



**United Nations  
Environment  
Programme**

Distr.: General  
25 October 2010

English only



---

**Twenty-Second Meeting of the Parties to the  
Montreal Protocol on Substances that  
Deplete the Ozone Layer**

Bangkok, 8–12 November 2010

Item 13 of the provisional agenda of the preparatory segment\*

**Other matters**

**Information on ozone-depleting substances provided by the  
Marine Environment Protection Committee following  
discussions at its sixty-first session**

**Note by the Secretariat**

The annex to the present note contains information on ozone-depleting substances provided by the Marine Environment Protection Committee of the International Maritime Organization following discussions at its sixty-first session, held in London from 27 September to 1 October 2010. The annex has been reproduced as received from the Committee and has not been formally edited.

---

\* UNEP/OzL.Pro.22/1.

## Annex

### Information on ozone-depleting substances provided by the Marine Environment Protection Committee following discussions at its sixty-first session

The IMO Secretariat submitted a document MEPC 61/4/4, which provides the outcome of liaison with the Ozone Secretariat of UNEP and presenting information provided by the European Commission, to facilitate the Committee's discussion. However any member States did not raise comments on this item.

Consequently, MEPC 61 agreed to request the IMO Secretariat to continue liaising with the Ozone Secretariat.

#### Brief on MARPOL Annex VI for Ozone-Depleting Substances (ODS)

##### 1. Number of ships

Number of ships registered to each flag (top ten flags) is represented as follows:

flag	Number of ships
Panama	8,084
China	3,703
Singapore	2,965
Liberia	2,448
Malta	1,630
Hong Kong	1,547
Greece	1,543
Bahamas	1,483
Marshall Islands	1,456
Cyprus	1,060

Further information on number of ships can be obtained in Review of Maritime Transport reported by the UNCTAD (United Nations Conference on Trade and Development) secretariat.

##### 2. Regulation of MARPOL Annex VI

ODS emissions from ships are regulated in regulation 12 of MARPOL Annex VI, where installations, maintenance and record keeping of ODS equipment on board ships are specified. Any deliberate emissions of ODS is prohibited including emissions occurring in the course of maintaining, servicing, repairing or disposing of ODS equipment.

Each ship shall maintain a list of equipment containing ODS in paragraph 2.1 of the supplement to its International Air Pollution Prevention Certificate, which certifies the compliance of a ship with the requirements of MARPOL Annex VI. The form of paragraph 2.1 of the supplement is as follows:

###### 2.1 Ozone-depleting substances (regulation 12)

2.1.1 The following fire-extinguishing systems, other systems and equipment containing ozone-depleting substances, other than hydrochlorofluorocarbons (HCFCs), installed before 19 May 2005 may continue in service:

System or equipment	Location on board	Substance

2.1.2 The following systems containing HCFCs installed before 1 January 2020 may continue in service:

System or equipment	Location on board	Substance

Each ship that has rechargeable systems that contain ODS shall maintain an ozone-depleting substances record book. Entries in the record book shall be recorded in terms of mass (kg) of substances on each occasion, such as recharge, repair, discharge and supply of ODS.

### 3. Purpose of ODS data recording

Purpose of ODS data recording in the supplement to International Air Pollution Prevention Certificate and in the ozone-depleting substances record book is to keep the condition and quantities of ODS on board ships and may be used by the flag States as basis for data collection.

### 4. Verification of ODS data

ODS data recorded in the supplement to International Air Pollution Prevention Certificate and in the ozone-depleting substances record book are verified by a surveyor at each periodical survey of ships and/or by port State control officer when ships call a port of Parties to MARPOL Annex VI. Such verification includes whether the condition of the ODS equipment on board correspond substantially with the particulars of the supplement and the record book. In other words, by verifying the ODS data and the condition of the ODS equipment on board, it is confirmed that appropriate maintenance of the ODS equipment has been carried out and deliberate emission of ODS has not taken place.

### 5. Interface of the MARPOL Annex VI and the Montreal Protocol

The definition of ODS and the out phasing dates in MARPOL Annex VI are aligned with the Montreal Protocol.