

**THE ROYAL INSTITUTION OF NAVAL ARCHITECTS**  
**THE MARINE ENVIRONMENT PROTECTION COMMITTEE**  
**FIFTY-FIFTH SESSION**

**9<sup>TH</sup> TO 13<sup>TH</sup> OCTOBER, 2006**

As with MEPC54, there were very few pure Naval Architectural topics of interests presented and discussed at MEPC 55. A summary of the main ones of direct interest were as follows:-

- 1. Re-cycling of Ships;**
- 2. Harmful anti-fouling systems for Ships;**
- 3. Future Role of Formal Safety Assessment and Human Element;**
- 4. Harmful organisms in Ballast Water;**
- 5. MARPOL 73/74 Annex 1;**
- 6. Oil Pollution**

**1. Re-cycling of Ships**

The Committee recalled that at its 54th session it established a Working Group on Ship Recycling. The Committee agreed that all interested parties continue to take part in the work of the Correspondence Group as follows:-

Co-ordinator:  
Mr. Sveinung Oftedal  
Address:  
P.O. Box 8123 Dep.,  
N-0032 Oslo,  
Norway  
Tel: +47 22 45 44 10  
E-mail: [sveinung.oftedal@sjofartsdir.no](mailto:sveinung.oftedal@sjofartsdir.no).

RINA believes that these developments would, without doubt, affect the future design of ships with the need to list all hazardous materials within the design of the ship.

**2. Harmful anti-fouling systems for Ships**

The MEPC55 Committee did not ratify this Convention despite being adopted in October 2001. When ratified, it prohibited the application of harmful anti-foulings (such as TBT) from January 2003 and it will prohibit the exposure to the sea of such paints, on any ship, from January 2008. The EU has already implemented similar legislation, which also applies to ships of any flag entering EU ports. The Convention is therefore already having its desired effect and formal ratification is unlikely to make a large difference.

There was a plea for advice and assistance on how to dispose of anti-fouling waste once removed from ships. So far, none has been forthcoming.

Friends of the Earth International introduced a proposed Code of Conduct for small leisure craft, which would require the cleaning of anchors and chains between ports, control hull cleaning and try to prevent the transfer of aquatic organisms from one area to another. They will liaise with the International Sailing Federation, under the "Green Blue Initiative" to produce a paper for the next MEPC.

### **3. Future Role of Formal Safety Assessment and Human Element.**

The Committee recommended that the Role of Human Element be further discussed as a joint MEPC/MSC activity. It will continue at MSC82 in Istanbul. The Formal Safety Assessment (FSA) from MSC81 was approved subject to MEPC 56 considering draft environmental risk evaluation criteria. This is also a joint MSC/MEPC activity but reporting through MSC. Therefore this topic would also be further developed at MSC 82. FSA is on the agenda for MSC 82 and MEPC intends to finalise the guidelines, which will apply to the IMO rule-making process, at MEPC56 in July 2007. RINA will continue to follow this subject with interest especially as it relates to Goal Based Standards.

### **4. Harmful Organisms in Ballast Water**

The MEPC55 Committee discussed the evaluation of the technologies that might be approved for the treating ballast water. This will be an option on ships with a ballast water capacity of less than 5000 cubic metres. It is intended that the requirements will apply to ships built in 2009 and subsequently. Details of the technologies considered and potential delays to full implementation are contained in the Working Group's report in MEPC/55/WP.4.

### **5. MARPOL 73/74 Annex 1**

IACS sought clarification of Regulation 37 concerning the Shipboard Oil Pollution Emergency Plan for Tankers. This was agreed by the Committee. It confirmed the steps to be taken to ensure that adequate arrangements were in place to use shore-based computer systems and training for personnel to calculate damage stability and residual strength.

### **6. Oil Pollution**

The MEPC55 Committee considered a report by GESAMP "Estimates of Oil Entering the Marine Environment from Sea-based Activities". This is the most comprehensive attempt yet to identify the sources of marine pollution by oil, but it is based on data from the period 1988 - 1997, mainly from the USA. Anybody interested in the subject will find

a wealth of information there. It is published as MEPC55/INF.5 and will be available as GESAMP Reports and Studies No. 75.

RINA IMO Committee  
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