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Engineering Circular No. 02 of 2013

NO: ENG/OPP-38(1)2008/ANNEX V	Dated: 8 th January, 2013.
Subject: Guidelines for the implementation of revised MARPOL Annex V – MANAGEMENT OF CARGO RESIDUES OF SOLID BULK CARGOES AND CLEANING AGENTS OR ADDITIVES	
<p>1. <u>Introduction:</u></p> <p>1.1 The Marine Environment Protection Committee (MEPC) of International Maritime Organization (IMO), at its sixty-second session in July 2011, adopted the Revised MARPOL Annex V concerning Regulations for the prevention of pollution by garbage from ships, which enters into force on 1 January 2013. The text of the amendments is set forth under Resolution MEPC.201(62) (see Engineering Circular No. 140 dated 24th November 2011).</p> <p>1.2 Subsequently, IMO issued Resolution MEPC.219 (63) – Guidelines for implementation of MARPOL Annex V, including the management of cargo residues, cleaning agents or additives and animal carcasses.</p> <p>2. <u>Cargo residues:</u></p> <p>2.1 There are several new definitions in the revised Annex including- animal carcass(es), cargo residues, cooking oil, domestic wastes, fishing gear, food wastes, incinerator ashes, operational wastes and plastics. Cargo residues are included in the definition of garbage within the meaning of Annex V, regulation 1.9 and therefore must be managed as part of the garbage management plan and any discharges both into the sea and to port reception facilities must be recorded in the Garbage Record Book in accordance with regulations 4.1.3 and 6.1.2 of Annex. V.</p> <p>2.2 MARPOL Annex V has a general definition of cargo residues and reads as follows: <i>“Cargo residues means the remnants of any cargo which are not covered by other Annexes to the present MARPOL Convention and which remain on the deck or in holds following loading or unloading, including loading and unloading excess or spillage,</i></p>	

whether in wet or dry condition or entrained in wash water but does not include cargo dust remaining on the deck after sweeping or dust on the external surfaces of the ship."

- 2.2 The discharge of cargo residues, including those entrained in cargo hold wash water classified as harmful to marine environment is prohibited under the revised Annex.
- 2.3 Solid bulk cargoes should be classified and declared by the shipper as to whether or not they are harmful to the marine environment. Such declaration should be included in the information required in section 4.2 of the IMSBC Code.
- 2.4 Cargo residues that are harmful to the marine environment may require special handling not normally provided by reception facilities. Ports and terminals receiving such cargoes should have adequate reception facilities for all relevant residues, including when contained in wash-water. Ports, terminals and ship operators should consider cargo loading, unloading and onboard handling practices in order to minimize production of cargo residues.

3. Classification of Cargo residues:

3.1 Cargo residues are considered harmful to the marine environment and subject to regulations 4.1.3 and 6.1.2.1 of the revised MARPOL Annex V if they are residues of solid bulk substances which are classified according to the criteria of the United Nations Globally Harmonized System for Classification and Labelling of Chemicals (UN GHS) meeting the following parameters:

3.1.1 Acute Aquatic Toxicity: Category 1; and/or

3.1.2 Chronic Aquatic Toxicity: Category 1 or 2; and/or

3.1.3 Carcinogenicity: Category 1A or 1B combined with not being rapidly degradable and having high bioaccumulation; and/or

3.1.4 Mutagenicity: Category 1A or 1B combined with not being rapidly degradable and having high bioaccumulation; and/or

3.1.5 Reproductive Toxicity: Category 1A or 1B combined with not being rapidly degradable and having high bioaccumulation; and/or

3.1.6 Specific Target Organ Toxicity Repeated Exposure: Category 1 combined with not being rapidly degradable and having high bioaccumulation; and/or

3.1.7 Solid bulk cargoes containing or consisting of synthetic polymers, rubber, plastics, or plastic feedstock pellets (this includes materials that are shredded, milled, chopped or macerated or similar materials).

3.2 The criteria for the above classification are based on UN GHS, fourth revised edition (2011). For specific products (e.g. metals and inorganic metal compounds) guidance available in UN GHS, annexes 9 and 10 are essential for proper interpretation of the criteria and classification and should be followed. Products that are classified for Carcinogenicity, Mutagenicity, Reproductive toxicity or Specific Target Organ Toxicity Repeated Exposure for oral and dermal hazards or without specification of the exposure route in the hazard statement.

3.3 Although shippers are encouraged to classify their cargoes on the basis of all seven criteria from the entry into force of the amended Annex V, it is recognised that relevant reliable data needed to classify many solid bulk cargoes as 'harmful to marine environment' would not be available on 1st January 2013 and therefore has set out interim measures to be adopted vide IMO circular MEPC.1/ Circ.791. In any case, as of 1st January 2015, shippers classification of solid bulk cargoes shall take into account all the seven criteria listed under paragraph 3 above.

4. Cleaning agents or additives

4.1 Cleaning agents or additives contained in a cargo hold, deck and external surfaces wash water may be discharged into the sea both within and outside Special Areas, while the ship is 'en route' and if the substance is not harmful to the marine environment. A cleaning agent is not harmful to the marine environment if it:

4.1.1 is not a "harmful substance" in accordance with the criteria in MARPOL Annex III; and


4.1.2 does not contain any components which are known to be carcinogenic, mutagenic or reprotoxic (CMR).

4.2 The IMO Guidelines further provide the following:

"The ship's record should contain evidence provided by the producer of the cleaning agent or additive that the product meets the criteria for not being harmful to the marine environment. To provide an assurance of compliance, a dated and signed statement to this effect from the product supplier would be adequate for the purposes of a ship's record. This might form part of a Safety Data Sheet or be a stand-alone document but this should be left to the discretion of the producer concerned".

4.3 Fixed or floating platforms and all other ships when alongside or within 500 m of such platforms are prohibited from discharging cleaning agents and additives contained in cargo hold wash water.

This is issued with the approval of the Competent authority.


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