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## CONSIDERATION OF THE REPORT OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE

### Note by the Secretary-General

#### SUMMARY

- Executive summary:** This document reports on the outcome of the fifty-third session of the Marine Environment Protection Committee
- Action to be taken:** Paragraph 76
- Related documents:** MEPC 53/24 and Add. 1 and 2

## FIFTY-THIRD SESSION OF THE MARINE ENVIRONMENT PROTECTION COMMITTEE

### INTRODUCTION

1 The report of the fifty-third session of the Marine Environment Protection Committee (MEPC 53/24 and Add. 1 and 2) is submitted to the twenty-third extraordinary session of the Council in accordance with the provisions of Article 39 of the IMO Convention.

2 The fifty-third session of the Committee was held from 18 to 22 July 2005. It was chaired by Mr. A. Chrysostomou (Cyprus) and was attended by 88 Member States, one Associate Member, four United Nations agencies, five intergovernmental and 38 non-governmental organizations.

3 Decisions taken by the Committee during the session under review, which are of interest to the Council, are summarized in the ensuing paragraphs.

### ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

#### Amendments to MARPOL Annex VI and the NO<sub>x</sub> Technical Code

4 The Committee adopted, by resolution MEPC.132(53), amendments to MARPOL Annex VI, which introduced the Harmonized System of Survey and Certification (HSSC) to the Annex and made the North Sea a new SO<sub>x</sub> Emission Control Area (SECA). The amendments are expected to enter into force on 22 November 2006.

5 The Committee, by the same resolution, also adopted amendments to the NO<sub>x</sub> Technical Code.

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### **Amendments to the Condition Assessment Scheme**

6 The Committee adopted, by resolution MEPC.131(53), amendments to the Condition Assessment Scheme (CAS) for oil tankers to bring its cross-references into line with the revised MARPOL Annex I. The amendments are expected to enter into force on 1 January 2007.

7 In this connection, the Committee approved an MEPC circular on Guidelines for port State control officers whilst checking compliance with CAS.

### **HARMFUL AQUATIC ORGANISMS IN BALLAST WATER**

#### **Adoption of guidelines called for under the BWM Convention**

8 The Committee made significant progress on the development of guidelines called for under the BWM Convention and adopted:

- .1 by resolution MEPC.123(53), Guidelines for ballast water management equivalent compliance (G3);
- .2 by resolution MEPC.124(53), Guidelines for ballast water exchange (G6);
- .3 by resolution MEPC.125(53), Guidelines for approval of ballast water management systems (G8);
- .4 by resolution MEPC.126(53), Procedure for approval of ballast water management systems that make use of active substances (G9); and
- .5 by resolution MEPC.127(53), Guidelines for ballast water management and development of ballast water management plans (G4).

9 The Committee, having adopted the above priority guidelines, approved a revised programme for the development of the remaining guidelines for uniform implementation of the BWM Convention.

#### **Establishment of a GESAMP-BW Technical Group on Active Substances**

10 The Committee, having considered proposals for approval of ballast water management systems that make use of active substances and with a view to ensuring that such active substances do not present unreasonable risks to the environment, human health, property or resources, agreed that a dedicated GESAMP-Ballast Water (GESAMP-BW) Technical Group on Active Substances, financed through a fee scheme paid by the industries requesting such approval, could best serve the needs of the shipping industry and meet the challenges posed by the timeline established by the BWM Convention.

11 The Committee approved the terms of reference for such a GESAMP-BW Technical Group and instructed the Secretariat to formally approach GESAMP for its establishment so that the first meeting of the Technical Group could be held as soon as possible.

## **Outcome of the Ballast Water Review Group**

12 The Committee, in accordance with regulation D-5 of the BWM Convention, established a Ballast Water Review Group to review and determine whether appropriate technologies are available to achieve the ballast water performance standard required under regulation D-2 of the BWM Convention.

