
MARPOL 73/78 – ANNEX VI: Standards/Certification Related to Shipboard Incineration of Waste

Note to: Owners of merchant ships, fishing vessels and other craft, offshore installations drilling rigs (hereinafter referred to as ships), ship and platform operators, ship builders, incinerator manufacturers, certifying authorities and surveyors.

Summary

Key points:

- Establishment of a standard specification for shipboard incinerators with capacities up to 1,500 kW per unit, intended to incinerate garbage and other shipboard wastes generated during normal service.
- Specification covers design, manufacture, performance, operation and testing and provides for emission standards and fire protection and IMO Type Approval Certificate requirements.
- Encouragement of the operation of shipboard incinerators to be in compliance with relevant requirements of Annex VI – Regulation 16.
- Future application of standard specification for incinerators installed on board a ship, vessel or offshore installation on or after 1st January 2000.

1. ANNEX VI – DATE OF APPLICATION

1.1 The 1997 MARPOL Conference adopted a protocol to add a new annex to MARPOL 73/78 entitled, “Annex VI – Regulations for the Prevention of Air Pollution from Ships”. This annex contains a regulation (Regulation 16 – Shipboard incineration) which, inter alia, requires incinerators installed on or after 1st January 2000 to meet type approval and operating limits. These are set out in Appendix IV appended to the Annex, and take into account the latest standard specification for shipboard incinerators developed by IMO. Regulation 16 applies to incineration carried out on ships and (by virtue of Regulation 19) certain incineration carried out on offshore installations. The Final Act of the 1997 Conference (including Annex VI and its appendices) is available from IMO (see Web site <http://www.imo.org>).

1.2 Under Article 6 of the 1997 Protocol, Annex VI enters into force twelve months after the date on which not less than fifteen States, the combined merchant fleets of which constitute not less than 50 per cent of the world’s merchant shipping, have ratified it. The United Kingdom is preparing to ratify Annex VI but it is not possible to estimate when or whether the entry into force conditions will be met.

1.3 Regulation 16 will enter into force as mandatory requirements, for all Parties to the 1997 Protocol, on the same date as Annex VI comes into force.

1.4 In the event that Annex VI enters into force, it will, in future, apply the type approval and operating limits for incinerators installed on board ships, vessels or offshore installations on or after 1st January 2000.

2. PURPOSE OF THIS "MARINE GUIDANCE NOTE"

2.1 In addition to bringing the Final Act of the 1997 Conference to the attention of industry, the purpose of this MGN is to:

- encourage operation of type approved incinerators in compliance with relevant requirements of Regulation 16, notwithstanding it may be some time before the regulation becomes mandatory.
- advise the interim provisions which the Maritime and Coastguard Agency (MCA) will put in place for ships constructed after 1st January 2000 but before Annex VI comes into force.
- provide information on "Type Approval Certificates"; and
- clarify the position with regard to the delegation of functions to notified and nominated bodies.

3. REGULATION 16

3.1 Regulation 16 does not require incinerators to be fitted. However, irrespective of when Annex VI enters into force, incinerators installed on or after 1st January 2000 will have to meet the operating limits detailed in Appendix IV to the Annex, and be type approved and certified in accordance with the requirements of IMO Resolution MEPC.76(40).

3.2 Regulation 16 is one of 19 regulations contained in the 1997 Protocol (Annex VI) which introduces regulatory controls for the prevention of air pollution from ships.

3.3 The regulation allows exclusion from compliance with these requirements before the date of entry into force of the 1997 Protocol, provided such exclusion applies only to flag State ships exclusively engaged in domestic voyages [refer to qualification in para.4.1].

3.4 Regulation 16(4) prohibits the incineration of:

- MARPOL 73/78 Annex I, II and III cargo residues including related contaminated packaging;
- polychlorinated biphenyls (PCB's);

- garbage, as defined in MARPOL 73/78 Annex V, containing more than traces of heavy metals; and

- refined petroleum products containing halogen compounds.

3.5 Regulation 16(5) additionally permits incineration, in the main or auxiliary power plant or boilers, of sewage sludge and sludge oil generated during normal shipboard operation, but this is not permitted inside ports, harbours and estuaries.

3.6 Regulation 16(6) prohibits the incineration of polyvinyl chlorides (PVC's) except in incinerators for which IMO Type Approval Certificates have been issued.

3.7 Regulation 16(9) requires the combustion flue gas outlet temperature to be monitored at all times.

4. APPLICATION OF REGULATION 16

4.1 Regulation 16(2)(b) makes provision for exclusion from the type approval requirements for incinerators installed on board ships and off shore installations engaged exclusively on domestic voyages. The MCA would not normally allow such exclusions but may consider proposals based on an environmental impact assessment. In considering such proposals MCA would seek to ensure that any exclusion did not undermine efforts by incinerator manufacturers to reduce the level of air pollution by design measures.

5. TYPE APPROVAL CERTIFICATION

5.1 The format of the IMO Type Approval Certificate is detailed in the Annex attached to IMO Resolution MEPC.76 (40).

5.2 The "Type Approval Certificate" will be issued to confirm compliance with MEPC.76(40) and should be retained on board for inspection.

5.3 Regulation 6 of Annex VI makes provision for the issue of an International Air Pollution Prevention (IAPP) Certificate to any ship of 400 GT or more engaged on international voyages. It also requires an offshore installation to have an IAPP Certificate when engaged on voyages to waters under the sovereignty or jurisdiction of another Party

to the 1997 Protocol. These certificates will be issued after survey and inspection, in the event Annex VI comes into force.

- 5.4 In keeping with MCA procedures and practice for United Kingdom ships of 400 GT or more and offshore installations engaged exclusively on domestic voyages, provision will be made for the issue of United Kingdom Air Pollution Prevention (UKAPP) Certificates.
- 5.5 For ships constructed before entry into force of the 1997 Protocol 1997, the IAPP or UKAPP certificate shall be issued no later than the first scheduled dry-docking after entry into force of the Protocol, but in no case later than three years after entry into force of the Protocol.

6. DELEGATION OF FUNCTIONS TO NOTIFIED OR NOMINATED BODIES

- 6.1 MCA has established procedures for the delegation of type approval and certification arrangements for marine equipment, to notified and nominated bodies listed in MSN 1734 (M+F) and MSN 1735 (M+F). These bodies include the recognised Classification Societies.
- 6.2 MCA will retain responsibility for the initial survey of United Kingdom ships and offshore installations in the event Annex VI comes into force. This policy will also apply to ships and offshore installations constructed on or after the date Annex VI comes into force and to existing ones, which transfer to the United Kingdom register after that date.

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