



Technical Circular

No.: 005/2014

Date: 15 January 2014

Subject: Prohibition of Blending Marpol Cargoes on board during the Sea Voyage

To Whomsoever it may concern

1. A new SOLAS regulation was adopted vide Resolution MSC.325(90) which prohibits the blending of bulk liquid cargoes and production processes during sea voyages.
2. The new regulation has entered into force on 1 January 2014 and added the following text after the existing Regulation 5-1 of SOLAS Chapter VI:

“Regulation 5-2 – Prohibition of the blending of bulk liquid cargoes and production processes during sea voyages

1 The physical blending of bulk liquid cargoes during sea voyages is prohibited. Physical blending refers to the process whereby the ship's cargo pumps and pipelines are used to internally circulate two or more different cargoes with the intent to achieve a cargo with a new product designation. This prohibition does not preclude the master from undertaking cargo transfers for the safety of the ship or protection of the marine environment.

2 The prohibition in paragraph 1 does not apply to the blending of products for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations.

3 Any production process on board a ship during sea voyages is prohibited. Production processes refer to any deliberate operation whereby a chemical reaction between a ship's cargo and any other substance or cargo takes place.

*4 The prohibition in paragraph 3 does not apply to the production processes of cargoes for use in the search and exploitation of seabed mineral resources on board ships used to facilitate such operations.” **

** Refer to the Guidelines for the transport and handling of limited amounts of hazardous and noxious liquid substances in bulk in offshore support vessels (resolution A.673(16), as amended).*

3. The Maritime Safety Committee has further agreed that prohibition of the blending of cargoes does not apply where cargo is recirculated within its cargo tank or through an external heat exchanger during the voyage for the purpose of maintaining cargo homogeneity or temperature control, including when two (2) or more different products have previously been loaded into the same cargo tank within port limits.
4. Furthermore blending operations would be permitted onboard when conducted in port or while moored, for example, where it is presupposed that safer conditions would exist and additional spill response equipment would be readily available.

Therefore shipowners/operators are advised to consult with relevant local authorities (load port, discharge port, etc.) prior to commencing any onboard blending operations to ensure that compliance expectations are understood by all parties. This should also take into account the provision of MSDS. Also the 2011 Guidelines for the carriage of blends of petroleum oil and biofuels which the Marine Environment Protection Committee initially developed at its 62nd session, and further amended and promulgated through MEPC.1/Circ.761/Rev.1, dated 1 February 2013 should be referred

Whilst the utmost care has been taken in the compilation of the Technical Information, neither Indian Register of Shipping, its affiliates and subsidiaries if any nor any of its directors, officers, employees or agents assumes any responsibility and shall not be liable to any person for any loss, damage or expense caused in any manner whatsoever by reliance on the information in this document.