

## MARPOL Annex VI – Prevention of air pollution from ships

The New Zealand Government will become party to Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) by late 2021.

MARPOL Annex VI seeks to address:

- the impact of air pollution from shipping activities on human health and environments, and
- the impacts of emissions from shipping activities on climate change and ozone layer depletion.

There are eight key regulations relating to emission controls.

### Volatile organic compounds overview

#### What are volatile organic compounds (VOCs)?

VOCs are organic (carbon based) chemicals that can evaporate at normal atmospheric conditions. Common examples are formaldehyde, toluene, acetone and ethanol. Note – this list does not signal any intention to regulate these specific VOCs in NZ.

The fumes evaporating from VOCs contribute to smog at ports and can harm creatures that breathe air, including humans and birds.

#### What does Annex VI require for VOCs?

The Annex applies to VOCs carried as cargo on a ship (typically an oil or gas tanker) rather than from the fuel used to power a ship.

Annex VI requires:

- an approved and effectively implemented ship-specific VOC management plan
- the control of specific VOC emissions at specific NZ ports or terminals, if NZ deems this is required.

#### What do you think?

- What impact will meeting the requirements have on your operation?
- What concerns do you have about meeting the requirements?
- Is there anything else you need to know?

#### What ships or facilities do the requirements apply to?

All tankers carrying crude oil require a VOC management plan.

If NZ decides to regulate VOCs at specific ports or terminals:

- tankers over a specified size and/or with specified cargo at these ports/terminals will need to have an approved vapour emission collection system installed, and use it when loading the cargo; and
- the ports and terminals will have to have vapour emission control systems installed.

This includes gas carriers, if the type of loading and containment systems allow safe retention of non-methane VOCs on board or their safe return offshore.

#### What are your views?

- What criteria should NZ use to determine if VOCs are regulated at NZ ports or terminals?
- What VOCs should be regulated?
- Have there been issues from VOC emitted at terminals or ports in NZ? What is the level of complaints?

#### Where can I get more info?

The International Maritime Organization ([www.imo.org](http://www.imo.org)) has guidance on:

- the development of VOC management plans
- vapour emission control systems.

#### Contact us

You can contact us with any comments or questions at [MARPOLAnnexVIProject@maritimenz.govt.nz](mailto:MARPOLAnnexVIProject@maritimenz.govt.nz)

Refer to the Maritime NZ website for further information: [www.maritimenz.govt.nz/marpol](http://www.maritimenz.govt.nz/marpol)  
 Refer to the IMO website for information about Annex VI: [www.imo.org](http://www.imo.org)