13 The Committee noted the conclusions of the Review Group, namely that:

- .1 a variety of ballast water management technologies and systems being tested on board ships had the potential to meet the criteria of safety, environmental acceptability and practicability; and
- .2 it was reasonable to expect that the ballast water management technologies and systems would be available to meet the review criteria of regulation D-5.2 of the BWM Convention by October 2008.

## **RECYCLING OF SHIPS**

### **Development of a new legally-binding instrument on ship recycling**

14 The Committee, having considered the report of the Ship Recycling Working Group, agreed that the Organization should develop, as a high priority, a new instrument on ship recycling with a view to providing legally-binding and globally applicable ship recycling regulations for the international shipping industry and recycling facilities.

15 The Committee, with the above objective in mind, approved a draft Assembly resolution for submission to the twenty-fourth session of the Assembly for adoption, requesting the Committee to develop such a legal instrument providing regulations for:

- .1 the design, construction, operation and preparation of ships so as to facilitate safe and environmentally sound recycling, without compromising the safety and operational efficiency of ships;
- .2 the operation of ship recycling facilities in a safe and environmentally sound manner; and
- .3 the establishment of an appropriate enforcement mechanism for ship recycling (certification/reporting requirements).

16 The Committee further agreed that the development of the above-mentioned instrument should be completed in time for consideration and adoption by a diplomatic conference in the 2008-2009 biennium.

### **Amendments to, and implementation of, the IMO Guidelines on ship recycling**

17 The Committee agreed that the development of a new legally-binding instrument on ship recycling should not shift the attention of stakeholders away from the implementation of the current IMO Guidelines on ship recycling adopted by resolution A.962(23).

18 With a view to improving the current IMO Guidelines on ship recycling and to facilitating their implementation, the Committee approved a number of amendments to the IMO Guidelines for submission to the twenty-fourth session of the Assembly for adoption.

19 The Committee approved an MEPC circular on implementation of the current IMO Guidelines on ship recycling, which urged recycling States to introduce mandatory procedures for “gas-free-for-hot-work” certification in ship recycling operations and to ensure that appropriate arrangements were in place to monitor and enforce these requirements.

20 The Committee approved another MEPC circular, inviting competent authorities in ship recycling States and all stakeholders to provide information to the Organization on any experience gained in the implementation of the IMO Guidelines.

### **Joint ILO/IMO/Basel Convention Working Group on Ship Scrapping**

21 The Committee endorsed the recommendations of the first meeting of the Joint ILO/IMO/Basel Convention Working Group on Ship Scrapping regarding the work programme of the Joint Working Group, promotion of implementation of the ship recycling guidelines adopted by the three organizations respectively and joint technical co-operation. The second session of the Joint Working Group will be hosted by the Basel Convention in Geneva in December 2005.

### **Establishment of a ship recycling fund**

22 The Committee recalled that MEPC 52 had agreed, in principle, to the need for the establishment of a ship recycling fund to promote the safe and environmentally sound management of ship recycling through the Organization’s technical co-operation activities and had invited the TCC to consider the arrangements for its establishment. In this respect, the Committee noted that TCC 55 had endorsed the Committee’s proposal to establish such a fund with the proviso that, when the Secretary-General establishes the fund, a very clear indication should be provided as to which specific activities would be supported by such a fund.

## **PREVENTION OF AIR POLLUTION FROM SHIPS**

### **Adoption of the guidelines and approval of unified interpretations**

23 The Committee, having considered the report of the Air Pollution Working Group, adopted:

- .1 by resolution MEPC.128(53), amendments to the Survey Guidelines under the Harmonized System of Survey and Certification (resolution A.948(32)) for the purpose of MARPOL Annex VI;
- .2 by resolution MEPC.129(53), Guidelines for port State control under MARPOL Annex VI; and
- .3 by resolution MEPC.130(53), Guidelines for on-board exhaust gas-SO<sub>x</sub> cleaning systems.

