

Economic Commission for Europe

Inland Transport Committee

24 January 2018

Working Party on the Transport of Dangerous Goods

**Joint Meeting of Experts on the Regulations annexed to the
European Agreement concerning the International Carriage
of Dangerous Goods by Inland Waterways (ADN)**

Thirty-second session

Geneva, 22-26 January 2018

Item 5 (b) of the provisional agenda

**Proposals for amendments to the Regulations annexed to ADN:
other proposals**

Dangerous goods accepted for carriage – Sludge (MARPOL)

Transmitted by the Government of Germany

Addendum



Introduction to CCNR_ZKR/AND/WP.15/AC.2/2018/INF.00

Collection and transport of
liquid, oil containing sludge
from seagoing vessels



Generation of liquid oily sludge from seagoing vessels



Betrieblicher Umwelt-Service
DIPL. ING. DIRK FREUDENBERG

Marine fuel 'Heavy oil' contains non-combustible components. Normally, first the water and the solid components are removed (settling tanks, separators, filters) and collected as 'sludge' in tanks before combustion the fuel in the marine engine.

This preparation with the actual quantities is documented in the oil journal and the information is checked for plausibility by the competent authority in the seaport.

The amount of sludge is in fixed in relation to the fuel used and must not exceed specified values.

Sludge tanks on board must have enough capacity to absorb the accumulated residues for the intended journey using heavy fuel oil.

Ships are forced to hand over their sludge from collection tanks to a disposal company in time at the port in accordance with the Marpol Convention and to document this quantity.

Generation of liquid oily sludge from seagoing vessels



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Fuel
ISO 8217



Physical preparation by means of temperature and gravity

bunker tank

setting tank

separator

filter

engine

Sludgetank

Individual from ship to ship

- Solids: 1 – 5 %
- Oil: 5 – 75 %
- Water: 10 – 80 %

Bilge oils from other navigation



During shipping, liquid oily waste is generated in:

Barges

The disposal of this waste from the bilge has long been known and regulated:

- **Waste:** AVV130401* bilge oils from inland navigation
- **Dangerous goods:** UN 3082, waste; environmentally hazardous substance, liquid, N.O.S., (bilge water)
- **No need for action from the point of view of dangerous goods**

Seagoing vessels

The disposal of this waste from the collection tanks of seagoing vessels is also known and regulated in the Marpol agreement MARPOL 73/78 for a long time:

- **Waste:** AVV 130403 * bilge oils from other navigations
- **Dangerous goods:** until 2008 normally no dangerous goods or/and especially after that:
 - UN 3256 Elevated temperature liquid, flammable, n.o.s. (residual oil),
 - UN 3257 Elevated temperature liquid, n.o.s.
 - UN 3082 Environmentally hazardous substance, liquid, n.o.s. (bilge water)
 - UN 3082 Environmentally hazardous substance, liquid, n.o.s. (heavy fuel oil)
 - UN 9003 substances with a flashpoint above 60 °C and not exceeding 100 °C or substances with 60° C < Fp. < 100° C not assigned to other classes.
- **Need for action from the point of view of dangerous goods**