INTERNATIONAL MARITIME ORGANIZATION

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SUB-COMMITTEE ON BULK LIQUIDS AND GASES
17th session
Agenda item 3

BLG 17/WP.3
6 February 2013
Original: ENGLISH



# EVALUATION OF SAFETY AND POLLUTION HAZARDS OF CHEMICALS AND PREPARATION OF CONSEQUENTIAL AMENDMENTS

## Report of the Working Group

1.1 The Working Group met from 5 February to 6 February 2013 under the chairmanship of Mr. David MacRae (United Kingdom).

1.2 The meeting was attended by delegates from the following Member Governments:

BELGIUM
BRAZIL
CHINA
DENMARK
FINLAND
FRANCE
GERMANY
JAPAN
LIBERIA
MALAYSIA
MARSHALL ISLANDS
NETHERLANDS
NORWAY
REPUBLIC OF KOREA
SOUTH AFRICA
SPAIN
SWEDEN
TURKEY
UNITED KINGDOM
UNITED STATES

and observers from the following non-governmental organizations in consultative status:

INTERNATIONAL CHAMBER OF SHIPPING (ICS)
INTERNATIONAL ASSOCIATION OF PORTS AND HARBORS (IAPH)
INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES (IACS)
EUROPEAN CHEMICAL INDUSTRY COUNCIL (CEFIC)
INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS (INTERTANKO)
DANGEROUS GOODS ADVISORY COUNCIL (DGAC)
INTERNATIONAL PARCEL TANKERS ASSOCIATION (IPTA)

## 2 TERMS OF REFERENCE

2.1 The Sub-Committee had instructed the Working Group to continue with its work items, taking into account the results of the discussions in the plenary session, with a particular focus on the following items:

.1 consider issues relating to the evaluation of new products;

.2 conduct an evaluation of cleaning additives;

.3 review the MEPC.2/Circular – Provisional classification of liquid substances transported in bulk, and other related matters;

.4 finalize the amendments for the *Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers* (resolution MEPC.108(49));

.5 review products requiring oxygen dependent inhibitors;

.6 consider further the reissuing of tanker certification;

.7 review further the safety criteria guidelines used in chapter 21 of the IBC Code;

.8 prepare the work programme and agenda for ESPH 19; and

.9 submit a written report by Thursday, 7 February 2013.

## 3 EVALUATION OF PRODUCTS

3.1 The Group noted that there were two new products submitted to this session for evaluation:

.1 Tall oil soap, crude (BLG 17/3/3); and

.2 Alkanes (C10-C26), linear and branched (flashpoint ≤60°C) (BLG 17/3/4).

3.2 Before considering each proposal, the Chairman recalled that it was important to ensure that all appropriate data had been submitted and that the proposed classification and carriage requirements were commensurate with the data provided. Should there be any deficiencies in the information provided, it was recalled that the ESPH Working Group had been directed by the BLG Sub-Committee not to accept such submissions.

3.3 With regard to the presentation of data, the Group recalled that submissions should always be made using the BLG data reporting form and that documents needed to provide linkages to the Strategic and High-level Action Plans in line with the *Guidelines on the organization and method of work of the Maritime Safety Committee and the Marine Environment Protection Committee and their subsidiary bodies* (MSC-MEPC.1/Circ.4/Rev.2). With respect to the latter point, the Group was advised that the entries for Strategic Direction, High-level Action and Planned Output for new product submissions should now utilize codings of 5.2/5.2.3/5.2.3.7 as defined in Assembly resolution A.1038(27), *High-level Action Plan of the Organization and priorities for the 2012-2013 biennium*.

3.4 In considering the submission for Tall oil soap, crude, the carriage requirements proposed were confirmed by the Group. No synonyms for this product, were assigned.

3.5 With respect to Alkanes (C10-C26), linear and branched (flashpoint ≤60°C), the Group endorsed the carriage requirements proposed and agreed that no synonyms would be assigned. In reviewing this product, it was recalled that during ESPH 18 it had been agreed that the generic GESAMP/EHS Composite List entry (which does not reference flashpoint) could be used for the assessment of this substance (see document BLG 17/3, paragraph 4.29).

3.6 The Group's decisions on each of the products reviewed regarding the classification and assignment of carriage requirements are set out in annex 1.

3.7 As a general comment on the BLG Product Data Reporting Form, it was noted that in section 1 dealing with the Product Name, in some of the forms submitted, in addition to the qualifier that "The product name shall be used in the shipping document for any cargo offered for bulk shipments." There was a second line stating "Any additional name may be included in brackets after the product name." In other cases, this second line was missing and it was queried which version of the BLG Product Data Reporting Form should be used. It was confirmed that the file on the IMO website, also given as appendix 4 in the published IBC Code, which contains this second line, was the valid file to use although clearly, any take up of specifying additional names, such as synonyms, in brackets was optional information.

## 4 EVALUATION OF CLEANING ADDITIVES

4.1 The Group recalled that MARPOL Annex II, regulation 13, on "Provisions on the control of discharge of Noxious Liquid Substances" imposes restrictions on the cleaning additives permitted for use in tank washing operations as follows:

> "13.5.2 When small amounts of cleaning additives (detergent products) are added to water in order to facilitate tank washing, no additives containing Pollution Category X components shall be used except those components that are readily biodegradable and present in a total concentration of less than 10 per cent of the cleaning additive. No restrictions additional to those applicable to the tank due to the previous cargo shall apply."

4.2 The Group was informed that 29 cleaning additives had been presented to this session for evaluation through the revised tank cleaning additives guidance note and reporting form as issued under MEPC.1/Circ.590. In line with normal practice, in order to preserve the confidentiality of the composition of such additives, the products were evaluated by a subgroup made up of representatives of Administrations only. The delegations of Belgium, Germany, the Netherlands and Norway were represented in the subgroup. Noting the limited number of Administrations involved, the Group requested representatives of Administrations attending ESPH to join the subgroup so that decisions can be made by a bigger team and so that the expertise to undertake this work is not lost.

4.3 The subgroup reported that the compositions and documentation of 24 cleaning additives submitted met the criteria outlined in MEPC.1/Circ.590. Other products were rejected for the following reasons: they are not used as a cargo tank cleaning additive or they contained Pollution Category X products.

4.4 For a number of cleaning additive applications, Material Safety Data Sheets (MSDS) on the product and its components were provided as background information. Whilst not formally required, the subgroup considered this information to be helpful and recommended that submissions should, if possible, include any MSDSs which are relevant to the application.

4.5 Annex 2 shows the list of cleaning additives meeting the assessment criteria.

4.6 Noting that in the recent MEPC.2/Circular, two trade name modifications agreed during ESPH 18 had not been recorded in the updated list of cleaning additives, (see paragraph 5.2), the amended product entries (Accell Clean Marine and Accell Clean Marine Plus) were also incorporated into annex 2 to reflect these changes.

4.7 The Group recalled that Member Governments having submitted cleaning additives for evaluation according to MEPC.1/Circ.590 are advised to maintain records of information submitted on approved cleaning additives listed in annex 10 to the MEPC.2/Circular. As no files will be kept within IMO, any changes in composition, ingredients or instructions for use resulting in any questioning of the evaluation may be tracked through national files only.

