I, Supplement to the IOPP Certificate and Oil Record Book Parts I and II)
Amendments to resolution MEPC.121(52)	Western European Waters PSSA

Adoption of Circulars

The Committee adopted the Circulars listed below:

Circular	Title
AFS.3/Circ.3	Guidance on best management practices for removal of anti-fouling systems from ships, including TBT hull paints
BWM.2/Circ.19	Clarification regarding the application dates contained in regulation B-3.1 of the BWM Convention
BWM.2/Circ.20	Guidance to ensure safe handling and storage of chemicals and preparations used to treat ballast water and the development of safety procedures for risks to the ship and crew resulting from the treatment process
MEPC.1/Circ.671	Guide to Good Practice for Port Reception Facilities
MEPC.1/Circ.674	Guidance document for minimizing the risk of ship strikes with cetaceans
MEPC.1/Circ.676	Amendment to the 2008 revised Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated Bilge Water Treatment System (IBTS)
MEPC.1/Circ.677	Guide to diagnosing contaminants in oily bilge water to maintain, operate and troubleshoot bilge water treatment systems

Circular	Title
MEPC.1/Circ.678	Definitions for the cost effectiveness formula in regulation 13.7.5 to the revised MARPOL Annex VI
MEPC.1/Circ.679	Guidelines for the application of the NOx Technical Code relative to certification and amendments of Tier I engines
MEPC.1/Circ.680	Technical information on systems and operation to assist development of VOC management plans
MEPC.1/Circ.681	Guidelines on the method of calculation of the Energy Efficiency Design Index for new ships
MEPC.1/Circ.682	Guidelines for voluntary verification of Energy Efficiency Design Index
MEPC.1/Circ.683	Guidance for the development of a ship energy efficiency management plan
MEPC.1/Circ.684	Guidelines for voluntary use of the Energy Efficiency Operational Indicator
MSC-MEPC.5/Circ.5	Unified Interpretation on measurement of distances
MSC-MEPC.5/Circ.6	Guidance on the timing of replacement of existing certificates by the certificates issued after the entry into force of amendments to certificates and instruments
MSC-MEPC.2/Circ.8	Prohibition on blending MARPOL cargoes on board during the sea voyage
MSC-MEPC.2/Circ. (subject to MSC approval)	Guidance for the application of safety, security and environmental protection provisions to FPSOs and FSUs

Approval of ballast water treatment systems

Basic Approval was granted to: Blue Ocean Shield Ballast Water Management System (proposed by China); Hyundai Heavy Industries Co., Ltd. (HHI) Ballast Water Management System (EcoBallast) (proposed by the Republic of Korea); and AquaTriComb™ Ballast Water Management System (proposed by Germany).

Final Approval was granted to: RWO Ballast Water Management System (CleanBallast) (proposed by Germany); NK-O3 BlueBallast System (Ozone) (proposed by the Republic of Korea); Hitachi Ballast Water Purification System (ClearBallast) (proposed by Japan); and Greenship Sedinox Ballast Water Management System (proposed by the Netherlands).

Availability of ballast water treatment technologies for new-build ships – no further delay

While acknowledging the difficulties associated with lead times as well as physical and technical issues, the Committee agreed that ballast water treatment technologies were available and confirmed that a number of ballast water management systems would be available to ships constructed in 2010.

Noting that postponing the dates stipulated in resolution A.1005(25) would not be beneficial to the implementation process and would not stimulate the installation of new ballast water technologies, the Committee concluded that no changes to the Assembly resolution A.1005(25) were needed with respect to ships constructed in 2010.

Use of potable water as ballast water

The Committee noted the extensive discussions held by its Review Group on this matter, including the intent of the usage of the water, the definitions of ballast water and potable water, and the chemicals that could be potentially discharged (particularly residual chlorine) and agreed that if potable water were to be

generated for ballast water then this should be subject to the Ballast Water Management Convention. It was agreed that there are options available to address such use under Guidelines (G8) or Procedure (G9), as appropriate, or under the “Procedure for assessing other methods of ballast water management” currently under development by the BLG Sub-Committee. The issue will be revisited when the latter procedure is finalized.

