



## **MERCHANT SHIPPING NOTICE**

*Issued by the Merchant Shipping Division, Sri Lanka*

**MSN 8 /2010**

**NOTICE TO PORT AUTHORITIES, SHIP OWNERS, MANAGERS, OPERATORS,  
SHIPPING AGENTS,, TRAINING INSTITUTES, OIL CARGO AND MARINE FUEL  
SUPPLIERS AND IMPORTERS, OPERATORS OF OIL HANDLING FACILITIES  
MASTERS AND OFFICERS**

### **PROHIBITION OF BLENDING MARPOL CARGOES ON BOARD DURING THE SEA VOYAGE**

All concern parties are hereby informed that the Maritime Safety Committee (MSC) of IMO, at its eighty-sixth session and the Marine Environment Protection Committee (MEPC) of IMO, at its fifty-ninth session, have agreed to the attached self-explanatory circular, MSC-MEPC.2/Circ.8 ([see attachment](#)).

The Shipping Community is urged to prohibit blending of MARPOL cargoes on board during the sea voyage as recommended in the circular, pending the adoption of mandatory measures by MSC and MEPC.

6<sup>th</sup> May 2010

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Ref. T3/1.02

MSC-MEPC.2/Circ.8  
3 August 2009

## **PROHIBITION OF BLENDING MARPOL CARGOES ON BOARD DURING THE SEA VOYAGE**

1 The Maritime Safety Committee, at its eighty-sixth session (27 May to 5 June 2009) and the Marine Environment Protection Committee, at its fifty-ninth session (13 to 17 July 2009), noted that there were concerns that the practice of the physical blending of MARPOL regulated cargoes on board during the sea voyage for the purposes of creating new product blends presents clear hazards for the safety of the ship and protection of the marine environment. Having considered the proposal by the Sub-Committee on Bulk Liquids and Gases (BLG), at its thirteenth session, the Committees agreed that such practices should be prohibited and that mandatory provisions should be developed in that respect under the auspices of both Committees.

2 Until the matter can be further discussed in detail by the BLG Sub-Committee and approved by the Maritime Safety Committee and the Marine Environment Protection Committee, physical blending refers to the process whereby the ship's cargo pumps and pipelines are used to internally circulate two or more different cargoes within the ship with the intent to achieve a cargo with a different product designation. This circular does not preclude the master from undertaking cargo transfers for the safety of the ship or protection of the marine environment.

3 As an interim measure, pending the adoption of such mandatory provisions, the Committees have agreed to issue this circular with the aim of bringing the attention of all stakeholders, to the above referred decision.

4 Member Governments are invited to bring the content of the circular to the attention of all interested parties.