



TECHNICAL CIRCULAR No. 562 of 08th June 2019

To: All Surveyors/Auditors

Applicable to flag: All Flags

MARPOL Amendments for Electronic Record Books

Reference: The IMO Marine Environment Protection Committee (MEPC), 74th session

Miscellaneous

The IMO Marine Environment Protection Committee (MEPC) held its 74th session from May 13 to 17, 2019. This Brief provides an overview of the more significant issues progressed at this session. A full report of the meeting will be included in the next ABS International Regulatory News Update.

MARPOL Amendments for Electronic Record Books

The Committee adopted Resolutions MEPC 312(74) and 314(74) containing amendments concerning the acceptability of using electronic record books in lieu of paper record books which are scheduled to enter into force on 1 October 2020 for:

- MARPOL Annex I, Regs 1 and 17: Oil Record Book Part I (Machinery space operations) and Part II, Reg 36: (Cargo/ballast operations)
- MARPOL Annex II, Regs 1 and 15: NLS Cargo Record Book
- MARPOL Annex V, Reg 1 and 10: Garbage Record Book
- MARPOL Annex VI, Reg 2, 12, 13 and 14: Ozone-depleting substances record book, the logbook on the on/off status of marine diesel engines for NOx Code Tier Standards and the logbook for fuel-oil-change-over operation when entering an ECA, and SOx log book.
- NOX Technical Code, Ch 1 1.3.20, Ch 6 6.2.2: Record Book of Engine Parameters

Supporting these amendments, the Committee adopted a MEPC resolution 318(74) on Guidelines for the use of electronic record books under MARPOL.

MARPOL Annex II Amendments – Cargo Residues/Tank Washings of Persistent Floating Products

The Committee approved resolution MEPC.313(74) containing amendments to MARPOL Annex II which regulate cargo residues and tank washings of persistent floating products with a high viscosity and/or a high melting point - persistent floaters. An approved MEPC.2/Circular contains a list of specific vegoils and waxes which are controlled by these amendments. When operating in the areas defined as North West European waters, Baltic Sea area, Western European waters and the Norwegian Sea the revised prewash procedure for persistent floaters shall be applied. This

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procedure is to be included in a revised and approved Procedures and Arrangements Manual. Appendix IV of MARPOL Annex II provides a format for this manual, and guidance on the subject of persistent floaters has been added.

Residue/water mixture generated during the prewash is to be discharged to a reception facility at the port of unloading. Any water subsequently introduced into the tank may be discharged in accordance with the current discharge standards in MARPOL II, regulation 13.2:

- the ship is proceeding en route at a speed of at least 7 knots
- the discharge is made below the waterline through, and in accordance with the design of, the underwater discharge outlet
- the discharge is made at a distance of not less than 12 nautical miles from the nearest land in a depth of water of not less than 25 m.

The entry-into-force date of these amendments was adjusted to take place on 1 January 2021, to align with the entry into force of the related IBC Code Amendments.

NOx Technical Code Amendment - SCR Systems

The Committee adopted resolution MEPC.315(74) containing amendments to sub-paragraph 2.2.5.1 of the NOx Technical Code 2008 concerning certification requirements for Selective Catalytic Reduction (SCR) systems. The amendments continue to specify the established principles that:

- a NOx-reducing device is to be included within the engine's certification;
- the device must be recognized as a component of the engine;
- the device must be recorded in the engine's Technical File.

However, the amendments clarify the equivalency and application of Scheme B of the 2017 SCR Guidelines. In all cases, the applicable test procedure is to be performed and the combined engine/NOx-reducing device shall be approved and pre-certified by the Administration taking into account the amended 2017 SCR Guidelines noted below.

For engines not pre-certified on a test-bed in combination with the SCR, pre-certification in accordance with Scheme B of these Guidelines (which allows for analytic modeling to estimate the effect that the proposed SCR design and arrangement will have on the NOx emissions from the engine) may be applied. Under Scheme B, the pre-certification survey procedure may be accepted for an Individual Engine or for an Engine Group represented by the Parent Engine only, but it is not to be accepted for an Engine Family certification. The single applicant principle, that the applicant for certification should be the entity responsible for the complete engine system fitted with SCR, remains applicable.

Associated amendments to the 2017 Guidelines addressing additional aspects to the NOx Technical Code 2008 related to marine diesel engines fitted with Selective Catalytic Reduction (SCR) Systems (resolution MEPC.291(71)) were also subject to adoption in resolution MEPC.319(74).

IBC Code Amendment – Prewash Procedures and H2S Detection Equipment

The Committee adopted resolution MEPC.316(74) containing amendments to several chapters of the IBC Code. Amendments to chapter 15 will require that vessels carrying bulk liquids prone to H2S formation must be provided with H2S detection equipment. Toxic vapour detection instruments complying with 13.2.1 of the Code for testing for H2S may be used to satisfy this requirement.

The amendment made to chapter 16 introduces prewash requirements which are referenced from new paragraph 13.7.1.4 of MARPOL Annex II, for substances which are designated as persistent floaters.

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Additionally, a complete replacement of chapters 17, 18, 19 and 21 has been issued to incorporate references to the above amendments. Carriage requirements for chemicals have also been reviewed, and toxicity categorization of products has been revised. These amendments enter into force on 1 January 2021, for new and existing ships to which the IBC Code applies.

REFERENCES:

- MEPC 74
- ATTACHMENTS: No

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