24 The Committee also approved an MEPC circular on the Interim Guidelines for voluntary ship CO<sub>2</sub> emission indexing for use in trials.

25 The Committee further approved a number of unified interpretations to the regulations of MARPOL Annex VI.

### **Review of MARPOL Annex VI and the NO<sub>x</sub> Technical Code**

26 The Committee agreed on the need to undertake a general review of MARPOL Annex VI and the NO<sub>x</sub> Technical Code with a view to revising the regulations to take account of the current technology and the need to further reduce air pollution from ships. In this regard, the Committee approved the terms of reference for the revision work to be undertaken by the BLG Sub-Committee with a target completion date of 2007.

### **IDENTIFICATION AND PROTECTION OF PARTICULARLY SENSITIVE SEA AREAS (PSSAs)**

#### **Designation of new PSSAs**

27 The Committee, having considered the outcome of the NAV Sub-Committee and the Maritime Safety Committee with regard to associated protective measures (APMs), designated:

- .1 by resolution MEPC.133(53), the Torres Strait as an extension of the Great Barrier Reef Particularly Sensitive Sea Area;
- .2 by resolution MEPC.134(53), the Canary Islands as a Particularly Sensitive Sea Area;
- .3 by resolution MEPC.135(53), the Galapagos Archipelago as a Particularly Sensitive Sea Area; and
- .4 by resolution MEPC.136(53), the Baltic Sea Area as a Particularly Sensitive Sea Area.

#### **Revision of the PSSA Guidelines**

28 The Committee, having considered all relevant issues both in the plenary and in the PSSA Technical Group, approved a revised text of the PSSA Guidelines and an associated draft resolution for submission to the twenty-fourth session of the Assembly for adoption.

#### **Future work**

29 The Committee, in light of the revised PSSA Guidelines, agreed to review, at its next session, the Guidance document for submission of PSSA proposals to IMO (MEPC/Circ.398) and the format of MEPC resolutions to designate PSSAs in the future.

### **PROPOSED AMENDMENTS TO MANDATORY INSTRUMENTS**

#### **Revised MARPOL Annex I**

30 The Committee considered and approved the proposed new regulation 13A of the revised MARPOL Annex I to address the existing regulatory gap of oil fuel tank protection with a view to adoption at its next session.

31 The Committee, with a view to clarifying the definition of heavy grade oil (HGO) in the revised MARPOL Annex I that allows heavy oils, other than crude oil, fuel oil, or bitumen, tar and their emulsions, to be carried onboard single-hull oil tankers beyond 5 April 2005, also approved the proposed amendments to regulation 21.2.2 of the revised MARPOL Annex I for circulation with a view to adoption at its next session.

32 In this connection, the Committee approved Unified Interpretation 4.14 to regulation 13H(2) of the current MARPOL Annex I to provide an interim solution during the period before the entry into force of the proposed amendments to regulation 21.2.2 of revised MARPOL Annex I, as it can be implemented immediately after approval by the Committee.

#### **Revised MARPOL Annex IV**

33 The Committee, recognizing that Annex IV is the only Annex in MARPOL 73/78 which does not have a regulation for port State control on operational requirements, considered and approved proposed amendments to that Annex for circulation with a view to adoption at its next session.

#### **BCH Code**

34 The Committee considered and approved proposed amendments to the BCH Code for circulation with a view to adoption at its next session.

#### **Revised IBC Code**

35 The Committee, having considered the report of BLG 9 concerning amendments to the fire protection requirements in the IBC Code and the Sub-Committee's recommendation concerning the date of their adoption, approved, in principle, subject to MSC 81's concurrent decision, proposed amendments with a view to adoption at MSC 83 and MEPC 56. The Committee further agreed that the proposed amendments should be circulated immediately after the deemed acceptance date of the revised IBC Code, which is expected to be 1 July 2006.