Recycling of Ships – Guidance development

The Committee re-established an intersessional Correspondence Group, under the coordination of Japan¹, for the further development of:

- Guidelines for the Safe and Environmentally Sound Ship Recycling;
- Guidelines for the development of the Ship Recycling Plan; and
- Guidelines for the authorization of Ship Recycling Facilities.

Amendments to MARPOL Annex I – Prevention of pollution during the transfer of oil cargo between oil tankers at sea

The Committee adopted amendments to MARPOL Annex I (addition of a new chapter 8, and amendments to the Supplement to the IOPP Certificate, Form B) addressing prevention of pollution during transfer of oil cargo between oil tankers at sea.

The regulations exclude oil transfer operations associated with fixed or floating platforms including drilling rigs; floating production, storage and offloading facilities (FPSOs) used for the offshore production and storage of oil; and floating storage units (FSUs) used for the offshore storage of produced oil. Such operations are subject to control by the host coastal State.

Amendments to MARPOL Annex I on handling of oily wastes

The Committee adopted amendments to MARPOL Annex I (regulations 1, 12, 13, 17, and 38), and amendments to the Supplement to the IOPP Certificate and Oil Record Book Parts I and II) regarding handling of oil residue (sludge) and arrangements for oil residue (sludge) tanks. The amendments enter into force on 1 December 2010.

The Committee agreed to a related amendment to section 11.4 of the 2008 Revised Guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS) (MEPC.1/Circ.642), by inserting, after the words “suitable drainage facilities” the text “*terminating as provided for in regulation 12, paragraph 2.2 of MARPOL Annex I*”.

Unified interpretation on measurement of distances

The International Association of Classification Societies (IACS) introduced their unified interpretation on the measurement of distances between the inner and outer skins for protecting the spaces inside the inner skins, relevant to the SOLAS, MARPOL, and other instruments: Unless explicitly stipulated otherwise, distances are to be measured by using moulded dimensions. IACS members have applied this interpretation since 1 April 2009 in statutory surveys (unless advised to the contrary by Administrations on whose behalf they are acting).

The Committee approved a MSC-MEPC.5 circular on this issue.

Clarification regarding oily water discharges from fixed and floating platforms

New Zealand requested clarification on applying MARPOL Annex I regulation 15 relating to discharges from fixed or floating offshore platforms with respect to discharge of untreated oily water from machinery spaces of an FPSO through the produced water system. New Zealand viewed this as a potential breach of the 15 ppm limit of regulation 15.2.3. It was believed that other Administrations allowed this practice based upon

¹ Mr. Shinichiro Otsubo (otsubo-s24r@mlit.go.jp)

the Guidelines for the application of MARPOL Annex I regulations to FPSOs and FSUs (MEPC.139(53), as amended) which allow the addition of oily water from machinery spaces of FPSOS to the production stream.

The Committee noted that, in the view of New Zealand, production stream in the context of an FPSO is the produced oil that is to be sent ashore, and does not include the offshore processing drainage, production or displacement water. Clarification was sought on this point and on whether discharge of untreated machinery space oily water through the production stream discharge, would constitute a breach of the 15 ppm limit of regulation 15.

The observer from INTERTANKO clarified that, in the context of the operation of an FPSO, the “production stream” consists of a combination of gas, crude oil, produced water (including free water from storage as decanted in cargo tanks), and sand and sediment. Adding oily water to the production stream would not make sense as the operators wish the gas to be as dry as possible, the produced oil not mixed with water and sand and sediment as free from contamination as possible, as they must be cleaned before disposal. Based on the above, the expression “added to the production stream” in the Guidelines could only mean “added to the produced water”.

As regards oil-in-water limit applicable to the overboard discharges from the slop tanks of an FPSO, the INTERTANKO indicated that, in accordance with the Guidelines and relevant coastal State legislation:

- .1 when the content of the slop tank is only produced water, this can be discharged with an oil content of 30 or 40ppm, depending on the coastal State regulations; and
- .2 when adding oily water from the engine room to the slop tanks, or adding oily water form the engine room directly to the produced water treatment unit, the overboard effluent shall also be of maximum 15 ppm.

