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## **Harbourmaster's Guideline on the requirements of MARPOL Annex VI to Ship Operators, Industry and Port Companies June 2020**

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### **Preamble**

Regional Councils, Harbourmasters, Maritime New Zealand and the Ministry for the Environment will continue to review and provide guidance on a nationwide strategy to address the implementation of MARPOL VI regulations in New Zealand that came into force around the world on 1 January 2020. This document provides guidance from harbourmasters as of June 2020.

### **International work on scrubber discharges**

In 2019, the IMO requested that the United Nations' Joint Group of Experts on the Scientific Aspects of Marine Environmental Protection (GESAMP) establish a task team to undertake a review of all relevant scientific literature and oversee a modelling study to assess the impacts of wash water from scrubbers on the environment.

In February 2020 GESAMP provided the IMO with a report on the outcomes of this work at a meeting of the IMO's Pollution Prevention and Response (PPR) Sub-Committee. This meeting approved the start of work to evaluate and harmonise rules and guidance on discharges from scrubbers and updated the current guidelines on the use of these systems. These updated guidelines will be presented at the next meeting of the Marine Environment Protection Committee (MEPC) for adoption.

The work to be undertaken by GESAMP will address concerns over the potential negative impact on the marine environment and is anticipated to conclude in 2021.

### **Harbourmaster's Guidance**

All ships carrying scrubbers and operating in New Zealand's territorial waters shall as a precautionary measure where possible avoid discharging scrubber effluent close to shore by utilising alternate options such as:

1. preparing for entry into New Zealand waters by carrying compliant low sulphur fuel in order to use this when operating in sensitive environments, as identified by the relevant regional authorities.
2. operating closed loop scrubber functionality in zero discharge mode and retaining any effluent on board until able to dispose of at the next available port facility.
3. discharging any open loop scrubber wash water outside territorial waters.
4. open loop scrubbers should not be used whilst alongside a berth in port or whilst at anchor.

### **Changing Fuel**

Any vessel changing to a different fuel for manoeuvring in coastal waters must change over to that fuel prior to entering the region's waters and at least 4 hours prior to arrival at a pilot station or anchorage. The vessel must remain on the same fuel until it has departed from the region's waters and may not change the fuels used whilst within the region's waters.