

Sludge/Waste Oil discharge from ships to shore at FIPASS**Environmental Incident at FIPASS 13 December 2021**

On the 13 December 2021, there was an environmental incident on the East Berth of FIPASS, which resulted in an oil spill onto the deck and a small quantity into the harbor. There have been similar incidents previously from the same activity of transferring sludge/waste oil from a ship to shore and therefore this Safety Notice is being issued to highlight the issue and provide guidance on future operations of this nature.

Sludge/Waste oil discharge plan. It is critical to safe operations there must be clear roles and responsibilities contained within the discharge plan. Specifically, who is responsible for the activity, monitoring, communications, discharge procedures, pre use inspection of IBC's aka cube tanks and emergency procedures.

Change to the current practice. Empty IBC's should be lifted onboard the vessel wherever practicable and the transfer of the sludge/waste oil conducted onboard. On completion the full IBC's can be lifted ashore and ideally straight onto a suitable vehicle for onward movement. If the IBC must be positioned ashore, then this must be approved by the Duty Operations Manager and removed on completion of the transfer, at the earliest opportunity.

If these parameters can't be met for any reason, then an alternative plan must be agreed by the Duty Operations Manager prior to any Sludge/Waste oil discharge activities taking place.