4.8 The Group expressed its appreciation to the members of the subgroup for undertaking and completing the evaluation work on the cleaning additives presented.

## 5 REVIEW OF MEPC.2/CIRCULAR – PROVISIONAL CLASSIFICATION OF LIQUID SUBSTANCES TRANSPORTED IN BULK AND OTHER RELATED MATTERS

5.1 The Group recalled that, under this agenda item, it was customary to consider any issues arising in relation to the MEPC.2/Circular.

5.2 The Group was advised that in the last publication, MEPC.2/Circ.18, it had been noted that there were small typographical errors in the "contains name" given for the List 3 products, EC1602A and OLOA 49888. The correct contains name for these products should read "Benzyl-(C12-C16 linear alkyl)-dimethyl-ammonium chloride" and "Alkyl (C18-C28) toluenesulfonic acid, calcium salts, high overbase, Calcium long-chain alkyl phenate sulphide (C8-C40) and mineral oil" respectively and the Group were advised that the database had been amended accordingly. Additionally, noting that two trade name modifications agreed at ESPH 18 had not been recorded in the updated list of Cargo Tank Cleaning Additives presented in annex 10 of the circular, it was agreed that the amended product entries (Accell Clean Marine and Accell Clean Marine Plus) should be added to the new listing of cleaning additives evaluated at this session (see paragraph 4.6 and annex 2).

5.3 No further comments on the new entries and amendments highlighted in MEPC.2/Circ.18 had been received but it was observed in the meeting that the List 1 substance Di-(2-ethylhexyl) terephthalate should have been deleted since this product had been reviewed at ESPH 18 but was now reported under the entry Bis(2-ethylhexyl) terephthalate. It was noted, however, that the tripartite agreement for the former product would expire this year and that it would therefore automatically be deleted when the next MEPC.2/Circular is released.

5.4 With respect to annex 8 to the MEPC.2/Circular which gives tripartite contact addresses, the Group were reminded that this information is now available through the GISIS contact points database and that accordingly, if any amendments or additions to the information recorded are needed, these may be undertaken direct by the Administration(s) concerned. In this context, the Group strongly encouraged Administrations to ensure that appropriate e-mail addresses for processing tripartite agreements are included in the information supplied.

5.5 In considering the next issue of the circular (MEPC.2/Circ.19), the Group noted that at this time, expiry dates would be triggered for twenty tripartite agreements and that Administrations and industry may need therefore to take action on such cases, as appropriate, at the ESPH 19 meeting. It was highlighted that if new GESAMP Hazard Profiles were required to support any of these products, these would need to be established at the forthcoming GESAMP-EHS 50 meeting scheduled for 15 – 19 April, 2013.

5.6 With regards to document BLG 17/3/7 (Republic of Korea), proposing a new annex for the MEPC.2/Circular giving reference details for relevant documents and information as needed for the assignment of carriage requirements, the Group debated the proposal and reached the following conclusions:

.1 in the context of MEPC.1/Circ.512 which provides the Guidelines for the Provisional Assessment of Liquid Substances Transported in Bulk, it was noted that some of the elements proposed in document BLG/17/3/7 are already addressed in the circular but it was accepted that this information may not always be easily identifiable;

.2 recognizing the value of the table proposed in document BLG 17/3/7, it was agreed that this should be placed on the IMO website together with other information already present which is relevant to the tripartite agreement process;

.3 additionally, it was further agreed that this should then be highlighted in the annual MEPC.2/Circular, giving a clear reference to the website location; and

.4 to expand the value of the table, it was noted that a few additional comments could be added to the remarks column, qualifying how the reference source may be used, and the information table was revised accordingly, as set out in annex 3.

5.7 In terms of new List 3 products ((Trade-named) mixtures containing at least 99 per cent by weight of components already assessed by IMO, presenting safety hazards), the Group noted that three Trade-named mixtures had been submitted for evaluation as permanent entries with validity for all countries and with no expiry date:

.1 Surfom CS 5015 (BLG 17/3/1)

.2 Methoxypolyglycol Basic (BLG 17/3/5)

.3 MP Cresol 45 (BLG 17/3/6)

In the case of evaluating Trade-named mixtures, recognizing that in many cases there was a need to maintain certain confidentiality aspects with respect to formulation details, these products were reviewed following the usual confidential arrangements adopted by the Group (see paragraphs 4.15 – 4.20 of document BLG 17/3 for details of these procedures).

5.8 Following an assessment of the products, the Group confirmed, in general, the carriage requirements as proposed with the following exceptions which required the amendments noted:

| | | |
|---|---|---|
| .1 | Methoxypolyglycol Basic : | Tradename was changed to MPG Basic and the contains name was amended to "Poly(2-8) alkylene glycol monoalkyl (C1-C6) ether and sodium methylate"<br><br>Fire protection was modified to A,C and special requirement 15.19.6 was added |

| | | | |
|---|---|---|---|
| .2 | MP Cresol 45 | : | Ship Type and Tank type were modified to 1 and 1G respectively and special requirement 15.18 was added. The company name was amended to Merisol |

In the case of Surfom CS 5015, all of the carriage proposals were accepted. It was questioned if use of the GESAMP Hazard Profile for "Ethoxylated tallow amine, glycol mixture" was more appropriate for this product rather than utilizing profiles for individual components (as in document BLG 17/3/1) but this was not found to be the case when formulation details for this entry were compared with the product presented.

The full carriage requirements assigned for the three products reviewed are set out in annex 4.

## 6 REVISED GUIDELINES AND SPECIFICATIONS FOR OIL DISCHARGE MONITORING AND CONTROL SYSTEMS FOR OIL TANKERS

6.1 Noting the decision of the Sub-Committee not to revoke MEPC.108(49) by issuing a new updated version of the Guidelines, based on the work undertaken during ESPH 18, the Group developed a list of proposed amendments to the original resolution, together with an accompanying draft MEPC resolution, for consideration by the Sub-Committee, as set out in annex 5.

## 7 PRODUCTS REQUIRING OXYGEN DEPENDENT INHIBITORS

7.1 The Group recalled the question of cargoes requiring oxygen-dependent inhibitors in relation to inert gas controls and the proposal that the MSC/MEPC Circular covering equivalency arrangements for the carriage of styrene should be expanded to provide guidance when carrying other cargoes with similar requirements.

7.2 Although the Group had encouraged additional information regarding oxygen cut-off limits of the products identified in BLG.16/INF.8 to be provided in order to develop a new MSC/MEPC.Circular, as yet no information had been made available. In view of this position, it was not possible at this stage to consider any expansion of the circular for styrene but the Group again encouraged any interested parties to provide relevant information for consideration as appropriate. The observer from CEFIC advised that relevant data was being sought and that further guidance on this issue should be available for ESPH 19.

## 8 CONSIDERATION OF GUIDANCE FOR THE REISSUING OF CHEMICAL TANKER CERTIFICATION

8.1 The Group considered further the issues concerning the re-issuing of IBC Code Certificates of Fitness (CoF) in a timely manner to accurately reflect revisions to product classifications when the IBC Code is amended by MSC and MEPC resolutions.

