



KPI Information Update IU-86-2015 **(Tanks for oil residues (sludge))**

The Marine Environment Protection Committee (MEPC) at its 68th session held in May 2015 adopted amendments to regulation 12 of Annex I of MARPOL 73 by Resolution MEPC.266(68) and is applicable to every ship of 400 gross tonnage and above unless indicated otherwise. Among other things the regulation states that sludge may be disposed of directly from the oil residue (sludge) tank(s) to reception facilities through the standard discharge connection referred to in regulation 13, or to any other approved means of disposal of oil residue (sludge), such as an incinerator, auxiliary boiler suitable for burning oil residues (sludge) or other acceptable means which shall be annotated in item 3.2 of the supplement to IOPP Certificate Form A or B.

Other acceptable means in the above context, on an oil tanker, could be a piping from machinery spaces to the slop tanks fitted with non-return devices and approved by

administration for the purpose of transfer of oily bilge water and oil residues (sludge) to the slop tanks. **(Refer to section 27 of unified interpretation of MARPOL Annex I).**

Referring to MEPC.219(63) section 2.11.3 it is recommended that in general, shipboard incineration should not be undertaken when the ship is in port or at offshore terminal. Some ports may have domestic laws that specify additional air emission restrictions, particularly those near high population areas. The use of a shipboard incinerator may require permission from the port authority concerned.

Regulation 16.4 of MARPOL Annex VI puts further restriction on burning of oil residues in auxiliary boilers by enunciating that shipboard incineration of sludge oil generated during normal operation of a ship may take place in auxiliary boilers and power plant, but in those case, shall not take place inside ports, harbors and estuaries.

Revised regulation 12 of MARPOL Annex I, *inter alia*, further requires that:

1- Oil residues (sludge) tanks shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators. There is an exception to the above rule that the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge discharge piping system.

2- The sludge tank discharge piping and bilge-water piping may be connected to a common piping leading to the standard discharge connection referred to in regulation 13; the connection of both systems to the possible common piping leading to the standard discharge connection referred to in regulation 13 shall not allow for the transfer of sludge to the bilge system;

Ships constructed before 1 January 2017 shall be arranged to comply with **1** and **2** above not later than the first renewal survey of IOPP certificate carried out on or after **1 January 2017**.

To answer the question on how compliance is to be achieved; reference may be made to **IACS recommendation NO.121**.