

EU-MOP FINAL WORKSHOP

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Escuela Técnica Superior de Ingenieros Navales

IMO's response to current environmental challenges

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IMO and the marine environment

- Mission statement:
SAFE, SECURE AND EFFICIENT SHIPPING IN CLEANER OCEANS
- Traditional emphasis on safety of life at sea – SOLAS
- Then, security of ships and ports (ISPS Code)
- More recently, the maritime community and civil society have demanded, and continue demanding, enhanced protection of the marine and atmospheric environment
- IMO, has a global responsibility to respond
- 2007 World Maritime Day theme:
IMO's RESPONSE TO CURRENT ENVIRONMENTAL CHALLENGES

IMO and the marine environment

- **Main environmental work carried out by:**
 - **Marine Environment Protection Committee (MEPC)**
- **Assisted by technical sub-committees:**
 - **Bulk Liquids and Gases (BLG)**
 - **Flag State Implementation (FSI)**
 - **Ship Design and Equipment (DE)**
- **And other Technical and Working Groups**

Environmental regulatory framework

PREVENTION AND RESPONSE

PREVENTION:

- **MARPOL Convention and related Codes (IBC, IMDG, NOx)**
- **Anti-fouling Convention (AFS) – Sept.2008**
- **Ballast Water Management Convention (BWM) – Not in force**
- **Ship Recycling Convention – under development**

RESPONSE:

- **Oil Pollution Preparedness, Response and Co-operation Convention (OPRC)**
- **HNS Pollution Preparedness, Response and Co-operation Protocol (OPRC-HNS)**

MARPOL Annex I

- **Regulations for the prevention of pollution by oil**
 - Substantially amended, updated and re-formatted with effect from 1 January 2007, it addresses:
 - design and construction of oil tankers
 - piping and pumping arrangements
 - operational discharge of oil/oily mixtures
 - shore reception facilities
 - tank cleaning - COW
 - shipboard emergency plans
- **Recognized as main contributor to drastic reduction in oil pollution, accidental and operational, over the past 30 years**

MARPOL Annex II

- **Regulations for the prevention of pollution by noxious liquid substances other than oil, carried in bulk**
 - Applied together with the IBC Code (design and construction of chemical tankers)
 - Both amended substantially, with effect from the beginning of 2007
 - Allocates products to new pollution categories (X, Y, Z) and sets discharge criteria
 - In line with UN Globally Harmonized System for hazard classification after re-evaluation of products
 - Under new regime, vegetable oils have to be carried in chemical tankers

MARPOL Annex VI

- **Regulations for the prevention of air pollution**
 - Currently under review, is the top environmental priority of IMO
 - Sets engine exhaust emission limits for sulphur oxides (SO_x) and nitrogen oxides (NO_x), and prohibits emissions of ozone-depleting substances
 - Urgent work underway to achieve consensus on drastic emission reductions through the use of cleaner fuels and/or abatement technology (scrubbers), and to address particulate matter
 - The revised Annex VI and NO_x Technical Code needs to be adopted in October of this year

CLIMATE CHANGE

- **Universal drive towards drastic reductions in greenhouse gas emissions from all sources under the UN Framework Convention on Climate Change**
- **Work underway to agree on a new regime to succeed the Kyoto Protocol from 2012**
- **IMO is working to reduce GHG emissions from international shipping in consonance with UNFCCC:**
 - **CO₂ Indexing Scheme**
 - **CO₂ Emissions Baseline**
 - **Technical, operational and market-based measures**
 - **New regulations to be finalized in 2009**

PREPAREDNESS AND RESPONSE

- **While prevention is of paramount importance, coastal States need a second layer of protection by implementing:**
 - the International Convention on Oil Pollution Preparedness, Response and Co-operation 1990, (OPRC Convention); and
 - the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances 2000, (OPRC-HNS Protocol)

The OPRC Convention is probably the IMO instrument most relevant to the EU-MOP Project

Preparedness and Response

The OPRC Convention provides...