8.2 The observer from IACS highlighted that the key issue was how to have on board, upon entry into force of amendments to the IBC Code, an updated IBC CoF reflecting the various revisions introduced. In considering this, it was noted that it is important to recognize the mandatory provisions set out in the IBC Code:

- The CoF must refer to the latest MSC and MEPC resolutions containing the IBC Code amendments: "*The ship also complies fully with the following amendments to the Code:*"; and

- Attachment 1 (the product List) to the CoF must reflect the same issue date as the CoF.

8.3 Taking into account these issues, the observer from IACS proposed that the principle of MSC-MEPC.5/Circ.6 should be applied, except that the adoption date of the IBC Code amendments rather than the *entry-into-force date*, should be the starting point for beginning to reissue the IBC CoF and Attachment 1. Accordingly, a new CoF and its Attachment 1:

- Would be issued in advance of the *entry-into-force* of the amendments to the IBC Code;
- Have an expiration date which is the same as the existing certificate; and
- Would be provided with a stamp/text on the coversheet stating that this CoF/Attachment 1 is effective, and supersedes the previous CoF/Attachment 1, on the *entry-into-force* of amendments to the IBC Code (i.e. 1 June 2014 with respect to MEPC.225(64) and MSC.340(91) and the 2012 amendments).

8.4 It was proposed that this approach, shown schematically in annex 6, would yield a smooth and practical implementation scheme for the worldwide fleet of chemical carriers by allowing a new CoF and its Attachment 1 to be issued at the first survey carried out after the later of the "*adoption*" dates agreed by MSC or MEPC. It was also noted that the period between *adoption* and *entry-into-force* of the amendments to the IBC Code accommodates the 15 months maximum timetable possible between the date of adoption and the first survey due after this date.

8.5 In evaluating the proposal, the Group reflected on the point of issuing the CoF against amendments that had not yet formally entered into force and might, in principle, still be withdrawn up to the point of having reached the date for "deemed acceptance". Nevertheless, recognizing that use of the latter trigger would normally only afford a period of six months before entry into force and as such could then be incompatible with possible survey timelines, it was agreed that the later adoption date set by MSC or MEPC was a pragmatic trigger point to utilize for any subsequent reissuing of the relevant certification. It was noted anyway that the regulatory requirement was to hold a valid CoF/Attachment 1 and that if anticipated amendments did not come into effect, then any certification relating to such updates would effectively be redundant and new arrangements would need to be put into place.

8.6 Noting that the date of issue of the advance certification would still be recorded as the date of the Renewal Survey, the Group accepted the approach outlined and agreed that this should now be put to the Sub-Committee for consideration. If accepted, it was proposed this information should be widely disseminated as part of the MSC-MEPC.5/Circular series and to this effect, the Group proposed a draft circular as set out in annex 6.

8.7 Recognizing that a circular endorsing this approach may not be issued until July 2013 but that some surveys in this context would need to be undertaken in advance of this date, it was noted that, in any event, there was nothing in principle to prevent the initiation of this process in advance of a circular and that in fact, this is already the practice employed by some Classification Societies.

## 9 REVIEW OF SAFETY CRITERIA GUIDELINES USED IN CHAPTER 21 OF THE IBC CODE

9.1 The Group further considered various options with regard to addressing the inconsistencies in carriage requirements, in relation to GESAMP Hazard Profiles, noted for a number of entries in chapters 17 and 18 of the IBC Code. Currently, products listed in or intended for chapters 17 and 18 of the IBC Code have been assessed using two approaches:

.1 existing products listed in the IBC Code, pre-2004, were re-evaluated based on pollution aspects in accordance with Annex II of MARPOL. Any effects of GESAMP Hazard Profile (GHP) safety criteria were not reconsidered at this time, in line with a decision taken by MEPC for this review; and

.2 new products after this time and any specific revisions arising for products in the IBC Code have been fully assessed utilizing the complete GHP (which is based on the UN GHS) and the criteria referred to in chapter 21 of the IBC Code.

As a consequence of this assessment process, there is now effectively a dual standard product list in operation.

9.2 As it had been previously noted that the application of the current chapter 21 safety-related criteria for assigning carriage requirements for products already listed in the IBC Code prior to the 2004 amendment may lead to unnecessarily stringent Ship Type and Tank type requirements for a number of substances, the Group had recognized that it would be useful to re-examine the safety-related criteria of chapter 21 in the course of revising chapters 17 and 18. Fundamental to this consideration was the principle that no compromise with respect to existing safety standards would be acceptable.

9.3 At ESPH 18, the Group reviewed possible ways to qualify the usage of mammalian toxicity taking account of the physical properties and behaviour of the substances concerned. Key properties considered were saturated vapour concentration (SVC) and product behaviour in water together with the usage of oral and dermal acute toxicity for Ship Type and Tank type assignments. A number of product examples were considered to illustrate the possible effects of varying trigger limits and a number of points were agreed upon as a basis for further development, as set out in document BLG 17/3 (paragraph 10.4).

9.4 Building upon this work, the Group agreed to introduce some further refinements of these points, since some minor inconsistencies had been identified as indicated in document BLG 17/INF.12.

These amendments were as follows:

- Alignment of the criteria for the assignment of Ship Type 3 with the safety hazard criteria;

- Deletion of the criteria for the assignment of open venting and open gauging as this is covered by the minimum safety criteria;

- Amendment of the criteria for restricted gauging so that it reads C3>2, and not C3≥2 (and SVC/$LC_{50}$ < 0,2); and

- Alignment of the criteria for the assignment of 15.19 and 15.19.6 with the cut-off values in the existing chapter 21.

9.5 Additionally, it was agreed that revised dermal toxicity cut-off values should be considered as a basis for the further development of the revision of chapter 21, as indicated in document BLG 17/INF.12 (paragraph 3).

9.6 Beside the above points, as noted in document BLG 17/3/2, further work had been undertaken to examine the influence of water reactivity, corrosion, sensitization and long-term health hazards on Ship Type and Tank type assignments.

9.7 With respect to the Water Reactivity Index (WRI), it was shown by reference to both the current and previous (1998) editions of the IBC Code that there was a significant difference in these two versions in the description of products which react with water leading to the assignment of ST 1 or ST 2. After debating this, it was proposed that only products which are "extremely reactive with water and produce large quantities of flammable, toxic or corrosive gas or aerosols" should be assigned to ST 1, and that the value of WRI = 2 should be used for the assignment of the Ship Type 2. In consequence, the following amendments to chapter 21 of the IBC Code were proposed by the Group:

1. proposed amendment to paragraph 21.7.6.1:

Introduction of WRI = 3 in 21.7.6.1 as follows:

| **Water reactive Index (WRI)** | **Definition** |
|---|---|
| 3 | Any chemical which is extremely reactive with water and produces large quantities of flammable, toxic or corrosive gas or aerosol |

2. proposed amendment to paragraph 21.4.5.2:

Under "*Ship Type 1*" insert "WRI = 3".