#### **INTERPRETATIONS TO MANDATORY INSTRUMENTS**

##### **Regulation 13F of the current MARPOL Annex I**

36 The Committee, having recognized that asphalt carriers with self-supported independent tanks not forming part of the hull structure should be considered as double hull oil tankers provided that they comply with the requirements of regulation 13F of the current MARPOL Annex I with regard to minimum distances between the cargo tank boundaries and the ship bottom and side-shell plating, approved a unified interpretation to regulation 13F.

37 The Committee agreed that the unified interpretation approved should also apply to regulation 19 of the revised MARPOL Annex I and instructed the Secretariat to include it in the next consolidated edition of MARPOL 73/78.

##### **Regulations 13G(5) and 13H(5) of the current MARPOL Annex I**

38 The Committee clarified that certain oil tankers may qualify for the continued operation allowed under regulations 13G(5) and 13H(5) of the current MARPOL Annex I provided that their side oil fuel tanks are fitted with longitudinal or transverse bulkheads, ensuring that the required minimum distance between the hull and the cargo and oil fuel tanks is maintained throughout the entire cargo area.

## **Boundaries between the MARPOL and London Conventions**

39 The Committee, having recognized the need to clarify the boundary issues between the MARPOL and London Conventions in relation to discharge of spoilt cargoes, wastes generated during the normal operation of ships and cargo associated wastes, approved, subject to concurrent decision of the Consultative Meeting of the London Convention, the establishment of a Joint MEPC/London Convention Correspondence Group.

40 The Committee also approved the terms of reference of such a Joint Group and requested the Group to submit its report and recommendations for consideration by MEPC 55 (October 2006) and the 28th Consultative Meeting of the London Convention (November 2006).

## **IMPLEMENTATION OF THE OPRC CONVENTION AND THE OPRC-HNS PROTOCOL AND RELEVANT CONFERENCE RESOLUTIONS**

41 Having considered the report of the third session of the OPRC-HNS Technical Group, the Committee:

- .1 approved revised Guidelines and criteria for accreditation or approval of OPRC training organizations and experts;
- .2 noted the progress made on the development of: a draft Manual on oil spill risk evaluation and assessment of response preparedness; an IMO/UNEP Manual on oil spill damage assessment and reinstatement; a guidance document on contingency planning and response to HNS incidents; a training programme for HNS incidents; a web page providing information for dealing with HNS incidents; and preparation of the third IMO/UNEP Forum on regional co-operation in combating marine pollution tentatively scheduled for early 2006;
- .3 approved a directory of web links related to oil spill preparedness and response, including research and development, to serve as an outline for the proposed web page;
- .4 approved a policy and validation process for newly developed and revised OPRC model courses;
- .5 approved a proposal to initiate the revision of Section V of the Manual on oil pollution - Administrative aspects of oil pollution, with a target completion date of 2007; and
- .6 approved a revised work programme and provisional agenda for the fourth session of the Technical Group.

## **INADEQUACY OF RECEPTION FACILITIES**

### **MEPC circulars**

42 The Committee, in an effort to improve the rate of reporting of alleged reception facility inadequacies so that the problem can be tackled more effectively, approved an MEPC circular on Revised consolidated format for reporting alleged inadequacy of port reception facilities.

43 The Committee approved another MEPC circular on Waste reception facility reporting requirements and, with a view to promoting easy access to all the information on available reception facilities collected by the IMO Secretariat over the years, also agreed to develop a port reception facility database (PRFD) as a module of the IMO Global Integrated Shipping Information System (GISIS).

#### **Action Plan to tackle the inadequacy of port reception facilities**

44 The Committee agreed to develop an Action Plan to tackle the long-standing problem of inadequacy of port reception facilities and invited Member Governments, the shipping and port industries and other interested organizations to submit appropriate contributions so that the Secretariat could prepare a draft Action Plan for consideration by the next session of the FSI Sub-Committee.

