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RESOLUTION A.719(17)
adopted on 6 November 1991

PREVENTION OF AIR POLLUTION FROM SHIPS

THE ASSEMBLY,

NOTING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING that it adopted, at its sixteenth session, resolution A.655(16) regarding the use of halons as fire-extinguishing media on board ships which urges Governments to limit the use of halons on board ships for extinguishing purposes and requests the Maritime Safety Committee to develop a plan for an early phasing out of the use of halons,

BEING AWARE that the Second Meeting of the Parties to the Montreal Protocol on Substances that Deplete the Ozone Layer, held from 27 to 29 June 1990, adopted amendments to the Protocol and the target completion date of the phasing out of halons and ozone-depleting chlorofluorocarbons was set at the year 2000,

BEING ALSO AWARE of the protocols and declarations to the 1979 Convention on Long-Range Transboundary Air Pollution concerning the reduction of emission of sulphur dioxide and nitrogen oxides or their transboundary fluxes,

RECOGNIZING the urgent necessity of establishment of a policy on prevention of air pollution from ships, and development of reduction objectives and measures to achieve the objectives for control of emissions of all the elements of air pollution including ozone-depleting CFCs and halons, exhaust gases resulting from harmful fuel components and incineration and combustion processes, and volatile organic compounds.

DESIRING that the reduction of air pollution from ships be achieved by the co-operative efforts of Member Governments,

CONSIDERING that the objective of prevention of air pollution may be best achieved by establishing a new annex to MARPOL 73/78 which would provide rules for restriction and control of emission of harmful substances from ships into the atmosphere,

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MINDFUL of the necessity to collect information on present levels of emissions, innovation aiming at alternative agents for ozone-depleting substances, reduction of harmful emission components or other fields of prevention of air pollution, and assessment of available information with regard to the safety and effectiveness of the measures and their technical and economic impact on the whole of the industry,

1. REQUESTS the Marine Environment Protection Committee in co-operation with the Maritime Safety Committee:

- (a) to collect and assess available information on machinery exhaust and cargo emissions in order to establish a reference level for air pollution levels from ships, and on available technology to reduce harmful emissions;
- (b) to develop an implementation plan and timetable for reducing the shipboard use and consumption of ozone-depleting chlorofluorocarbons in accordance with the objectives of the Montreal Protocol;
- (c) to take any further measures necessary to eliminate, with the exception of "essential use", the use of halons on ships;
- (d) to develop requirements for reducing air pollution resulting from ships' machinery and cargo handling operations;
- (e) to establish fuel oil quality requirements with regard to environmental aspects and to reduce the sulphur content and prohibit the deliberate contamination of fuel oil with chemical wastes;
- (f) to develop environmentally based standards for incineration of garbage and other ship-generated waste;
- (g) to prepare a draft new annex to MARPOL 73/78 which could be considered for adoption;

2. URGES Governments to take the necessary steps, without waiting for the development of international regulations, to implement the following measures for prevention of air pollution from ships:

(a) Chlorofluorocarbons

The use of CFCs whose ozone-depleting potential is higher than 5% of R-11 in installations of fixed refrigeration and air conditioning plants and insulation shall be prohibited on ships of which the keel is laid or which are at a similar stage of construction on or after 6 November 1992.

The use of CFCs in such new installations on other ships shall be prohibited by 6 November 1992.

(b) Halons

The use of halons in installations of fire-extinguishing systems on board ships except those falling in the category of "essential use" shall be prohibited on ships of which the keel is laid or which are at a similar stage of construction on or after 1 July 1992.

The use of halons in such new installations on other ships shall be prohibited by 1 July 1992.

Full-scale tests of halon fire-extinguishing systems on board ships shall be prohibited by 1 January 1992.

(c) Exhaust Gas

The addition of chemical wastes to bunker fuel oil shall be prohibited by 1 January 1992.

Emissions of sulphur oxides and nitrogen oxides in exhaust gases shall be reduced.

Research activities aiming at the development of practicable equipment on board for desulphurization of exhaust gas shall be encouraged.

(d) Volatile organic compounds

Emissions of volatile organic compounds shall be reduced.