The Committee concurred with the clarification provided by INTERTANKO.

Review of MARPOL Annex V and its Guidelines

The Committee’s Correspondence Group considered where Annex V and its Guidelines might be improved and examined data to estimate the contribution of ships’ garbage to marine debris. The Group found that Annex V provides controls to prevent pollution from ships’ garbage, but that States continue to face challenges to implement them. Data on marine debris is not conclusive, but suggested that between 9% and 20% is from sea-based activities, coming from shipping, offshore platforms, recreational boating and fishing.

Issues reported as resolved by the Group were: Distance from shore; hull cleaning wastes; bulk liquids not subject to other annexes; animal carcasses; composite materials; cargo residues in special areas; hazardous, but non-pollutant, garbage; and Garbage Record Book for small ships.

The Group was not able to finalize specific amendments to Annex V and its Guidelines, as had been requested, but was able to identify a short list of priority items for further consideration. They include:

- .1 a general prohibition on disposal of garbage except in specified conditions to be set forth in Annex V;
- .2 a general obligation for waste minimization on board ships;
- .4 considerations pertaining to adequate port reception facilities;
- .5 adjustments to the definitions, namely expanding on the definition of garbage in Annex V to include the components identified in the present Guidelines; and
- .6 minor technical amendments on: Management of cargo residues, discharge of cooking oil, clarification of ‘victual waste’ and ‘domestic waste’, and placards and record-keeping.

The Correspondence Group was re-established under the coordination of New Zealand.

Environmental Risk Acceptance Criteria

The Committee considered a report from a Correspondence Group established to develop Environmental Risk Acceptance Criteria (ERAC) for ultimate incorporation in the IMO Formal Safety Assessment (FSA) Guidelines ([MSC/Circ.1023-MEPC/Circ.392](#), as [amended](#)). The Correspondence Group reached agreement in favor of criteria that are expressed on a cost-per volume of spilled oil and agreed that a volume-dependent non-linear scale of a costs of averting a spill (CATS) threshold would be preferable to a single CATS

threshold. Divergent views still remain on issues such as the severity matrix and the specific non-linear CATS scale.

The Committee's agreed the work needed to be completed as early as possible in 2010, and agreed that a Working Group on Environmental Risk Criteria would be established at the next session.

The Correspondence Group was reestablished under the coordination of Greece² to :

- Recommend an appropriate volume-dependent CATS global threshold scale or function for ascertaining if a specific Risk Control Option (RCO) is cost-effective, including its integration within the FSA methodology;
- Recommend a way of combining environmental and safety criteria for those RCOs that effect both environmental and fatality risk;
- .Conclude on an appropriate risk matrix or index for environmental criteria;
- Recommend an appropriate ALARP region and F-N diagram, including an appropriate value for the slope of the F-N curve; and
- Address the issue of collection and reporting of relevant data.

Noise from commercial shipping

The Committee considered the report of its Correspondence Group outlining preliminary work undertaken on this issue. It re-established the Correspondence Group under the coordination of the United States³ to identify and address ways to minimize the introduction of incidental noise into the marine environment from commercial shipping to reduce the potential adverse impact on marine life, in particular develop voluntary technical guidelines for ship-quieting technologies as well as potential navigation and operational practices.

Proposal to designate an Emission Control Area for the coastal waters of the United States and Canada

The United States and Canada proposed the designation of an Emission Control Area (ECA) for specific portions of their coastal waters for the control of NO_x, SO_x and particulate matter emissions, prior to the entry-into-force date of the revised MARPOL Annex VI. The Committee was asked to approve draft amendments to regulations 13.6 and 14.3 of MARPOL Annex VI for the proposed ECA with a view to adoption at MEPC 60.

China stated that it was not in a position to support the proposal on the following grounds:

- the need was not demonstrated for “blanket” coverage of *all* navigational waters along the United States' and the Canadian coasts;
- an ECA of this size might set a precedent, leading to a situation that in future all the world's oceans could become ECAs; and
- the demand for low-sulphur marine fuels would be far higher than the supply in the foreseeable future.