#### **REPORTS OF SUB-COMMITTEES**

45 The Committee considered reports of sub-committees which had dealt with environmental issues and took action under appropriate items of its agenda. Decisions taken by the Committee under this item are summarized in the ensuing paragraphs.

#### **Report of DSC 9**

46 The Committee, having considered the report of DSC 9 concerning the revision of MARPOL Annex III, agreed to keep the current structure of the Annex and instructed the DSC Sub-Committee accordingly.

47 The Committee, in light of the recent decision of the UN Sub-Committee of Experts in respect of the UN Recommendations on the transport of dangerous goods, also agreed to retain the term "Marine Pollutant" in MARPOL Annex III.

#### **Report of FSI 13**

48 With regard to the report of FSI 13, the Committee:

- .1 concurred with MSC 80's approval of a new MSC/MEPC circular on Reports on marine casualties and incidents, which would supersede MSC/Circ.953 – MEPC/Circ.372;
- .2 endorsed the FSI Sub-Committee's approval of the Casualty Analysis Procedure, as amended, which could be used for evaluation and identification of necessary modifications to the existing regulatory framework;
- .3 concurred with MSC 80's instructions to the FSI Sub-Committee to develop a draft revised Code for the investigation of marine casualties and incidents and, on completion, to determine whether the revised Code itself or parts thereof should be made mandatory;
- .4 approved, subject to concurrence by the MSC, a draft MSC/MEPC circular on IMO requirements on carriage of publications on board ships;



- .5 concurred with MSC 80's approval of a draft MSC/MEPC circular on recommended conditions for extending the period of validity of a certificate in cases where a ship, at the time when the certificate expires, is not in a port in which it is to be surveyed;
- .6 concurred with MSC 80's approval of a draft MSC/MEPC circular on Guidelines for the Administration to apply to ensure the adequacy of transfer of class-related matters between ROs; and
- .7 concurred with MSC 80's approval of a draft MSC/MEPC circular on Interpretations of the date of completion of the survey and verification on which the certificates are based.

### **Report of BLG 9**

49 With regard to the report of BLG 9, the Committee adopted:

- .1 by resolution MEPC.137(53), amendments to resolution MEPC.85(44) – Guidelines for the development of shipboard marine pollution emergency plans for oil and/or noxious liquid substances;
- .2 by resolution MEPC.138(53), amendments to resolution A.851(20) – General Principles for ship reporting systems and ship reporting requirements including guidelines for reporting requirements involving dangerous goods, harmful substances and/or marine pollutants; and
- .3 by resolution MEPC.139(53), Guidelines for the application of the revised MARPOL Annex I requirements to FPSOs and FSUs.

### **WORK OF OTHER BODIES**

#### **Outcome of C 93, C 94, MSC 79, MSC 80, LEG 89, LEG 90 and TCC 55**

50 The Committee considered the outcome of C 93, C 94, MSC 79, MSC 80, LEG 89, LEG 90 and TCC 55 and took action under appropriate items of its agenda. Decisions taken by the Committee under this item are summarized in the ensuing paragraphs.

#### **Outcome of MSC 79**

51 The Committee noted that MSC 79, having considered MEPC 52's concurrent decision, had approved:

- .1 MSC/Circ.1140 – MEPC/Circ.424 on Transfer of ships between States;
- .2 MSC/Circ.1142 – MEPC/Circ.425 on Marking the ship's plans, manuals and other documents with the IMO ship identification number; and
- .3 amendments to the FAL/MEPC/MSC circular on the list of certificates and documents to be carried on board ships.

## **Outcome of MSC 80**

52 The Committee considered the outcome of MSC 80 concerning the draft MSC/MEPC circular on Retention of the original records/documents on board ships. After extensive deliberation, the Committee, recognizing that the draft circular should be adopted and disseminated without delay being the outcome of a careful compromise reached at MSC 80, approved it for dissemination as soon as possible.

