

SUB-COMMITTEE ON POLLUTION
PREVENTION AND RESPONSE
9th session
Agenda item 10

PPR 9/10/6
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**EVALUATION AND HARMONIZATION OF RULES AND GUIDANCE ON THE
DISCHARGE OF DISCHARGE WATER FROM EXHAUST GAS CLEANING SYSTEMS
(EGCS) INTO THE AQUATIC ENVIRONMENT, INCLUDING CONDITIONS AND AREAS**

Comments on document PPR 9/10/4

Submitted by Brazil

SUMMARY

Executive summary: This document provides comments on document PPR 9/10/4

Strategic direction, if applicable: 1

Output: 1.20

Action to be taken: Paragraph 10

Related documents: PPR 9/10/4 and MEPC 77/16/Add.1

Introduction

1 This document is submitted in accordance with the provisions of paragraph 6.12.5 of 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.5/Rev.2) and provides comments on document PPR 9/10/4 (FOEI, WWF, Pacific Environment and CSC).

Background

2 Brazil has been closely monitoring the current concerns about the potential combined effects and accumulation of pollutants from exhaust gas cleaning systems (EGCS) discharge water, on sediments and marine life, in view of the increase in installations of EGCS on ships to meet the global marine fuel sulphur cap of 0.50%.

3 Several delegations have expressed their concern about the proliferation of local or regional measures that restrict the use of EGCS without sufficient scientific justification, resulting in the current output 1.20 on "*Evaluation and harmonization of rules and guidance on the discharge of discharge water from exhaust gas cleaning systems (EGCS) into the aquatic environment, including conditions and areas*".

4 Brazil supports the need to intensify studies that scientifically validate possible restrictions on the discharge of washing water from EGCS, especially in sensitive areas, such as ports, estuaries and busy shipping routes. Brazil also recognizes that this kind of study requires highly trained personnel with advanced scientific knowledge to handle and conduct such studies, who are often not available, so that some measures based on the precautionary principle could be adopted.

5 Brazil participated in the Correspondence Group on Exhaust Gas Cleaning Systems and the Working Group on Air Pollution and Energy Efficiency at MEPC 77 and is supportive of the work carried out which resulted in the adoption of resolution MEPC.340(77) on *2021 Guidelines for exhaust gas cleaning systems*, which defines the terms "discharge water" and "EGCS residue", and subsequently, in its paragraph 10, sets out the procedures for the discharge of "discharge water"; and in its paragraph 10.5.1 states that: "Residues generated by the EGCS should be delivered ashore to adequate reception facilities. Such residues should not be discharged to the sea or incinerated on board". In view of that, Brazil understands that the criteria adopted to allow the discharge of "discharge water" are sufficient to minimize environmental damage in areas that are not sensitive and do not have confinement characteristics.

Document PPR 9/10/4 (FOEI, WWF, Pacific Environment and CSC)

6 Document PPR 9/10/4 (FOEI, WWF, Pacific Environment and CSC), in its paragraph 17, states that "Malaysia and Brazil have gone so far as to completely ban any EGCS discharges in the entirety of their national waters", referencing footnote "Osipova, L., Georgeff, E., & Comer, B. (2021, April 21). *Global scrubber washwater discharges under IMO's 2020 fuel sulfur limit*. International Council for Clean Transportation. <https://theicct.org/wp-content/uploads/2021/06/scrubber-discharges-Apr2021.pdf>" as the source of information.

7 It should be clarified that the regulation in force in Brazil that normalizes the discharge of water from EGCS is Circular No.7/2019 of the Directorate of Ports and Coasts (DPC), dated 22 November 2019.* Said circular disseminates the procedures to be followed by ships related to the limit for sulphur content in fuel oil used on board ships of 0.50% m/m, as well as the Maritime Authority performance during port State control inspections". Paragraph 3.4 of the aforementioned circular refers to EGCS and determines that:

3.4 – Ships that opt to use Exhaust Gas Cleaning System (SCRUBBERS) must have the equipment approved by the Classification Society, an approved SOx Emission Compliance Plan (SECP), as well as approved documentation in accordance with the 2015 Guidelines for Exhaust Gas Cleaning Systems (Resolution MEPC.259(68)).

8 Therefore, to date, there is no restriction imposed by the Brazilian Maritime Authority on the discharge of EGCS discharge water.

9 It is worth mentioning that the private company VALE has, unilaterally, through the "Declaration of VALE" dated 20 December 2019; and VALE's "Letter of Acceptance" to be signed by the Captains of the ships, informed shipowners, charterers, maritime agents and captains that, while sailing or operating in the company's private ports and terminals ((i) Ponta da Madeira, (ii) Tubarão & Praia Mole Complex and (iii) Ilha Guaíba), they should exclusively use low sulphur fuel oil in these areas.

* <https://www.marinha.mil.br/dpc/sites/www.marinha.mil.br/dpc/files/legislacao/circulares/CIRCULAR%207-2019%20ANEXO%20VI%20MARPOL-1-4%20.pdf> (Portuguese language only)

Action requested of the Sub-Committee

10 The Sub-Committee is invited to consider the information contained in this document and take action, as appropriate.