9.8 With regard to the criteria for assigning Tank types, it was noted that Chlorosulphonic acid is the only substance listed in chapter 17 for which WRI = 3 would apply. This substance is assigned to ST1 and TT 2G, both in the 1998 edition and in the current edition of the IBC Code and hence the value for the WRI seems not to have been taken fully into account for the purpose of the assignment of Tank type. It was agreed that as a general approach to address this point, two options were possible as follows:

Proposed amendment to paragraph 21. 4. 6.1:

Option 1: Tank type 1G: amend WRI = 2 to read WRI = 3
Option 2: Tank type 1G: delete WRI = 2

The Group decided that Option 1 was preferred and that this would then be consistent with the proposals to amend WRI ratings, as put forward for Ship Type 1 classification.

9.9 With respect to the assignment of other carriage requirements, it was agreed that the rationale for WRI usage as presented in the current chapter 21, should remain unchanged. Only consequential amendments would then be necessary, since the assigned carriage requirements for some products in chapter 17 are not fully in line with chapter 21 guidance and so corrections in these cases would be needed.

9.10 Whilst looking into the assignment of Tank types, it was noted that in the 1998 edition of the IBC Code, a criterion was included for the assignment of Tank type 1G to reflect specific hazards, which are not covered by other criteria. This criterion read as follows: "Required because of specific structural considerations (e.g. molten sulphur, hydrochloric acid)". Assignment in relation to this criterion was based on expert judgement and this aspect is not included in the current edition of the IBC Code. As expert judgement is used for the assignment of the current Tank type for products listed in chapter 17 and may be used for the assignment of the Tank type for products or mixtures in the future, it was proposed to reinsert the possibility to deviate from the standard criteria of chapter 21 to take account of such special considerations for Tank typing as follows:

Proposed amendment to paragraph 21.4.6.1

Under Tank type 1G, insert a new criterion:

"Required because of specific structural considerations (e.g. for molten sulphur, hydrochloric acid) based on expert judgement"

9.11 With regard to the other properties reviewed in document BLG 17/3/2, the Group concluded that for corrosion, sensitization and long-term health effects there were no grounds for revising the current criteria used in chapter 21 for these parameters and there was no incentive for introducing any change.

9.12 With respect to a question on aspiration toxicity (rating A in GESAMP column D3) it was noted that this refers to a set of possible severe acute effects (e.g. chemical pneumonia) following entry of a product "directly through the oral or nasal cavity, or indirectly from vomiting, into the trachea and lower respiratory system". This accordingly was not considered relevant in the context of long-term health effects or prolonged exposure and it was noted that effectively, it should be used only as a trigger for carriage requirements that reduce the risk of oral exposure.

9.13 Utilizing the above principles, the impact of introducing these changes to the criteria set out in chapter 21 of the IBC Code was investigated using a number of substances shipped in large volumes as illustrative examples. Based on this work, it was agreed that further quantification of the potential impact of introducing these changes was required.

9.14 With respect to the density limit used in relation to defining sinkers, it was proposed by the delegation of Germany that the value of >1050 kg/$m^3$ should be modified to be in line with that used by GESAMP which is 1025 kg/$m^3$. This was widely supported by the Group and the amendment was approved accordingly.

9.15 Taking account of the examples contained in document BLG 17/INF.12, a concern was noted by the observer from IPTA in terms of the possible impact of imposing special requirement 15.12 for a number of products. This is related particularly to the application of 15.12.4, where it was suggested that to retrofit appropriate cargo tank relief-valves may not always be feasible for certain ships. The observer from DGAC, also questioned the need to link corrosivity to skin to special requirement 15.17 which requires increased ventilation arrangements. It was agreed that these points should be noted for future consideration but that this should await the finalization of the proposals, when the scope of any changes may become more clear.

9.16 As a next step, it was agreed therefore that the Group should develop at ESPH 19, a track-change version of chapter 21 of the IBC Code highlighting all the amendments proposed and also provide an overview of the impact of introducing such changes to the products listed in chapters 17 and 18 of the IBC Code. This would then be put to BLG 18 for their consideration and action as appropriate.

## 10 EXPRESSION OF APPRECIATION

10.1 The Working Group was advised that after many years of service this would be the last session for Ms. I DeWilde, representing CEFIC. The Chairman on behalf of the whole of the Group expressed appreciation for the invaluable contribution made to the work of the ESPH Working Group. It was emphasized that the contribution from industry is essential for the successful operation of the Group and in this respect, it was noted that Ms. DeWilde has played a major role.

## 11 FUTURE WORK PROGRAMME AND AGENDA FOR ESPH 19

11.1 The Group agreed to the future work programme set out in annex 7, for consideration by the Sub-Committee. The Group proposed that ESPH 19 should be held from 21 to 25 October 2013.

11.2 After careful consideration and based on the meeting schedules for BLG and GESAMP/EHS, the Group agreed to request the Sub-Committee for an intersessional meeting in 2014.

## 12 ACTION REQUESTED OF THE SUB-COMMITTEE

12.1 The Sub-Committee is invited to approve the report in general and, in particular, to:

.1 agree to the evaluation of new products and the consequential inclusion in the IBC Code (paragraphs 3.4, 3.5 and annex 1), subject to endorsement by MEPC 65;

.2 concur with the evaluation of cleaning additives (paragraphs 4.2 to 4.5 and annex 2), subject to endorsement by MEPC 65;

.3 agree to the evaluation of Trade-named mixtures representing safety hazards and their consequential inclusion in List 3 of the MEPC.2/Circular with validity for all countries and no expiry date (paragraph 5.8 and annex 4) subject to endorsement by MEPC 65;

.4 endorse the proposal of the Group to add a table reflecting references and related information for ascertaining carriage requirements to the IMO website and to note this in the annual MEPC.2/Circular (paragraph 5.6);

.5 agree to the proposed amendments to the *Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers* (paragraphs 6.1 and annex 5) for consideration by MEPC 65, with a view to adoption ;

.6 note the discussion on cargoes requiring oxygen-dependent inhibitors in relation to inert gas controls and the request for information regarding oxygen cut-off limits for any products concerned (paragraphs 7.1 and 7.2);

.7 endorse the proposed solution relating to the reissue of chemical code certificates when the IBC Code is amended and agree to the draft MSC-MEPC.5/Circular (paragraphs 8.3 to 8.6 and annex 6) for approval by MEPC 65 and MSC 92;

.8 note the continuing discussions on the options to develop the criteria for assessing products based on the GESAMP Hazard Profile together with a consideration of physical properties and endorse the conclusions reached (paragraphs 9.4 to 9.16);

.9 approve the future work programme of the ESPH Working Group (paragraph 11.1 and annex 7); and

.10 agree to request MEPC 65 and MSC 92 to approve an intersessional meeting of the ESPH Working Group in 2014 (paragraph 11.2).