A large majority of delegations that spoke expressed their support, in principle, for the proposed ECA, as it met the requirements of appendix 3 of MARPOL Annex VI. The following points were offered:

- in response to the comments on the proposed coverage to 200 nautical miles from the territorial baseline, it was clarified that the distance was coincidence rather than aiming to be an EEZ distance;
- the position of the Saint-Pierre and Miquelon Archipelago, which is a French territory situated within the proposed ECA, should be clarified further, as consultation with France had been completed;
- the incremental gain/loss in terms of added protection between establishing a 150 and a 200 nautical mile ECA should be investigated;
- the availability of low-sulphur marine fuels outside the United States and Canada should be carefully assessed so as not to negatively influence vessels travelling through the proposed ECA;

2 Professor Harilaos N. Psaraftis (hnpsar@mail.ntua.gr)

3 Ms. Lindy S. Johnson (Linda.s.johnson@noaa.gov)

- the possibility that the provision of additional low-sulphur marine fuels resulting from the proposed ECA would lead to more greenhouse gas emissions from the refineries;
- the additional cost of the fuels to be used in ECAs may result in a shift from sea to less environmentally-friendly transport over land;
- proponents of ECAs were free to choose the size of ECAs, as long as they could demonstrate that all MARPOL Annex VI criteria were met;
- it was queried whether countries that are not yet a Party to MARPOL Annex VI (*i.e.*, Canada) could co-sponsor amendments to it. It was noted that North Sea and Baltic Sea Areas SECAs designation had not been hindered by the participation by non-Parties under the prior Annex VI; and
- the comprehensive and thorough nature of the proposal and the supporting materials set a high benchmark for any future ECA proposal.

The representative of the IMO Legal Office offered the following views:

- Based on precedents, it would be possible to consider and adopt a proposed amendment, provided that the adoption takes place after the date on which the revised Annex VI is deemed to be accepted (*i.e.*, 1 January 2010) and provided further that the amendment does not enter into force until after the entry-into-force date of the revised Annex VI (*i.e.*, 1 July 2010).
- Regarding non-Party co-sponsorship of the proposal, the Legal Office saw no legal impediment to such co-sponsorship as an indication of regional support of the proposal, but took the view that a non-Party could not enforce the ECA until it had become party.

Having referred to matter for consideration by its Technical Group, the Committee:

- noted that the Group determined that the ECA proposal for the coastal waters of the United States and Canada satisfied the criteria set forth in Appendix III of MARPOL Annex VI;
- noted that the breadth of the proposed ECA was determined through application of the criteria in Appendix III, and was not based on or linked in anyway to the extent of the proponents' EEZs;
- approved the proposal to designate an ECA for the coastal waters of the United States and Canada and the draft amendments to the revised MARPOL Annex VI with a view to their adoption at MEPC 60.

Greenhouse gas emissions from ships – legal aspects

The Committee agreed that all documents and the debates on the type of legal instrument and application issues, in their entirety, should be left for the next session, where the issues should be thoroughly discussed in light of the outcome of the sessions of the 15th Conference of Parties (COP 15) of the United Nations Framework Convention on Climate Change (UNFCCC), which would be known at that time. COP 15 will be held 7 to 18 December 2009 in Copenhagen, Denmark.

Greenhouse gas emissions from ships – Intervention by the Secretary-General

The Secretary-General underlined that the Committee had reached a crucial stage in its deliberations on greenhouse gas (GHG) emissions. He added that it was incumbent upon the Committee to do everything possible to help stem climate change and global warming. He recalled that the Council, at its 102nd session, had endorsed and supported a statement by the Chairman of the Committee concerning the desirability of the Committee focusing on two tasks in particular:

- .1 finalizing its technical work on improved energy efficiencies to reduce GHG emissions from ships; and
- .2 progressing the debate on market-based instruments.