53 The Committee noted the importance and implication of the long-range identification and tracking of ships (LRIT) system for pollution prevention and, having considered a proposal by Norway in this respect, agreed to invite the MSC to note that the Committee wished to see, at an appropriate time, the extension of LRIT to include environmental applications. However, at this stage, the Committee did not wish to put forward any specific proposals as it recognized the priorities set by the MSC in relation to development of the LRIT system.

## **“REGULAR PROCESS” FOR GLOBAL REPORTING AND ASSESSMENT OF THE STATE OF THE MARINE ENVIRONMENT**

54 The Committee noted that the Second International Workshop on a “Regular Process” for global reporting and assessment of the state of the marine environment, which was held in New York from 13 to 15 June 2005, was able to reach an agreement on the nature and aim of the “Assessment of Assessments” as a start-up phase of the whole regular process which should lead to a report in two years.

55 The Committee also noted that the Second International Workshop made recommendations regarding the organizational arrangements for the “Regular Process”. However, it did not properly address the issue of financing. Although the UN agencies explained that no additional work would be undertaken by them if no financing was provided for such work, Member States still expected the UN agencies to carry out the work. The question of financing of the experts, meetings and publications was therefore still pending.

## **GESAMP**

56 The Committee noted that, during the ICP meeting, IMO, as the Administrative Secretary of GESAMP, convened a meeting of the sponsoring organizations to discuss the GESAMP reform process. The meeting concluded that:

- .1 the GESAMP mechanism and its future should not be linked to the “Regular Process”. GESAMP should continue irrespective of the decision on the “Regular Process”; and
- .2 with the exception of WHO, UNEP and IOC, the other sponsoring organizations supported the continuation of GESAMP, recognizing that the restructuring and financing of the proposed new GESAMP have not yet been resolved.

57 The Committee also noted that the Administrative Secretary would convene another meeting in 2005 of the GESAMP secretariat to address the structuring and financing of the proposed new GESAMP. The next session of GESAMP, itself in early 2006, would develop a work programme for GESAMP based on its mission statement and strategic vision.

## **VOLUNTARY IMO MEMBER STATE AUDIT SCHEME**

58 The Committee's outcome on this issue is reported under item 6 of the Council's agenda.

## **TECHNICAL CO-OPERATION SUB-PROGRAMME FOR THE PROTECTION OF THE MARINE ENVIRONMENT**

59 The Committee noted the progress made in respect of the following major projects financed through sources other than the Technical Co-operation Fund:

- .1 Building Partnerships for Environmental Protection and Management of the Seas of East Asia (PEMSEA), including two PDF Block B Grant projects and a draft Partnership Agreement and draft Operating Arrangements;
- .2 Removal of Barriers to the Effective Implementation of Ballast Water Control and Management Measures in Developing Countries (GloBallast) and the follow-on PDF-Block B Grant aimed at developing a full size project (GloBallast Partnerships) with a tentative budget of \$17 million;
- .3 Assessment of the extent of aquatic species transfer through ships' ballast water and sediments into and out of the Caspian Sea;
- .4 Marine Electronic Highway (MEH) for the Straits of Malacca and Singapore; and
- .5 EUROMED co-operation on maritime safety and prevention of pollution from ships (SAFEMED), which aims at mitigating the existing imbalance in the application of maritime legislation in the Mediterranean region between the EU Member States and their Mediterranean partners.

60 The Committee also noted the work carried out by the Secretariat in managing and technically supporting the Regional Marine Pollution Emergency Response Centre for the Mediterranean (REMPEC); the Regional Marine Pollution Emergency, Information and Training Centre for the Caribbean (REMPEITC – Carib); and the assistance provided to similar activity centres established under other UNEP Regional Seas Conventions and Agreements.

61 The Committee further noted the sustained increase in the financial delivery of the Integrated Technical Co-operation Programme (ITCP) and, in this respect, the good results achieved in relation to the implementation of the marine environment-related activities under the ITCP, to which MED devoted substantial support in the form of programme implementation and technical support.