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**ANNEX 1**

**EVALUATION OF NEW PRODUCTS**

**Tall oil soap, crude (Finland, BLG 17/3/3)**

In considering the information provided, the Group agreed that the following carriage requirements be assigned to the product:

| | | |
|---|---|---|
| a. | Product name: | Tall oil soap, crude |
| c. | Pollution Category: | Y |
| d. | Safety/Pollution Properties: | S/P |
| e. | Ship Type: | 2 |
| f. | Tank Type: | 2G |
| g. | Tank Vents: | Cont |
| h. | Tank Environmental Control: | No |
| i' | Electrical Equipment – Class: | - |
| i" | Electrical Equipment – Group: | - |
| i"' | Electrical Equipment – Flashpoint >60ºC: | Yes |
| j. | Gauging: | C |
| k. | Vapour Detection: | T |
| l. | Fire Protection: | ABC |
| n. | Emergency Equipment: | Yes |
| o. | Special Requirements: | 15.12, 15.17, 15.19, 16.2.6 |

Chapter 19 Synonyms: None

**Alkanes (C10-C26), linear and branched (flashpoint≤60°C)
(United States, BLG 17/3/4)**

In considering the information provided, the Group agreed that the following carriage requirements be assigned to the product:

| | | |
|---|---|---|
| a. | Product name: | Alkanes (C10-C26), linear and branched (flashpoint≤60°C) |
| c. | Pollution Category: | Y |
| d. | Safety/Pollution Properties: | S/P |
| e. | Ship Type: | 3 |
| f. | Tank Type: | 2G |
| g. | Tank Vents: | Cont |
| h. | Tank Environmental Control: | No |
| i' | Electrical Equipment – Class: | T3 |
| i" | Electrical Equipment – Group: | IIA |
| i"' | Electrical Equipment – Flashpoint >60ºC: | No |
| j. | Gauging: | R |
| k. | Vapour Detection: | F |
| l. | Fire Protection: | ABC |
| n. | Emergency Equipment: | No |
| o. | Special Requirements: | 15.19.6 |

Chapter 19 Synonyms: None

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**ANNEX 2**

**CARGO TANK CLEANING ADDITIVES EVALUATED AND FOUND TO MEET THE REQUIREMENTS OF REGULATION 13.5.2 OF ANNEX II OF MARPOL**[1]

| Name of cleaning additive | Name of manufacturer | Reporting Country |
|---|---|---|
| Accell Clean Marine | Advanced BioCatalytics Corp. | USA |
| Accell Clean Marine Plus | Advanced BioCatalytics Corp. | USA |
| TC-01 – Heavy Duty Alkaline Tank Cleaner | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| TC-02 – Non-Caustic Alkaline Tank Cleaner | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| TC-03 – Non-Toxic, Water-Based Safety Alkaline Cleaner | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| TC-04 – Heavy Duty Concentrated Tank Cleaner | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| TC-05 – Solvent Based Tank Cleaner | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| TC-06 – Heavy Duty Water Based Hydrocarbon Free | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| TC-07 – Water Based Neutral Tank Cleaning Detergent | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| TC-10 - Rust and Oxidation Remover for NLS Cargo Tank cleaning | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| CH-1 – High Foam Alkaline Cleaner for NLS Cargo Tanks | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| DG-04 – Multi-Purpose Liquid Detergent for NLS Cargo Tank cleaning | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| DG-03 – Heavy Duty Water Based Degreaser for NLS Cargo Tank cleaning | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| DG-01 – Solvent Based Degreaser HD Split for NLS Cargo Tank cleaning | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| DG-02 – Heavy Duty Solvent Based Degreaser for NLS Cargo Tank cleaning | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| DG-05 – Environment Cleaner Degreaser | ANMAR ENDUSTRIYEL KIMYA SAN. TIC. LTD. STI | Turkey |
| SM-80 | KALON S.A. SMYTH MORRIS | Spain |
| GREM COLD WASH | KALON S.A. SMYTH MORRIS | Spain |
| Careclean SC | Marine Care B.V. | The Netherlands |

[1] All products evaluated in accordance with MEPC.1/Circ.590.

| Name of cleaning additive | Name of manufacturer | Reporting Country |
|---|---|---|
| Careclean Acrylate Neutralizer | Marine Care B.V | The Netherlands |
| Careclean Formula #3 | Marine Care B.V | The Netherlands |
| Careclean Formula #4 | Marine Care B.V | The Netherlands |
| Careclean Formula #5 | Marine Care B.V | The Netherlands |
| Careclean WAF | Marine Care B.V | The Netherlands |
| TECO CHLOR | TECO Chemicals AS | Norway |
| TANKCLEANER 9M | UNI Americas LLC | USA |

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**ANNEX 3**

**REFERENCES TO RELATED INFORMATION AND RECOMMENDATIONS FOR ASCERTAINING THE CARRIAGE REQUIREMENTS FOR PRODUCTS SHIPPED IN BULK**

| Information requirement | Reference to relevant documents | Subject | Remarks |
|---|---|---|---|
| **Information for Assessed or Provisionally Assessed Products** | IBC Code, chapters 17, 18, 19 | Chapters 17, 18: Identification of assessed products<br>Chapter 19: Index of products carried in bulk (synonyms of the products listed in the IBC Code) | MEPC.1/Circ.512, subsections 2.1 - 2.5 |
| | MEPC.2/Circular, List 1 (issued December each year) | Provisional Categorization of Liquid Substances (potential entries to the IBC Code) | Check latest MEPC.2/Circular |
| | Tripartite Agreement Information (BLG.1/Circ.27) | Substances already shipped under Tripartite Agreement arising since the last MEPC.2/Circular | Check IMO website[1] for current list |
| **Information for Provisional assessment** | MARPOL Annex II, appendix 1 | The Guidelines for the Categorization of Noxious Liquid Substances | Assignment of Pollution Category |
| | IBC Code chapter 21 | Chapter 21: Criteria for assigning carriage requirements for products subject to the IBC Code | See MARPOL, Annex II, Appendix 1 to identify endpoint ranges from GESAMP Hazard Profiles |
| | MEPC.1/Circ.512 | The Revised Guidelines for the Provisional Assessment of Liquid Substances Transported in Bulk<br><br>Format for proposing tripartite agreements | Refer to relevant Annex, Flowcharts and examples in appendix |
| | GESAMP/EHS Working Group Report (BLG.1/Circ…) | Hazard Evaluation of Substances Transported by ships | Contains latest Composite List of GESAMP Hazard Profiles |
| | BLG.1/Circ.33 | Decisions with regard to the Categorization and Classification of Products | Interpretation of the ratings of GESAMP Hazard Profiles |

| Information requirement | Reference to relevant documents | Subject | Remarks |
|---|---|---|---|
| **Information for Proposing Tripartite Agreements** | MEPC.2/Circular, annex 8 | Tripartite contact addresses | Contact points also available from GISIS website[2] |
| **Information for Submission of data to GESAMP/EHS for Formal Hazard Evaluation** | MEPC.1/Circ.512, section 8.1 GESAMP Reports and Studies No.64 | The Revised GESAMP Hazard Evaluation Procedure for Chemical Substances carried by Ships<br><br>GESAMP/EHS Product Data Reporting Form | Download from website[3]<br><br>Download from IMO website[4] |
| | BLG.1/Circ.28 | The introduction of charges for product evaluation work undertaken by GESAMP/EHS | Sets out current fees |
| **Submission to IMO (for MEPC.2/Circ. and IBC Code) the IBC Code Entry to IMO** | MEPC.1/Circ.512, section 8.2 appendix 4 | BLG Product Data Reporting Form | Download from IMO website[4] |

1 Our Work/Marine Environment/Pollution Prevention/Chemical Pollution/Chemicals carried in bulk/Tripartite Agreements
2 http://gisis.imo.org
3 www.gesamp.org/publications
4 Our Work/Marine Environment/Pollution Prevention/Chemical Pollution/Pages/Chemicals Reporting Forms