He added that the Committee should settle agreements, decisively and by consensus, on the various types of technical and operational measures so that the status of IMO's technical work on improved energy efficiencies could be presented to the Copenhagen Conference in a clear and unambiguous manner. A strong and clear message that the Organization had both the willingness and the ability to match wider world efforts

to combat climate change, by delivering on all aspects of ship-borne GHG emission reductions, would make it self-evident to all concerned in Copenhagen that IMO and the maritime community were fully committed to the goals of the Conference and would, therefore, at an appropriate time, have in place a control regime that would achieve the necessary emission reductions.

He stated that, in progressing the debate on market-based instruments as much as possible at this session, the Committee had a further unique opportunity to demonstrate to the world that IMO, as the sole competent global standard-setting body for international shipping, could also be relied upon to deliver, efficiently and effectively, on the necessary financial solution (or solutions) to keep international shipping in line with overall targets to be agreed internationally.

The Secretary-General repeated the plea he made in his opening address to all delegations to do everything possible at the session to progress the urgent matters at hand expeditiously and satisfactorily, as was expected by the Council and, in so doing, to pay heed to the wisdom of the Chairman, who had only one purpose in mind, in presenting his proposals for further progress on what was not only a very complex and delicate issue but also one of unprecedented dimensions in terms of its potentially devastating impact on the survival of the planet – and that was, to help the Committee make responsible decisions that were acceptable to all.

Greenhouse gas emissions from ships – IMO GHG study 2009

The Committee approved the IMO GHG Study 2009, expressing gratitude to the donors that had provided nearly USD 500,000 to fund the study.

The Committee agreed that the Study would become the paramount reference to the Committee in developing IMO's strategy to limit and reduce GHG emissions from international shipping; in the same manner as the 2000 IMO GHG Study had been an authoritative assessment on the issue in the past.

Greenhouse gas emissions from ships – UNFCCC meetings and the ongoing negotiating process

The Committee noted that:

- the 8th session of the Ad hoc Working Group on Further Commitments for Annex I Parties under the Kyoto Protocol (AWG-KP 8) considered a number of proposed amendments to Article 2.2, where the limitation or reduction of emissions from international maritime transport is covered;
- no conclusions were reached with respect to Article 2.2 or how to regulate emissions from international maritime transport in the second commitment period that would commence in 2013. It was expected that these considerations would continue at the resumed 8th session in August 2009;
- the 6th session of the Ad hoc Working Group on Long-term Cooperative Action under the Convention (AWG-LCA 6) had before it a full negotiating text for a post-2012 climate change regime, building upon the ideas and proposals compiled in the so-called assembly document and was requested to consider a range of proposals relating to international shipping;
- the proposed options for inclusion of international shipping in a post-2012 climate change regime under the auspices of the UNFCCC were expanded during the meeting by a number of insertions of new text and new proposals as alternatives to the initial text or for clarification purposes;
- the IMO Secretariat could only provide more comprehensive information to the UNFCCC, *e.g.*, in form of a briefing on the outcome of MEPC 59 at the UNFCCC working groups in August 2009, if requested to do so by the Parties; and
- a further three negotiation meetings will be held prior to COP 15 and the Secretariat, resources permitting, would participate in accordance with decisions of the Committee.

The Committee requested the Secretariat to continue its cooperation with the UNFCCC Secretariat, by attending relevant UNFCCC meetings and reporting the outcome of IMO's work to those meetings.

Greenhouse gas emissions from ships – Market based measures

The Committee considered a large number of views and contributions on the subject, and agreed with overwhelming majority that a market-based instrument was needed as part of a comprehensive package of measures for the regulation GHG emissions from international shipping. A few delegations recommended IMO to concentrate its work on the elaboration of technical and operational measures.

The Committee unanimously agreed that any regulatory scheme applied to GHG emissions from international shipping should be developed and enacted by IMO as the most competent international body.

Some delegations expressed the concern that market-based instruments would disadvantage developing countries, by increasing transportation costs, and cautioned that an extensive bureaucracy would be needed to assure compliance and prevent potential fraud.