## **FORMAL SAFETY ASSESSMENT**

62 Having considered the report of the FSA Correspondence Group and the outcome of MSC 80, the Committee:

- .1 approved the draft amendments to the Guidelines for formal safety assessment for use in the IMO rule-making process (MSC/Circ.1023 – MEPC/Circ.392) and the associated draft MSC/MEPC circular;

- .2 endorsed the view of MSC 80 that, in order to facilitate the work on the development of a risk index relevant to the protection of the marine environment, Member Governments and international organizations should be invited to submit proposals on this matter to MSC 81, and that the FSA Correspondence Group established at MSC 80 should consider the matter further, taking into account the outcome of MEPC 53; and
- .3 noted the outcome of MSC 80 regarding the establishment, when necessary, of an FSA Group of Experts to review FSA studies on specific subjects submitted to the Organization, as directed by the Committee(s) and prepare relevant reports for submission to the Committee(s).

#### HUMAN ELEMENT ISSUES

63 The Committee, as agreed with the MSC, established the Joint MSC/MEPC Working Group to consider human element issues, including development of the Organization's strategy in this respect.

64 Having considered the report of the Joint Working Group, the Committee:

- .1 approved, subject to concurrent decision of the MSC, a draft MSC/MEPC circular on Guidance for the Organization to facilitate the comprehensive consideration of the human element in the development or amendment of mandatory and non-mandatory IMO instruments, including a checklist;
- .2 agreed to consider, at an appropriate time, amending the Committees' Guidelines (MSC/Circ.1099 – MEPC/Circ.405) to include the above-mentioned checklist;
- .3 approved, subject to concurrent decision of the MSC, a draft MSC/MEPC circular, urging participation of human element experts in various IMO bodies;
- .4 approved, subject to concurrent decision of the MSC, a draft MSC/MEPC circular on Framework for consideration of ergonomics and work environment on board ships;
- .5 approved, subject to concurrent decision of the MSC, a draft MSC/MEPC circular on the Organization's strategy to address the human element; and
- .6 approved, subject to concurrent decision of the MSC, a draft MSC/MEPC circular on Guidelines on basic elements of a shipboard occupational health and safety programme.

#### WORK PROGRAMME OF THE COMMITTEE AND SUBSIDIARY BODIES

##### **Amendments to MARPOL Annex I to prevent the risk of pollution during oil transfer operations between ships at sea**

65 The Committee, having considered the proposal by Spain and Mexico, agreed to include a high priority item on "Amendments to MARPOL Annex I for the Prevention of marine pollution during oil transfer operations between ships at sea" in the work programme of the BLG Sub-Committee and in the provisional agenda of BLG 10 with a target completion date of 2007.

### **Draft high-level action plan and prioritization of areas of work for the Organization for the 2006-2007 biennium**

66 The Committee noted that C 93 adopted the draft high-level action plan for the period 2006-2009 (i.e. for the two biennia remaining of the current Strategic Plan period) and instructed the Secretariat to forward it to the Committees for consideration with a view to its adoption at the twenty-fourth session of the Assembly.

67 The Committee considered and endorsed the draft high level action plan and, with some amendments, the draft outcome-based priorities for the Committee for the 2006-2007 biennium.

### **Progress report on the Committee's long-term work plan (up to 2010)**

68 The Committee considered and approved the progress report of the Committee's long-term work plan (up to 2010) prepared by the Secretariat (MEPC 53/INF.4) pursuant to resolution A.943(23).

69 In this connection, the Committee noted that C 93, when considering the draft high-level action plan for the Organization, decided that the existing long-term work plan would be discontinued as from the twenty-fourth session of the Assembly.

### **Work programmes and provisional agendas of the Committee and sub-committees**

70 The Committee approved the items to be included in the agendas for MEPC 54, MEPC 55 and MEPC 56.

71 The Committee also approved the work programmes of relevant sub-committees, including the BLG, FSI, DSC, NAV, DE, SLF and STW Sub-Committees.

