

Notes

MARPOL Annex VI Roundtable VOCs, ODS, and PRFs

DATE/TIME Monday 14 December 2020, 1:30 pm – 3:30 pm

LOCATION Ministry of Transport, 3 Queens Wharf, Wellington – or remotely via MS Teams

Welcome, introductions, expectations for today

- Following on from earlier roundtables for Annex VI, today's meeting is about exploring its provisions relating to volatile organic compounds (VOCs) (Regulations 15), ozone depleting substances (ODS) (Regulation 12), and port reception facilities (Regulation 17) in greater detail.

Annex VI overview

- The focus of Annex VI is to address the impact of air pollution from shipping activities on human health and the environment, as well as the impacts of emissions from shipping activities on climate change and ozone layer depletion.
- Following public consultation, New Zealand decided to accede to Annex VI in 2019. We are now in the process of aligning domestic regulations to enable accession by the end of 2021.

VOCs

- VOCs are organic chemicals that are volatile – meaning that their molecules readily off-gas into the surrounding area at room temperature, creating fumes.
- Under Annex VI, all tankers carrying crude oil must have an approved and effectively implemented VOC management plan.
- State administrations also have the option to create VOC control areas at specific ports or terminals.
- Maritime NZ is not currently aware of any NZ-flagged ships that would require a VOC management plan, so the focus of implementation is currently port state control.
- Maritime NZ and the Ministry of Transport plan to create empowering provisions to enable port-specific VOC areas in the future, but do not currently have any plans to implement such areas at this time. There would be a future consultation process associated with creating VOC areas through a rule making process.
- There were no questions or comments on VOCs.

ODS

- ODS are chemicals that damage the earth's protective ozone layer, including chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), halons, etc.
- Under Annex VI, deliberate emissions of ODS are prohibited.

- Also prohibited are installations containing ODS on ships constructed on or after 19 May 2005 and installations which contain HCFCs on ships constructed on or after 1 January 2020.
- These provisions are already implemented under the Ozone Layer Protection Act.
- Annex VI also includes record keeping requirements for ships 400 GT that travel internationally. Maritime NZ is considering whether to apply these requirements to all ships 400 GT and above.
- These provisions will be implemented under the Maritime Rules.
- There were no questions or comments on ODS.

Port Reception Facilities

- Under Annex VI, States must ensure the provision of adequate facilities for the disposal of ODS (and equipment or material containing ODS) and residues from exhaust gas cleaning systems (EGCS), also known as scrubbers.
- Annex VI did not offer an obvious way for New Zealand to “contract out” these services, for instance by referring ships to Australia to access port reception facilities.
- In New Zealand, port reception facilities and services are usually contracted to waste management experts, and ODS are usually disposed of overseas.
- Maritime NZ may regulate port reception facilities through the issuance of a notice under section 236 of the Maritime Transport Act 1994. (This type of notice has been previously issued for ballast water but not for MARPOL).
- It was noted that port reception facilities for EGCS residues – potentially one on each island – would be beneficial to the cruise industry. Currently, EGCS residues are stored on board until they can be disposed of. This creates storage issues currently, and could also be a problem if domestic-only cruise itineraries are introduced because of COVID-19.
- An explanation was provided about how this works in other countries. In general, port reception facilities will only take EGCS residues that have been previously profiled (a description of its components, pH, etc.). The port reception facilities vendor will collect a sample, profile it, and then determine whether they will accept the residues or not.
- It was agreed that port companies needed to play a big role in these discussions, and that this issue is closely related to wider EGCS issues.
- The group did not expect that there would be much demand for ODS disposal facilities, but engagement with the fishing industry on ODS issues should continue.

Next steps – continuing engagement

- We are currently engaging with stakeholders through a series of focussed roundtables like this one. Notes on each meeting will be posted to our website.
- We will be consulting on draft rules to implement Annex VI around the middle of next year.
- New webpage, one-pagers, and roundtable notes are located at <https://www.maritimenz.govt.nz/rules/marpol-annex-vi>.
- If you have any questions or wish to provide further feedback email MARPOLAnnexVIProject@maritimenz.govt.nz.

Close