

# **Environmental Management Plans**

## **Bilge Water Handling Manual**



The marine environment has during the past years become a major concern for the public, and thus for the industry, as today's reports all come to the same conclusion that the condition of the environment is worse than previously imagined.

Despite the fact that the number of accidents resulting in oil spills have actually decreased during the past twenty years, oil spill is what the public generally associate with pollution. The public still sees oil pollution to the ocean as one of the major threats to the environment. Nowadays the major reasons for oil pollution are not the accidents but bilge water and fuel oil discharges.

In order to deal with the problem of the oceans IMO has through MARPOL implemented rules on the handling of oil and bilge water onboard the ships.

**MariTerm AB** can help you by developing user friendly Bilge Water Handling Guidelines.

### **MariTerm AB**

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# Bilge Water Handling Manual

## BILGE WATER & FUEL OIL CONTRIBUTES THE MOST

The Torrey Canyon was the first of the big supertankers involved in accidents resulting in oil spills. The Torrey Canyon, built in 1959, was capable of carrying a cargo of 120,000 tonnes of crude oil and wrecked just west of Cornwall, United Kingdom, and caused an enormous environmental disaster.



After the Torrey Canyon tragedy, IMO's technical work in preventing pollution was intensified and resulted in a convention about regulating and preventing marine pollution by ships. Today a continually updated version of this protocol exists under the name MARPOL (Marine Pollution).

The amount of oil spill peaked in 1979 with about 600,000 tonnes. It was not until late 1980's that the problems with marine pollution gained more attention, this because of the Exxon Valdez accident. This is considered by many to be one of the largest marine disasters ever.

The amount of accidents leading to oil spill has since then decreased considerably thanks to the demand of double hull for tankers.

Nowadays it has been shown that the daily operations, where bilge water and fuel oil discharges are the most prominent, are contributing far more than accidents do. The input of petroleum hydrocarbons from bilge water and fuel oil to the sea is about three\* times the input from tanker accidents. This makes bilge water and fuel oil the largest contributor of petroleum hydrocarbons of any ship operation today.

\* R.B. Clark, "Marine Pollution", Fifth Edition, Oxford University Press, ISBN 0 19 879292 1, Great Britain, 2001

## PURPOSE OF THE MANUAL

The aim with the manual is to give a short and general description of all the regulations with regard to the handling of bilge water and oil with respect to MARPOL.

The purpose of the publication is also to clearly and openly communicate the company's concern about the pollutions as well as the policy with regard to bilge water and oil handling.



**MariTerm AB** has been entrusted by several companies to develop this type of manual for their ships, for example *Imperial Shipping AB* and *Rederi AB Transatlantic*.

## INFORMATION INCLUDED IN THE MANUAL

The Bilge Water Handling Manual is an effective way to summarize all important information regarding the responsibilities of handling bilge water and oils.

The information included in the manual is:

- Rules and regulations
- The bilge system onboard
- Operation of the bilge system
- Sludge handling
- Restricted operation areas
- Instruction for oil book entries
- IOPP and record of equipment
- Instruction manual for the oily water separator
- Instruction manual for the bilge associated equipment

## **ENVIRONMENTAL POLICY – THE KEY TO SUCCESS!**

With the constantly increasing competition in shipping it is necessary to distinguish one from the rest. The best way to do this is to franchise into an area where one can offer services with a standard superior to the rest. Until now this has mostly been an issue for smaller shipping companies, but in the near future this will be necessary for survival even for the larger shipping companies.

Environmental franchising is not a new phenomenon, but has proven to be very successful! Many of the companies which invested in environmental franchising years ago have now built up a high environmental friendly profile which has in time given the company a good credibility and trustworthiness.

## **POLLUTION TRADING – ANOTHER EXPENSE OR A CASH COW?**

Pollution trading has proven to be very successful in decreasing pollutions.

Recently discussions regarding whether it should be implemented into the shipping industry has arisen, and likely it will become a reality within a couple of years. This can be seen as yet another expense for the companies, but it has proven that many companies actually make money through the pollution trading. The requirement is, of course, that the company pollutes less than it is allowed.

The companies that do make money are the ones that have started their environmental work long before the actual pollution trading started.

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