

Notes

MARPOL Annex VI Roundtable Shipboard Incineration

DATE/TIME Thursday 13 November 2020, 2pm – 3pm

LOCATION Ministry of Transport, 3 Queens Wharf, Wellington – or remotely via MS Teams

Welcome, introductions, expectations for today

- Following on from earlier roundtables for Annex VI, today's meeting is about exploring the detail of shipboard incineration (Regulation 16) in greater detail.

Annex VI overview

- The focus of Annex VI is to address the impact of air pollution from shipping activities on human health and the environment, as well as the impacts of emissions from shipping activities on climate change and ozone layer depletion.
- Following public consultation, New Zealand decided to accede to Annex VI in 2019. We are now in the process of aligning domestic regulations to enable accession by the end of 2021.

Shipboard Incineration – Requirements of the Annex and Implementation

General Discussion

Cruise Industry

- Thoughts on cruise ships probably accurate – all ships have type approved incinerators. Incinerators are expected to last for the life of the vessel. The 'refractory' (concrete) breaks down over time and needs to be replaced as a consumable part. They do not have specific type approval for PVCs or any other special wastes. Unaware of any being approved for heavy metals.
- On port reception facilities – the ability to land incinerator ash is often overlooked.

NZ Shipping sector

- Discretion of Annex VI – how does this affect vessels that ordinarily operate domestically who may need to travel to Singapore (for drydock)?
- Who has responsibility to ensure the Government's obligation to provide disposal of oily waste and watery wastes (port reception facilities). How are ports audited to ensure availability of waste disposal? Concern about current availability of PRFs in NZ.

Questions to Industry

What are the types of waste that are burned as part of normal operations?

Cruise Industry

- General dry garbage (papers, small feminine hygiene products) anything that is food contaminated waste needs to be burned because of biosecurity/phytosanitary. Very thin plastics (trash bags). Like normal household waste. Metals, plastics 1-7 often sorted out. Glass sorted out.

Fishing sector

- Domestic garbage much the same as above. In addition, large volumes of packaging. Cartons that product gets put into in the freezing plant. Waste as the result of net mending e.g. ropes.

Is there anything on the prohibited list that would be hard to comply with?

- Cruise ships already have to comply so there is nothing that worries them.

Are there any concerns arising from applying or not applying discretion for incinerators installed before 2005 (vessels trading only domestically)?

Fishing sector

- This creates a window of exclusion between 2000 and 2005. Most incinerators were installed at time of build in the 1990's or before, so not seen as a big issue. Smaller vessels (operating inshore) probably don't have incinerators on board, but unsure about some of the larger vessels (30 - 45m).

Is anyone looking at replacing Incinerators with garbage compactors?

Cruise Industry

- Already have garbage compactors. Are looking at pelletisers. They can be a good fuel source and can be sold to other industries. Discussion at IMO regarding other non-traditional incinerators such as plasma arc or mag systems, hydrothermal oxidation units. Benefit of hydrothermal oxidation unit is the ability to incinerate wet waste without drying before incineration.

Fishing sector

- Are looking at compactors. For some of the longline fleet 45-40m as there is insufficient room to retrofit large incinerators.

Next steps – continuing engagement

- We are currently engaging with stakeholders through a series of focussed roundtables like this one. Notes on each meeting will be posted to our website.
- We will be consulting on draft rules to implement Annex VI around the middle of next year.
- New webpage, one-pagers and roundtable notes are located at <https://www.maritimenz.govt.nz/rules/marpol-annex-vi>.
- If you have any questions or wish to provide further feedback email MARPOLAnnexVIProject@maritimenz.govt.nz.

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