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**ANNEX 4**

**EVALUATION OF LIST 3 TRADE-NAMED MIXTURES**

**Surfom CS 5015 (Brazil, BLG 17/3/1)**

In considering the information provided, the Group agreed that the following carriage requirements be assigned to the product:

| | | |
|---|---|---|
| a. | Product name: | Surfom CS 5015 |
| c. | Pollution Category: | X |
| d. | Safety/Pollution Properties: | S/P |
| e. | Ship Type: | 2 |
| f. | Tank Type: | 2G |
| g. | Tank Vents: | Cont |
| h. | Tank Environmental Control: | Inert |
| i' | Electrical Equipment – Class: | - |
| i" | Electrical Equipment – Group: | - |
| i"' | Electrical Equipment – Flashpoint >60ºC: | Yes |
| j. | Gauging: | C |
| k. | Vapour Detection: | T |
| l. | Fire Protection: | A,B,C |
| n. | Emergency Equipment: | Yes |
| o. | Special Requirements: | 15.12; 15.17; 15.19; 16.2.6; 16.2.9 |
| | Contains | Ethoxylated Tallow Amine |
| | Company | Oxiteno Nordeste S/A Industria e Comercio |

**Methoxypolyglycol Basic (United States, BLG 17/3/5)**

In considering the information provided, the Group agreed that the following carriage requirements be assigned to the product:

| | | |
|---|---|---|
| a. | Product name: | MPG Basic |
| c. | Pollution Category: | Y |
| d. | Safety/Pollution Properties: | S/P |
| e. | Ship Type: | 3 |
| f. | Tank Type: | 2G |
| g. | Tank Vents: | Cont |
| h. | Tank Environmental Control: | No |
| i' | Electrical Equipment – Class: | - |
| i'' | Electrical Equipment – Group: | - |
| i''' | Electrical Equipment – Flashpoint >60ºC: | Yes |
| j. | Gauging: | Closed |
| k. | Vapour Detection: | T |
| l. | Fire Protection: | A, C |
| n. | Emergency Equipment: | Yes |
| o. | Special Requirements: | 15.12, 15.17, 15.19.6 |
| | Contains | Poly(2-8) alkylene glycol monoalkyl (C1-C6) ether and sodium methylate |
| | Company | Dow Chemical Company |

**List 3 Entry – MP Cresol 45 (South Africa, BLG 17/3/6)**

In considering the information provided, the Group agreed that the following carriage requirements be assigned to the product:

| | | |
|---|---|---|
| a. | Product name: | MP Cresol 45 |
| c. | Pollution Category: | Y |
| d. | Safety/Pollution Properties: | S/P |
| e. | Ship Type: | 1 |
| f. | Tank Type: | 1G |
| g. | Tank Vents: | Cont |
| h. | Tank Environmental Control: | No |
| i' | Electrical Equipment – Class: | - |
| i" | Electrical Equipment – Group: | - |
| i"' | Electrical Equipment – Flashpoint >60ºC: | Yes |
| j. | Gauging: | C |
| k. | Vapour Detection: | T |
| l. | Fire Protection: | A, B, C |
| n. | Emergency Equipment: | Yes |
| o. | Special Requirements: | 15.12, 15.17, 15.18, 15.19 |
| | Contains | Cresols (all isomers) |
| | Company | Merisol |

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**ANNEX 5**

**RESOLUTION MEPC.XXX (65)**

**Adopted on 17 May 2013**

**AMENDMENTS TO THE REVISED GUIDELINES AND SPECIFICATIONS FOR OIL DISCHARGE MONITORING AND CONTROL SYSTEMS FOR OIL TANKERS (RESOLUTION MEPC.108(49))**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING resolution MEPC.108(49) by which the Committee adopted the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers,

NOTING ALSO that the revised Annex I to MARPOL was adopted by resolution MEPC.117(52) and entered into force on 1 January 2007;

HAVING CONSIDERED, at its sixty-fifth session, proposed amendments to the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers, prepared by the Sub-Committee on Bulk Liquids and Gases at is seventeenth session,

1. ADOPTS the Amendments to the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers, the text of which is set out in the annex to this resolution,

2. RECOMMENDS Governments to apply the annexed amendments when approving oil discharge monitoring and control systems being installed under regulation 31 of MARPOL Annex I on oil tankers constructed on or after 1 January 2005.

* * *

ANNEX

**AMENDMENTS TO REVISED GUIDELINES AND SPECIFICATIONS FOR OIL DISCHARGE MONITORING AND CONTROL SYSTEMS FOR OIL TANKERS**

**REVISED GUIDELINES AND SPECIFICATIONS FOR OIL DISCHARGE MONITORING AND CONTROL SYSTEMS FOR OIL TANKERS**

1 In the Table of Contents, a new entry 3.7 is added, as follows:

"3.7 Bio-fuels"

2 In paragraphs 1.1.1 and 1.1.2.1, the references "regulation 15(3)(a) of Annex I of MARPOL 73/78" are replaced by the references "regulation 31 of MARPOL Annex I.

3 Paragraph 1.1.3 is replaced by the following:

"1.1.3 These Guidelines and Specifications also apply to oil content monitoring systems used for monitoring each individual bio-fuel blend containing 75 per cent or more of petroleum oil, carried in accordance with paragraph 4.1 of MEPC.1/Circ.761. Wherever in these Guidelines and Specifications reference is made to oil being monitored, this applies likewise to bio-fuel blends."

4 In paragraph 2.1, the references "Annex I of MARPOL 73/78" and "regulation 15(3)(a)" are replaced by the references "MARPOL Annex I " and "regulation 31", respectively.

5 In paragraph 2.2, the references "regulation 15" and "regulation 9(1)(a)" are replaced by the references "regulation 31" and "regulation 34.1", respectively.

6 In section 3, a new definition is added, as follows:

**"**3.7 Bio-fuels

Bio-fuels are products as recorded in annex 11 of the MEPC.2/Circular which are intended for blending with petroleum oil and may be shipped as blends in accordance with MEPC.1/Circ.761, as amended."

7 A new paragraph 5.7 is added, as follows:

"5.7 Manufacturer recommended spares for the ODME should be carried to ensure the operation of the equipment."

8 The existing paragraph 5.7 is renumbered as paragraph 5.8.

9 In paragraph 6.1.1, the reference "regulation 18" is replaced by the reference "regulation 30".

10 The footnote associated with paragraph 6.1.6 is replaced by the following:

"* As specified in IEC publication 92 or an equivalent standard acceptable to the administration."

11 In paragraph 6.8.2, the references "regulation 9(1)(a)(iv) and (v)" are replaced by the references "regulation 31.1.4 and 31.1.5."

12 The chapeau of paragraph 6.11.1 and subparagraph .1 is replaced by the following:

"6.11.1 The alternative means of obtaining information in the event of a failure in the monitoring system should follow the requirements in MARPOL Annex I, regulation 31.4 and the operational manual as approved by the Administrations and should be as follows:

.1 oil content meter or sampling system: location and measurement of the oil/water interface using the equipment as required in regulation 32, visual observation of the surface of the water adjacent to the effluent discharge and recording the relevant data for the discharge accurately in the Oil Record Book Part II in sections H and I;".

