North American Marine Environment Protection Association

NAMEPA

MARPOL

The International Convention for the Prevention of Pollution from Ships



MARPOL

Celebrating its 50th anniversary, the International Convention for the Prevention of Pollution from Ships is an agreement written by the members of the International Maritime Organization (IMO) to control and prevent pollution from ships. Its objective is to preserve the marine environment by regulating the handling of oil, garbage, sewage, noxious liquids, harmful substances and air emissions abroad a vessel and to minimize damage from operational or accidental discharge of such substances into water.

Environmental Regulations

The shipping industry works to minimize its impact on the environment. Since 1973, the IMO has adopted a wide range of measures to prevent and control the pollution caused by ships and to mitigate the effects of any damage that may occur because of marine operations and accidents.

IMO MARPOL AT 50
OUR COMMITMENT GOES ON



Compliance

The importance of effective environmental compliance programs in the maritime industry has been demonstrated time and time again over the past two decades, while the industry's record is immeasurably better, there remains room for improvement in compliance.

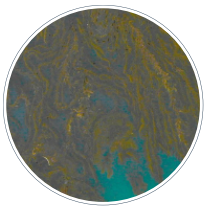
Compliance with environmental requirements remains a challenge for some ship operators, potentially resulting in damage to the marine environment, detentions and heavy fines. Further, the regulatory framework is getting more complex and demanding, not less.

Many maritime companies now take a proactive approach to environmental care. As a seafarer, port employee, or other maritime industry worker, you are asked to play an important role, because you are an essential part of the company performance and key factor in compliance.

EXPLORING MARPOL



ANNEX I: OIL POLLUTION



Generally, oil or oily mixtures should not be discharged into the water. These substances should only be discharged using special equipment and outside of prohibited areas. Discharges or malfunctions of preventive equipment should be reported to the ship's flag state, and possibly port state control.

ANNEX II: NOXIOUS LIQUID SUBSTANCES



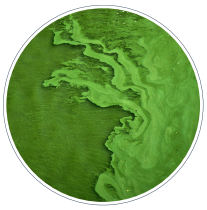
Noxious liquid substances are categorized differently with corresponding discharge limits. This list can be found in the International Bulk Chemical Code (IBC) book, which classifies various levels of liquids in terms of what hazard they pose.

ANNEX III: HARMFUL SUBSTANCES



Standards exist for packing, labeling, documenting, stowing and limiting quantities of harmful substances. A list of marine pollutants can be found in the International Maritime Dangerous Goods (IMDG) code.

ANNEX IV: SEWAGE



The discharge of sewage into the sea is allowed when the sewage has been treated by an approved sewage treatment plant. When sewage is not treated, ships are only allowed to discharge this sewage when they are not close to land.

ANNEX V: SOLID WASTE



It is illegal to discharge any solid materials other than certain types of food and animal waste anywhere at sea. Solid waste should be taken to a reception facility while the ship is in port. Review the vessel's Garbage Management Plan for specific instructions.

ANNEX VI: AIR POLLUTION



IMO agreed to cut carbon dioxide emissions in half by 2050. Ships operating in designated Emission Controls Areas (ECAs) are required to comply with more stringent fuel, sulfur, and engine nitrogen oxides limits to avoid damage to human health and the environment.

Our Mission

Preserving the marine environment by promoting sustainable industry best practices and educating the public to Save Our Seas.

Navios Maritime Partners L.P.

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