

Subject

Test of wash water from open-loop scrubbers (Australia)

ClassNK

Technical Information

No. TEC-1200

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To whom it may concern

Please be informed that AMSA (Australian Maritime Safety Authority) request to provide the test results of wash water from open-loop scrubbers.

According to the Marine Notice 05/2019 issued by AMSA, test of wash water is to be conducted in accordance with "2015 GUIDELINES FOR EXHAUST GAS CLEANING SYSTEMS" and repeated twelve months, as a minimum, for a period of two years.

Please surely noted that ships may be prohibited to discharge the wash water from open-loop scrubbers in Australian waters if the relevant data or evidence cannot be provided to AMSA before arrival at the first Australian port.

For further details regarding this regulation, please refer to Marine Notice 05/2019 as attached.

For any questions about the above, please contact:

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Attachment:

1. Marine Notice 05/2019

NOTES:

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Marine Notice 05/2019

Requirements for the use of Exhaust Gas Cleaning Systems in Australian Waters and reporting to AMSA

Purpose

The purpose of this Marine Notice is to advise vessel owners, operators and masters of Australia's requirements for the use of Exhaust Gas Cleaning Systems (EGCS) to support compliance with the sulphur limit of 0.50 mass per cent concentration (m/m) in fuel oil from 1 January 2020 as required by the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI and Australia's domestic law.

This notice is issued as general guidance only and should be read in conjunction with MARPOL Annex VI and associated guidelines, relevant Acts, and Marine orders.

The 0.50 per cent m/m sulphur limit from 1 January 2020

From 1 January 2020, the sulphur content of fuel oil used for propulsion or operation on board a vessel must not exceed 0.50 per cent m/m.

Ship owners and operators have three options to comply with the 0.50 per cent m/m fuel oil sulphur limit:

- a) use of fuel oil with a sulphur content not exceeding 0.50 per cent m/m, or
- b) use of alternative fuels that have a sulphur content of 0.50 per cent m/m or less, or
- c) use of an EGCS, approved and operated in accordance with International Maritime Organization (IMO) requirements.¹

Approval and operation of Exhaust Gas Cleaning Systems (EGCS)

The EGCS must be approved by the vessel's flag State, or a recognised organisation appointed by the flag State. The EGCS must also be operated in accordance with IMO requirements, including the IMO 2015 Guidelines for Exhaust Gas Cleaning Systems (resolution MEPC.259(68)).

Crew members must be properly trained in the use of the EGCS and the system must be kept in good working order, with maintenance up to date and monitoring devices fully operational. The EGCS approval documents, as well as operational and maintenance records for the EGCS must be maintained on board the vessel and made available for inspection upon Port State Control Officer (PSCO) request.

Notification to AMSA before arrival at the first Australian port

The master, owner or operator of a vessel using an EGCS is requested to notify AMSA before first arrival at an Australian port after 1 January 2020, and provide the following information to

EGCS@amsa.gov.au:

- a) Vessel name (in email subject title)
- b) IMO number
- c) Arrival port
- d) Arrival date
- e) EGCS Scheme A or Scheme B approval

¹ Refer to resolution MEPC.259(68) for further information.

- f) Make and Model of EGCS
- g) Open-loop, closed-loop or hybrid-type system
- h) Results of all wash water testing that has been undertaken in accordance with 2015 Guidelines for Exhaust Gas Cleaning Systems.

For h), wash water testing should be conducted upon commissioning of the EGCS and repeated every twelve months, as a minimum, for a period of two years. Ships may be directed not to discharge wash-water from an EGCS in Australian waters if this data, or evidence that samples have been taken for analysis, cannot be provided to AMSA before arrival at the first Australian port.

EGCS malfunctions

If there is an EGCS malfunction², action must be taken as soon as possible to identify and remedy the malfunction. Any EGCS malfunction that lasts more than one hour, or repetitive malfunctions, should be reported to the flag State Administration and Competent Authority of the port State of the vessel's destination. The report should include an explanation of the steps that are being taken to address the failure.

If the vessel's EGCS cannot be returned to a compliant condition within one hour, the vessel must then change over to compliant fuel oil. If the vessel does not have sufficient compliant fuel oil to reach the next port of destination, the vessel will need to make a report to the relevant authorities, including the vessel's flag State Administration and the Competent Authority for the next port of destination. The report must outline the vessel's proposed course of action which might include bunkering compliant fuel oil at the next port or carrying out repair works. Where this occurs on an Australian Vessel or a Foreign Vessel within Australian

waters, this report should be sent to reports@amsa.gov.au.

Any EGCS found to be not in compliance with IMO guidelines in any respect (including but not limited to the wash water discharge criteria) may be prohibited from use in Australian waters.

Monitoring of wash water discharges

AMSA may take samples of EGCS wash water discharges for the purposes of further studies on potential environmental impacts.

AMSA is undertaking further assessment of potential cumulative impacts of EGCS wash water discharges, which may result in further restrictions on their use in Australian waters in the future.

Further information

Ship owners and operators should refer to Marine Notice 04/2019 for a summary of requirements relating to MARPOL Annex VI. Detailed requirements can be found in MARPOL Annex VI, the *Protection of the Sea (Prevention of Pollution from Ships) Act 1983* and Marine Order 97.

This document does not constitute legal advice and is not a substitute for independent professional advice.

Mick Kinley
Chief Executive Officer
Australian Maritime Safety Authority

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Further information is available from:
www.amsa.gov.au/marine-environment/air-pollution#collapseArea467

² Refer to resolution MEPC.1/Circ.883 for further information.