### **APPLICATION OF THE COMMITTEE'S GUIDELINES**

#### **Report of the Chairmen's Meeting**

72 The Committee, taking into account the concurrent decisions of MSC 80, endorsed all the recommendations of the 2005 Chairmen's Meeting. With regard to the issue of whether to change the name of the BLG Sub-Committee to better reflect the work being undertaken, the Committee decided that the name of the BLG Sub-Committee should not be changed at this stage.

#### **Revised terms of reference of the sub-committees**

73 The Committee, noting the recommendations of the Chairmen's Meeting and the decisions of MSC 80, approved the revised terms of reference of all the sub-committees with the inclusion of explicit reference to marine environment issues.

### **ELECTION OF THE CHAIRMAN AND VICE-CHAIRMAN FOR 2006**

74 In accordance with rule 17 of the Rules of Procedure, the Committee unanimously re-elected Mr. Andreas Chrysostomou (Cyprus) as Chairman and Mr. Ajoy Chatterjee (India) as Vice-Chairman, both for 2006.

**APPLICATIONS FOR CONSULTATIVE STATUS**

75 The Committee's recommendations on applications for consultative status are reported under item 14 of the Council's agenda.

**ACTION REQUESTED OF THE COUNCIL**

76 The Council is invited to:

- .1 consider the report of the fifty-third session of the Marine Environment Protection Committee (MEPC 53/24 and Add.1 and 2) and, in accordance with article 21(b) of the IMO Convention, transmit it with its comments and recommendations to the Assembly (paragraph 1);
- .2 note the adoption by the Committee of amendments to MARPOL Annex VI, the NO<sub>x</sub> Technical Code and the Condition Assessment Scheme (paragraphs 4 to 6);
- .3 note the significant progress made by the Committee in preparation for the implementation of the BWM Convention, including the adoption of five priority guidelines and the expected establishment of a GESAMP-Ballast Water Technical Group on Active Substances (paragraphs 8 to 13);
- .4 note the agreement by the Committee to develop a new legally-binding instrument on ship recycling and that an associated draft resolution has been prepared for submission to the twenty-fourth session of the Assembly for adoption; as well as the actions to facilitate implementation of the current IMO Guidelines on ship recycling (paragraphs 14 to 22);
- .5 note the adoption by the Committee of guidelines to facilitate the implementation of MARPOL Annex VI; as well as the Committee's decision to undertake a general review of that Annex and the NO<sub>x</sub> Technical Code to take account of current technology and the need to further reduce air pollution from ships (paragraphs 23 to 26);
- .6 note the designation of four new PSSAs and the approval of the revised text of the PSSA Guidelines with an associated draft resolution for submission to the twenty-fourth session of the Assembly for adoption (paragraphs 27 to 29);
- .7 note the approval by the Committee of proposed amendments to the revised MARPOL Annex I, Annex IV and the BCH Code with a view to adoption at MEPC 54 as well as draft amendments to the IBC Code with a view to adoption at MEPC 56 (paragraphs 30 to 35);
- .8 note the progress made by the Committee concerning implementation of the OPRC Convention and the OPRC-HNS Protocol, inadequacy of reception facilities, reports of sub-committees and work of other bodies (paragraphs 41 to 53);
- .9 note the reported developments concerning the "Regular Process" for global reporting and assessment of the state of the marine environment and the continuation of GESAMP (paragraphs 54 to 57);

- .10 note the progress made by the Committee concerning Formal Safety Assessment and Human Element issues (paragraphs 62 to 64);
  - .11 note the endorsement by the Committee of the Organization's draft high-level action plan and the draft outcome-based priorities for the 2006-2007 biennium (paragraphs 66 and 67); and
  - .12 note the approval by the Committee of revised terms of reference of all the sub-committees with the inclusion of explicit reference to marine environment issues (paragraph 73).
-