



Workshop MARPOL Protocol 1997 AIR POLLUTION



Image: REUTERS/Mohamed Azakir



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- ▣ Throughout its history, Lebanese soil witnessed the rise and fall of successive empires, each conqueror brought its own culture and traditions. As a result, and thanks to its strategic position between east and west, Lebanon developed into a composite society with a marked inclination for trade and commerce; and became a major regional hub for seaborne trade; this lasts until 1975.



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- Currently in Lebanon there are many ports and ports facilities of varying size, and the main commercial ports are four: Beirut, Tripoli, Sidon and Sour (TIRE) in addition to two small dry docks in Tripoli.
- Port of Beirut, 82 percent of the cargo movement passes through it, and the port of Tripoli is about 14 percent, and there are about 30 oil and gas terminals along the Lebanese shore.



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- Port of Tripoli is the second biggest port reports booming and accelerating traffic and trade and attracting today's more goods and containers day after day.
- All above ports and terminals are subject to maritime security code ISPS, contingency plans, Cyber Security (CYBER), oil pollution prevention and control.



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- ▣ The Lebanese registered merchant fleet was composed on 23 November 2003 of 103 ships, nowadays and in the present time, the fleet is composed of 22 ships registered in the two main ports, Beirut and Tripoli.



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- ▣ Maritime legislation have had a good start in the years following independence in 1943. A well-drafted Maritime Commercial Law was adopted by virtue of the Law of 18 February 1947 and subsequently amended on minor points. The style is brief, concise and to the point.



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- ▣ Lebanon is a contracting party to several conventions/protocols related to IMO, ILO and Barcelona convention.
- ▣ The latest is the MARPOL Protocol 1997; issued in the national gazette on 1 April 2019.



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- ▣ All Annexes of MARPOL, I, IV and V are issued by our Administration as Certificates.
- ▣ But Protocol 1997, Annex VI, are issued as Statement of Compliance.



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- All certificates and statements are issued and signed by our Administration, All other related documents/plans/schemas are verified and signed by Administration.
- Following statements, issued for vessels of 400 GT and up, are as follows:



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- ▣ INTERNATIONAL AIR POLLUTION PREVENTION, IAPP,
- ▣ ENGINE INTERNATIONAL AIR POLLUTION PREVENTION, for 13 KW and up, attached with technical file and supplement and in accordance to NOx Code.
- ▣ Confirmation of Compliance SEEMP Part II (2)



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- ▣ Ship Energy Efficiency Management Plan (SEEMP)
- ▣ For IMO-GISIS Fuel Oil Consumption Reporting, 2019
- ▣ Statement of Compliance is issued and information were sent to IMO-GISIS



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- **MEDITERRANEAN SEA Sox ECA**
- **Administration is contributing in works of Mediterranean Action Plan (MAP) sulphur oxides (SOx) Emission Control Area (ECA)(s) Technical Committee of Experts for the Designation of the Mediterranean Sea as an Emission Control Area, within the Framework of the Barcelona Convention.**



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- ▣ FUEL OIL QUALITY
- ▣ THE FUEL USED IN LEBANON FOR SHIPS BUNKERING IS LESS THAN 0.50 g/m³ RATE OF Sox.



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- TO ENSURE THE PROPER IMPLEMENTATION & APPLICATION OF MARPOL PROTOCOL AND ITS ANNEX, THE ADMINISTRATION WIL TAKE THE NECESSARY STEPS REGARDING:



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- ❑ Sulphur oxides (SO_x)
- ❑ Sulphur content of fuel oil and SO_x reducing devices.
- ❑ The sulphur content of any fuel oil used on board ships shall not exceed 0.5% m/m.
- ❑ While ships are within the designated SO_x Emission Control Areas, the sulphur content of any fuel oil used on board ships shall not exceed 0.1% m/m, or otherwise an SO_x
- ❑ reducing device must be applied to reduce the total emission of sulphur oxides.
- ❑ exhaust gas cleaning system or technology to reduce SO_x
- ❑ emissions is installed or carried out in accordance with the approved drawings or documents.



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- ❑ Volatile organic compounds (VOCs)
- ❑ Vapour collection systems equipped on tankers engaged in cargo handling at ports or terminals where the emission of volatile organic compounds is regulated by this Annex shall be provided with a vapour collection system approved by the Administration.
- ❑ At the present time, no port or terminal is designated as a place where the emissions of volatile organic compounds are regulated.
- ❑ approved drawings and documents.



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- Ozone-depleting substances that may be found on board ship include, fire extinguishers and refrigeration etc., but are not limited to:
- Halon 1211 Bromochlorodifluoromethane
- Halon 1301 Bromotrifluoromethane
- Halon 2402 1,2-Dibromo-1,1,2,2-tetrafluoroethane (also known as Halon 114B2)
- CFC-11 Trichlorofluoromethane
- CFC-12 Dichlorodifluoromethane
- CFC-113 1,1,2-Trichloro-1,2,2-trifluoroethane
- CFC-114 1,2-Dichloro-1,1,2,2-tetr
- hydro-Chlorofluorocarbons (HCFC)
- shall be prohibited.



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- ❑ Nitrogen oxides (NO_x)
- ❑ The emission of nitrogen oxides from each diesel engine with a power output of more than 130kW shall be within the limits specified in the Annex.
- ❑ the Administration may allow exclusion from the application of this regulation in accordance to the Code.
- ❑ In addition, every engine subject to the regulations shall have its NO_x emissions measured and be pre-certified.
- ❑ approved drawings and documents.



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- ❑ Shipboard incineration of the designated substances, e.g. polychlorinated biphenyls (PCBs) and garbage containing more than traces of heavy metals etc., shall be
- ❑ prohibited.
- ❑ The Administration should define the sea area on which it is allowed to operate the incinerator, national, territorial or EEZ.
- ❑ approved drawings and documents.



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- At the end,
- We still have a lot to do: Port community system, single window, adequate port reception facilities, electronic signature and certification and transposition into national laws and decrees. etc..
- With the assistance of EMSA and REMPEC and other organizations we shall succeed because we are strongly committed to international common objectives and interests in promoting safety, security of life and property at sea and ashore and protecting the marine environment and facilitation of trade.



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Thank you