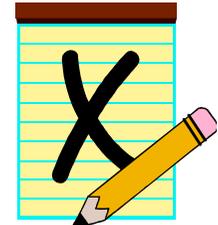
- a framework for the development of national and regional capacity to prepare for and respond to oil pollution incidents, and...

A platform to:

- facilitate international co-operation and mutual assistance in preparing for and responding to major oil pollution incidents

OPRC: Obligations of flag State

- **A requirement for pollution emergency plans for:**
 - **Ships**
 - **Offshore platforms**
- **Requirement for reporting any observed event involving the discharge of oil to the nearest coastal State**



OPRC: National obligations

- 1. A national system for responding to oil pollution incidents which includes:**
 - a national contingency plan
 - designated national authorities
 - an identified national operation focal point (or focal points)



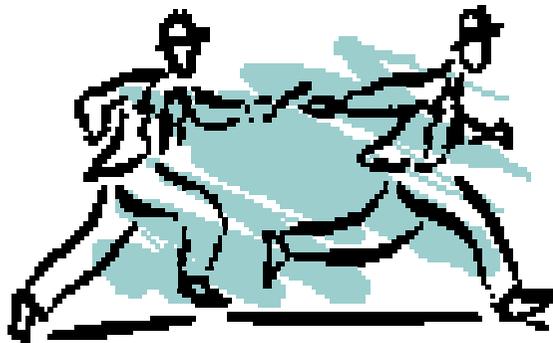
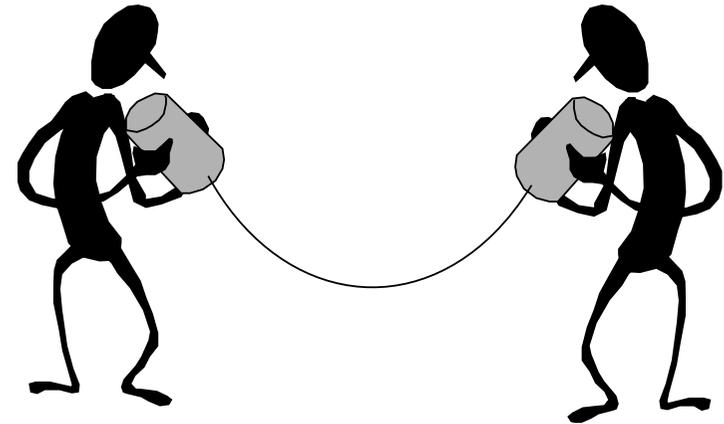
- 2. Individually or through bilateral/multilateral co-operation, ensure:**
 - Pre-positioned equipment
 - Programme of exercises and training of personnel
 - Plans and communication capabilities
 - A mechanism for coordinating the response



OPRC: International obligations

Requirement for...

- Informing neighbouring States of spills which could affect them



- Providing assistance if requested by another party

OPRC: International Co-operation

- Parties agree, to the extent of their capability, to provide international assistance to other State parties, and;
- Requesting Parties agree to facilitate the receipt of such assistance in-country



IMO's OPRC-HNS Technical Group

- Subsidiary body of the Marine Environment Protection Committee (MEPC)
- Develops training tools, resources, manuals and guidance to assist countries in implementing the OPRC Convention and the OPRC-HNS Protocol
- Facilitates preparedness and response to oil and HNS incidents at national, regional and international levels
- Indispensable international forum for oil and HNS pollution preparedness, response and co-operation
- A presentation on the findings of the EU-MOP Project is recommended

CONCLUDING REMARKS

- Pollution preparedness and response is a continuous process, especially regarding training of responders – more important in developing countries
- Although statistics show a downwards trend in serious pollution incidents, we cannot feel complacent (Korea)
- Harsher climate conditions will increase the risk (Ukraine)
- Pollution does not recognize borders, so it is a problem for all, not just the coastal State – shared responsibility
- Must keep on developing new methods and tools
- **That's why the findings of the EU-MOP and other similar initiatives are crucial in the fight against the ever present risk of potentially devastating oil pollution from ships or other sources**



THANK YOU