13 In the footnote associated with subparagraph 6.12.2, the reference "regulation 9(1)(a)(5)" is replaced by the reference "regulation 34.1.5".

14 In paragraph 7.2.2, after the words "white products", insert the words ", individual bio-fuel blends".

15 In subparagraph 8.3.3, the references "regulations 9(1)(a)(iv) and (v)" are replaced by the references "regulations 34.1.4 and 34.1.5".

**ANNEX, PART 1 – TEST AND PERFORMANCE SPECIFICATIONS FOR TYPE APPROVAL OF OIL CONTENT METERS**

16 In the table under paragraph 1.2.6, under the column "Parameters Tolerance" and row "6", the text "RMG 35 Parameters as per ISO 8217:1996 (table 2)" is replaced by the following text:

"RMG 35 Parameters as per ISO 8217:2010/Corr 1:2011 (tables 1 and 2)"

17 In paragraph 1.2.7, the reference standard "ISO 8217: 1996 (table 1)" is replaced by the referenced standard "ISO 8217: 2010/Corr 1:2011 (tables 1 and 2)".

18 New paragraph 1.2.8 is added, as follows:

"1.2.8 If the meter is to be considered suitable for an individual bio-fuel blend containing 75 per cent or more of petroleum oil, it should also be tested against each such substance for which approval is required, in a manner similar to the tests set out in paragraphs 1.2.5 and 1.2.6. The high shear pump shown in figure 1 should be kept in operation at high speed during this test to assist in dissolving the appropriate fraction of the substance in the water stream."

19 New paragraph 1.2.9 is added, as follows:

"1.2.9 Individual Bio-fuel blends should be tested at 75 per cent and 99 per cent petroleum oil."

20 The existing paragraphs 1.2.8 to 1.2.19 are renumbered as paragraphs 1.2.10 to 1.2.21.

**APPENDIX, CERTIFICATE OF TYPE APPROVAL FOR OIL CONTENT METERS INTENDED FOR MONITORING THE DISCHARGE OF OIL-CONTAMINATED WATER FROM THE CARGO TANK AREAS OF OIL TANKERS**

21 Under the "The oil content meter is acceptable for the following applications:", the text "*Oil-like noxious liquid substances, other products, or applications, listed below" is replaced by the following:

"* Individual bio-fuel blends containing 75 per cent or more of petroleum oil, other products, or applications, listed below"

**APPENDIX, TEST DATA AND RESULTS OF TESTS CONDUCTED ON AN OIL CONTENT METER IN ACCORDANCE WITH PART 1 OF THE ANNEX TO THE GUIDELINES AND SPECIFICATIONS CONTAINED IN IMO RESOLUTION MEPC.108(49)**

22 The table for "OIL LIKE noxious liquid substances, other products or applications" is deleted, and tables for "INDIVIDUAL BIO-FUEL BLENDS AND CONCENTRATIONS" and "OTHER PRODUCTS OR APPLICATIONS" are added, as follows:

## INDIVIDUAL BIO-FUEL BLENDS AND CONCENTRATIONS *

| | | READINGS (ppm) | | | ***REMARKS*** | |
|---|---|---|---|---|---|---|
| | | Indicated | Measured | Grab sample | | |
| ***Bio-Fuel Blend 75% Petroleum Oil*** | | …… | …… | …… | | |
| Name of Bio-fuel and petroleum oil components | | | | | | |
| …… % | | | | | | |
| …… % | | | | | | |
| …… | 15 | …… | …… | …… | | |
| | 100 | …… | …… | …… | | |
| 90% M.F.S.V. = | | …… | …… | …… | | |
| RECORDED ZERO | | …… | | | RE-ZERO | YES/NO** |
| | | | | | TIME | mins |
| | | | | | RECALIBRATE | YES/NO** |
| | | | | | TIME | mins |
| | | | | | CLEAN | YES/NO** |
| | | …… | …… | …… | TIME | mins |
| ***Bio-Fuel Blend 99% Petroleum Oil*** | | | | | | |
| Name of Bio-fuel and petroleum oil components | | | | | | |
| …… % | | | | | | |
| …… % | | | | | | |
| …… | 15 | …… | …… | …… | | |
| | 100 | …… | …… | …… | | |
| 90% M.F.S.V. = | | …… | …… | …… | | |
| RECORDED ZERO | | …… | | | RE-ZERO | YES/NO** |
| | | | | | TIME | mins |
| | | | | | RECALIBRATE | YES/NO** |
| | | | | | TIME | mins |
| | | | | | CLEAN | YES/NO** |
| | | | | | TIME | mins |

**RESPONSE TIMES**

| | | **Seconds** |
|---|---|---|
| First detectable reading | | …… |
| | 63 ppm | ……1 |
| | 90 ppm | …… |
| Stabilized maximum reading or 100 ppm | ….. ppm | …… |
| First detectable drop | | …… |
| | 37 ppm | ……2 |
| | 10 ppm | …… |
| Stabilized minimum reading | ….. ppm | …… |
| RESPONSE TIME = $\frac{1+2}{2}$ | = | …… |

* This page should be included in the certificate only if the oil content meter has been tested against bio-fuel blends.

** Delete as appropriate.

## OTHER PRODUCTS OR APPLICATIONS*

| | READINGS (ppm) | | | | |
|---|---|---|---|---|---|
| | Indicated | Measured | Grab sample | ***REMARKS*** | |
| ***Name of product*** | …… | …… | …… | | |
| …… 15 | …… | …… | …… | | |
| 100 | …… | …… | …… | | |
| 90% M.F.S.V. = | …… | …… | …… | | |
| RECORDED ZERO | …… | | | RE-ZERO | YES/NO** |
| | | | | TIME | Mins |
| | | | | RECALIBRATE | YES/NO** |
| | | | | TIME | Mins |
| | | | | CLEAN | YES/NO** |
| | …… | …… | …… | TIME | Mins |
| ***Name of product*** | | | | | |
| …… 15 | …… | …… | …… | | |
| 100 | …… | …… | …… | | |
| 90% M.F.S.V. = | …… | …… | …… | | |
| RECORDED ZERO | …… | | | RE-ZERO | YES/NO** |
| | | | | TIME | Mins |
| | | | | RECALIBRATE | YES/NO** |
| | | | | TIME | Mins |
| | | | | CLEAN | YES/NO** |
| | | | | TIME | Mins |

***

* This page should be included in the certificate only if the oil content meter has been tested against other products and applications substances.

** Delete as appropriate.

**ANNEX 6**

**Draft MSC-MEPC.5/Circular**

July 2013

**GUIDANCE ON THE TIMING OF REPLACEMENT OF EXISTING CERTIFICATES BY REVISED CERTIFICATES AS A CONSEQUENCE OF THE ENTRY INTO FORCE OF AMENDMENTS TO THE IBC CODE**

1 The Marine Environment Protection Committee at its sixty-fifth session (13 to 17 May 2013) and the Maritime Safety Committee, at its ninety-second session (12 to 21 June 2013) reviewed the matter of the replacement of an existing International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk ("certificate") by a revised certificate that is required to be issued as a consequence of amendments to the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code).

