

NEW MANGALORE PORT TRUST

Compliance to Environmental Regulations in respect of Vessels calling at NMPT follows:

Must the ship leave the port "clean" e.g. It is compulsory to discharge wastes to shore-side facility before sailing?	All Vessels are encouraged to discharge garbage at NMPT
Are there incentives for environmental performance beyond regulatory requirements?	No
Permission/ Prohibition of:	Allowed/Prohibited/ Restricted
Deck cleaning- with chemicals	Prohibited
Deck cleaning- without chemicals	Prohibited except for Cruise vessel
Hull cleaning - with chemicals	Prohibited
Hull cleaning - without chemicals	Prohibited except for Cruise vessel
Hull scraping	Prohibited
Hull painting- touch up	Prohibited except for Cruise vessel
Hull painting- large scale	Prohibited
Ballast operations and restrictions on the discharge of ballast water that has been managed (exchanged or treated)per IMO Ballast Water Management requirements	As per the DG Shipping Guidelines
Ballast Water reporting form required?	Mandatory
Life boat lowering (for drill purpose)	On prior permission from the port which is subject to port operations & weather conditions. Lowering of life boats is not permitted at anchorage
Maximum fuel sulphur content -when entering the port limits	As per the DG Shipping Guidelines & Marpol
Maximum fuel sulphur content - at berth	As per the DG Shipping Guidelines & Marpol
Exhaust Gas Cleaning System(EGCS)/Emission Abatement Equipment/ Scrubbers(EGCS)- open loop system operation	As per the DG Shipping Guidelines & Marpol
Exhaust Gas Cleaning System(EGCS)/Emission Abatement Equipment/ Scrubbers(EGCS)- closed loop system operation	As per the DG Shipping Guidelines & Marpol


 Deputy Conservator
 New Mangalore Port Trust