



POB eBROADCAST

The Maryland Port Administration
Baltimore ~ Maryland

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Source: MPA Safety & Risk Management Department on behalf of
Maryland Department of Environment

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MPA is committed to protecting the environment and being a good steward of Maryland's natural resources. Improving air quality is an essential element of this commitment. The MPA has observed a few situations that may have been in violation of the requirements identified in the chart below. In addition, the MPA is aware of instances when "soot" from a vessel was deposited on cargo stored at one of its terminals. The deposition of "soot" has the potential to damage the cargo and/or result in a costly remedial action. Therefore, the MPA is reminding all ships calling at the Port of Baltimore that the Maryland Department of Environment has regulations that apply to ship emissions. (See chart below.)

If a ship is violating any of these regulations, a representative of the ship must immediately notify the Maryland Department of the Environment (MDE) (410.537.3231) and MPA Operations Department (410.633.1077). Should the MPA or any port tenant, customer or operator observe any emissions in excess of the limits identified below, it may also be obligated to notify MDE.

COMAR 26.11.20.01

.01 Visible Emissions from Ships. A person or agent may not cause or permit the discharge of emissions from any ship in excess of the following limits:

Operating Mode	Maximum Opacity* or Ringelmann Chart Number	Allowable Time
A. Underway, at berth, or at anchor	20% - 1	No limit.
B. Soot blowing:		
(1) Underway within 1 mile (1.6 kilometer) of any shore	--	No soot blowing allowed.
(2) At berth or anchor:		
(a) Within first or last 24 hours of arrival or departure	--	No soot blowing allowed.

(b) Any other 24-hour	No limit	15 minutes for each boiler in period operation provided that no nuisance is created.
C. Cleaning and adjusting of combustion equipment while at berth or anchor	40%--2	Not to aggregate more than 4 minutes in any 60-minute period.
D. Start-up of cold boiler or engine	No limit 60%--3	5 consecutive minutes. 10 consecutive minutes additional.
E. Anchoring, berthing, or other maneuvering requiring rapid changes in power	80%--4	No limit.
F. Upset/breakdown/emergency	No limit	No limit. The control office casualty of Coast Guard safety should be notified as to reason of excessive emissions.
G. Docktrials of new or rebuilt boilers or engines	No limit	No limit provided a nuisance is not created and the control officer has been notified before 3 p.m. the day before the dock trials are to be conducted.

* "Opacity" means the degree to which emissions reduce the transmission of light and obscure the view of an object in the background.

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