

## **IMO: GUIDANCE ON THE MANAGEMENT OF SPOILT CARGOES**

By this newsletter FMA would like to draw your attention to the enclosed IMO Circular MEPC.1/Circ.809, which provides guidance from IMO on the management of spoilt cargoes.

Occasionally during a voyage, cargo may spoil and mariners are faced with the need to manage the problem. This Guidance on managing spoilt cargoes is intended to provide guidance to Governments, shipowners, ship operators, ships' crew, cargo owners, port reception facility operators, insurance agents and equipment operators.

The ideal way to manage cargo that spoils during a voyage would be to offload it from the ship to be managed on land – either to sell for an alternate use, recycle salvageable materials, or to be disposed of in an environmentally safe manner. Spoilt cargo should only be considered for disposal at sea when there is a marked degree of urgency, facilities on land are unavailable, and it will not cause harm to the environment or human health.

The circular has been worked out on basis of the applicability of the London Convention 72 and Protocol 96 (LC/LP) and the MARPOL Annex V to the management of spoilt cargo. The Faroe Islands have ratified the London Convention 72 and the MARPOL Annex V. On that basis the enclosed circular should be taken into consideration when a situation arises with spilt cargo. And even if the London Protocol remains outstanding for Faroese ratification, it does not prevent the flag state from imposing on ships the best possible judgement to be demonstrated in such situations. As such the enclosed circular is highly relevant.

The FMA recommends management companies to include in their SMS procedures regarding the management of spoilt cargoes in accordance with IMO guidance. As per advice from IMO the FMA also encourages management companies to report back to the flag state on their experience in this respect, so that we may bring such reports to the attention of the government and of the international community.

Encl.: MEPC.1/Circ.809.

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