2 Both Committees agreed to approve the following guidance, which for the matter described in paragraph 1 above can be used in place of the provisions of MSC-MEPC.5/Circ.6, with regard to the replacement of an existing certificate by a revised certificate that is issued before the entry into force of amendments to the IBC Code:

.1 the issuance of the revised certificate may be initiated from the date of adoption (the later of the adoption dates by MSC or MEPC, as the case may be) of the IBC Code amendments, rather than the date of entry into force of the amendments;

.2 the revised certificate should have the same expiration date as the existing certificate;

.3 the revised certificate should be provided with a stamp/text on the front page stating that the revised certificate is effective, and supersedes the existing certificate, on the date of entry into force of the amendments to the IBC Code.

3 As an illustrative example of paragraph 2 above, the attached diagram explains two scenarios:

.1 Scenario 1 is an example of a renewal survey carried out between the adoption date and the entry-into-force date of the amendments to the IBC Code; and

.2 Scenario 2 is an example of an existing certificate that is valid beyond the entry-into-force date.

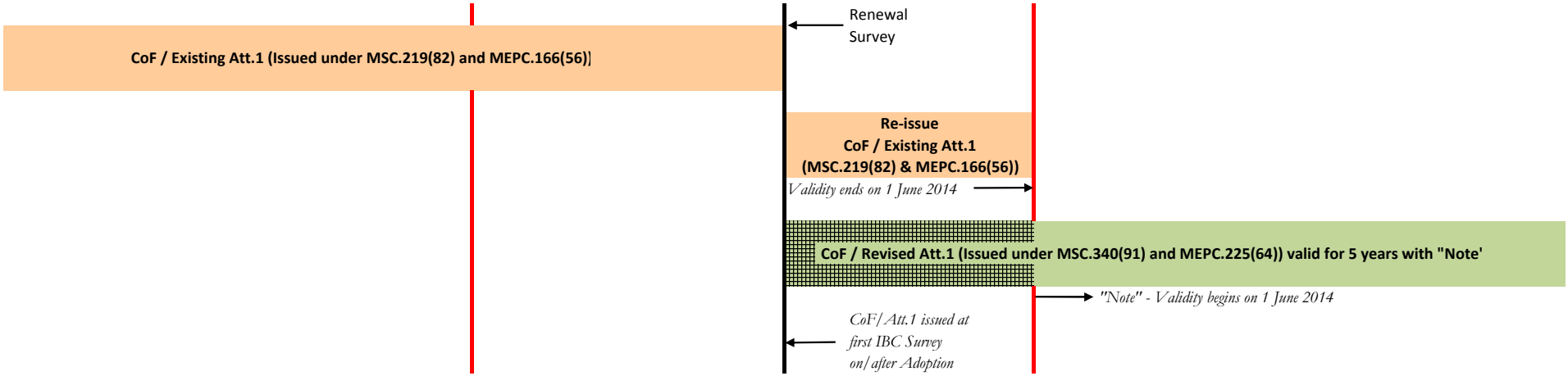
4 The Committees noted that the above arrangements should facilitate a smooth and practical implementation scheme for the worldwide fleet of chemical carriers that may require to have revised certificates immediately upon the entry into force of the amendments to the IBC Code.

5 When a cargo is loaded prior to the entry-into-force date and unloaded after the entry-into-force date, of the amendments to the IBC Code, the relevant provisions of the IBC Code at the time of loading should be applicable until the cargo has been unloaded.

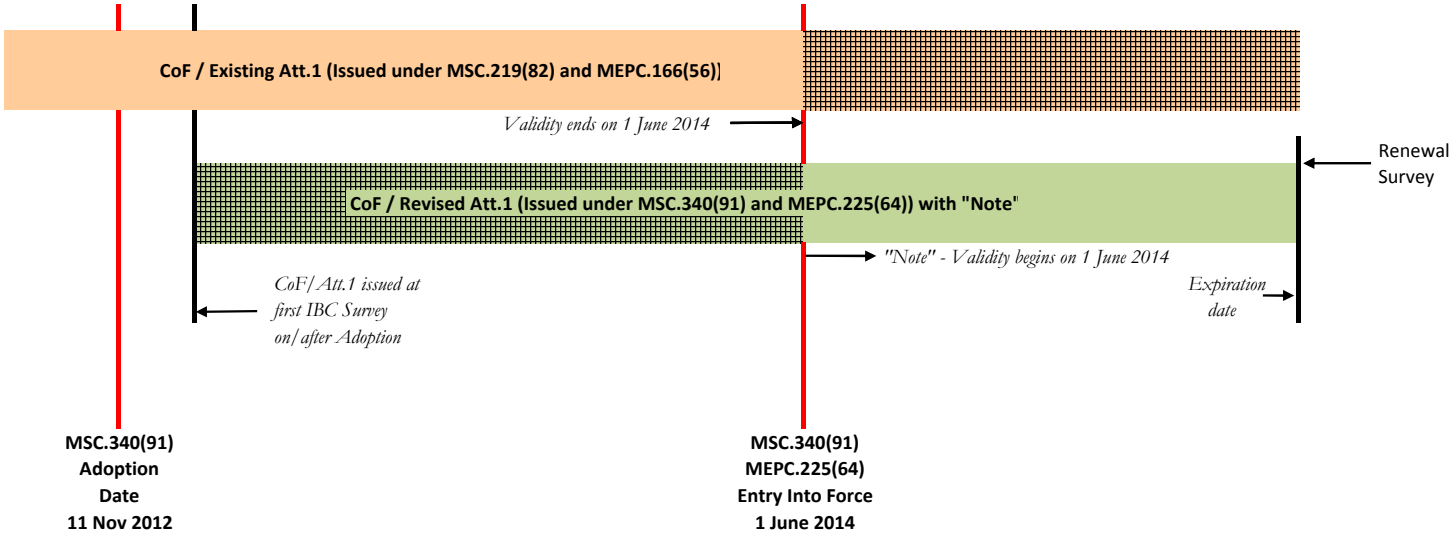
6 Member Governments are invited to bring this circular to the attention of all parties concerned, in particular, masters, shipowners and port State control officers.

* * *

## Scenario 1 - IBC Certificate of Fitness expires between Adoption Date and Entry Into Force Date of IBC Code Amendments




## Scenario 2 - IBC Certificate of Fitness expires after Entry Into Force Date of IBC Code Amendments




* * *

# ANNEX 7

## PROPOSED FUTURE WORK PROGRAMME FOR THE ESPH WORKING GROUP

| | | |
|---|---|---|
| 1 | Evaluation of new products | Ongoing |
| 2 | Evaluation of new cleaning additives | Ongoing |
| 3 | Review of MEPC.2/Circular – Provisional classification of liquid substances transported in bulk and other related matters | Ongoing |
| 4 | Consideration of the outcome of the most recent session of GESAMP/EHS | Ongoing |
| 5 | Review of products requiring oxygen dependent inhibitors and proposals to amend MSC/Circ.879-MEPC/Circ.348 | 2013 |
| 6 | Review of safety criteria guidelines in chapter 21 of the IBC Code to address inconsistencies in chapters 17 and 18 | 2014 |
| 7 | Any other business | |