The Committee agreed that the debate on market-based instruments should be continued at its next session, to further advance the discussions and come to a conclusion on the evaluation of individual proposals and their applicability. Consideration would also be given to the outcomes of COP 15.

The Committee agreed with large majority that a market-based instrument was needed as part of the package of regulatory measures, and that it would need to consider how to address the principle of common but differentiated responsibility. The in-depth discussion on the merit of the different approaches to market-based instruments would not lead to conclusions at this session but be continued at the next session.

Some delegations emphasized that setting targets on emission reductions was an important part of a market-based instrument, considering that the necessary emission reductions could not be derived from technical and operational measures alone, but they felt that it was premature to define and agree on realistic limits. The Committee agreed that the topic of reduction levels for a potential market-based instrument should be revisited at its next session.

The Committee agreed that the greater part of any funds generated by a market-based instrument under the auspices of IMO should be used for climate change purposes in developing countries through existing or new funding mechanisms under the UNFCCC or other international organizations.

Greenhouse gas emissions from ships – Draft guidelines

The Committee, having considered the report of its Working Group on GHG emission from ships, agreed to circulate:

- the interim Guidelines on the method of calculation of the Energy Efficiency Design Index (EEDI) for new ships;
- the interim Guidelines for voluntary verification of energy efficiency Design Index ;
- the Guidelines in the development of a ship energy efficiency management plan;
- the Guidelines on the voluntary use of the Energy Efficiency Operational Indicator.

The Committee also noted:

- the discussion on “electric power tables for EEDI” providing a standard format to calculate the auxiliaries engine power; and
- the progress on EEDI baseline(s), with recognition of the need for consideration of the EEDI for ships with not conventional machinery and propulsion system layout.

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Approval of new work items

The Committee agreed to new work items as listed below.

Subject	Target	Priority	Assigned to
Review of the Guidelines for inspection of anti-fouling systems on ships	2011	High	FSI
Manually operated alternatives in the event of pollution prevention equipment malfunctions	2011	High	DE

Subject	Target	Priority	Assigned to
Improvement of existing pollution prevention equipment	2011	High	DE
Development of guidelines for a shipboard oil waste pollution prevention plan	2011	High	DE
Development of a mandatory Code for ships operating in polar waters	2012	High	DE

Dates for forthcoming sessions

- MEPC 60 is scheduled from 22 to 26 March 2010;
- MEPC 61 is tentatively scheduled for October 2010; and
- MEPC 62 is tentatively scheduled for July 2011.

Agenda items for future meetings, review groups, working groups and drafting groups

It was agreed, in principle, to establish review groups (RG), working groups (WG) and drafting groups (DG) at futures sessions as follows:

Item	MEPC 60	MEPC 61	MEPC 62
Harmful aquatic organisms in ballast water	X	RG X	X
Recycling of ships	WG X	X	X
Prevention of air pollution from ships (including GHG issues)	WG X	[WG] X	X
Consideration and adoption of amendments to mandatory instruments	DG X	[X]	[X]
Interpretations of, and amendments to, MARPOL and related instruments	X	X	X
Implementation of the OPRC Convention and the OPRC-HNS Protocol and relevant Conference resolutions	X	X	X
Identification and protection of Special Areas and PSSAs	X	X	X
Inadequacy of reception facilities	X	X	X
Harmful anti-fouling systems for ships	X	X	X
Promotion of implementation and enforcement of MARPOL and related instruments	X	X	X
Noise from commercial shipping and its adverse impacts on marine life	X	X	X

Elections

The Committee unanimously re-elected Mr. Andreas Chrysostomou (Cyprus) as Chairman, and Captain Manuel Nogueira (Spain) as Vice-Chairman, both for 2010.

The complete report of the Committee, as prepared by the IMO Secretariat, will be made available on the IMO portion of the IADC Website at: <http://www.iadc.org/committees/offshore/IMO.html>. These documents are password protected. IADC members should contact me to obtain the password.

Please feel free to contact me by phone (1 / 713 292 1964) or e-mail (alan.spackman@iadc.org) with any questions you may have regarding this report.