UNITED STATES COAST GUARD MARINE SAFETY UNIT MORGAN CITY

MARINE SAFETY INFORMATION BULLETIN

MSIB 015-16 Date: October 12, 2016

Oil Field Waste Barge Operations in the OCMI Zone of Morgan City, LA

The purpose of this bulletin is to reiterate the requirements of the National and Vessel Inspection Circular (NVIC) 7-87: *Guidance on Waterborne Tranport of Oil Field Wastes.* This NVIC discusses the standards for carrying oil field waste and other oily waste mixtures in hopper barges, acceptable equivalent standards, and inspection guidance under 46 Code of Federal Regulations, Subchapter D. It has been recently noted that a significant number of oil field waste barges have not been operating in accordance with NVIC 7-87 and their Certificate of Inspection (COI). Oil field wastes are a unique cargo which should be handled and shipped with due caution. Per NVIC 7-87, some of the most common descriptions of oil field wastes that are carried in this zone are (list not all inclusive):

- Oil-based drilling mud and cutting
- Drilling, work over and completion fluids
- Waste from salvage oil operators who only receive waste oil from oil and gas leases
- Produced oily sands and solids
- Salt water (produced brine or produced water)
- Water-based drilling mud and cutting
- Waste from commercial treatment facilities

Barges that carry these cargoes must be loaded in accordance with the COI and NVIC 7-87, which specifically restricts the liquid content of the material to no more than **40%** by volume and cannot contain any free oil. The cargo must have a flash point greater than 300 degrees Fahrenheit, cannot possess any other hazardous characteristics, and must be unpumpable by conventional means. Also, the COI states that the barge cannot be loaded past a specific draft reading per the stability letter signed by the U.S. Coast Guard Marine Safety Center. During loading and prior to vessel movement, oil field waste should be distributed uniformly to minimize hull stresses, trim and list.

Under 46 U.S.C. § 3718, failure to comply with terms and/or endorsements of a vessel's COI could result in civil penalies of up to $32,500 per day of violation; the revocation of the vessel's COI; and/or additonal enforcement actions.

Additionally, all operators are reminded that a discharge of this material into federal waters is a violation of 33 U.S.C. 1321 and subject to civil penalty procedures prescribed. You are also strongly encouraged to review your vessel stability letter and COI to minimize potential risks to the environment.

Mariners are encouraged to take appropriate precautions and refer to NVIC 7-87 for further guidance located at the following: https://www.uscg.mil/hq/cg5/nvic/pdf/1987/n7-87.pdf.

For questions or comments, please contact LCDR Jennifer Hnatow, Chief, Inspections Division, at 985- 380-5380.

B. Welborn
Captain, U.S. Coast Guard
Captain of the Port
Morgan City, Louisiana