



Risk Assessment Solutions

“Prevent, Don’t Cure”

Circular 01/04/2014

Subject: Discharge rate of untreated sewage - Important Environmental Issue!

Case: Queries have been raised by some of our clients regarding the discharge of sewage during sea passage when the sewage plant appears out of order.

In connection to the above, and in order to assist our clients further, we would like to remind that as per **MARPOL Annex IV Regulation 11.1.1:**

“sewage which is not comminuted or disinfected, at a distance of more than 12 nautical miles from the nearest land, provided that, in any case, the sewage that has not been stored in holding tanks, or sewage originating from spaces containing living animals, shall not be discharged instantaneously but at a moderate rate when the ship is en route and proceeding at no less than 4 knots; rate of discharge shall be approved by the Administration based upon standards by the Organization”.

Further to the above, we would like to remind our clients that on **1st December 2008** the Resolution **MEPC.164 (56)** came into force with which the Regulation 11.1.1 of MARPOL 73/78 Annex IV has been updated accordingly and thus this moderate rate of discharge is to be calculated in accordance with **MEPC.157 (55)**.

By following the guidelines of the Resolution MEPC. 157(55), the results of these calculations shall be approved by the Administration and be placed onboard.

This resolution applies to the following vessels fitted with a sewage holding tank for untreated sewage:

- vessels of 400 gross tonnage and more; and
- vessels of less than 400 gross tonnage which are certified to carry more than 15 persons

The maximum permissible discharge rate is $1/200,000$ of swept volume¹ as follows:

$$\mathbf{DR_{max} = 0.00926 \times V \times D \times B}$$

Where:

DR_{max}: maximum permissible discharge rate (m³/h),

V: ship’s average speed (knots) over the period,

D: Draft (m) and

B: Breadth (m)

The results of the calculation should be worked out as table covering all relevant combinations of draft and speed.

1: swept volume means ship breadth x draft x distance travelled.



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Our company is offering a wide range of 'deficiencies', case studies, clarification on the MLC provisions through our MLC seminar which is delivered on regular intervals in our office or in-house, at client's request.

To assist further, we offer our clients the service of assessing onboard if established procedures or a vessel is in conformance with the MLC 2006 requirements or conducting inspections equivalent to PSC/Flag inspections to detect and prevent unpleasant occurrences!

We remain at your disposal for more details,

Prevention at Sea