

Coast Guard, DOT

§ 30.30-1

TABLE 30.25-1.—LIST OF FLAMMABLE AND COMBUSTIBLE BULK LIQUID CARGOES—Continued

Cargo name	IMO Annex II Pollution Category
<i>Including:</i> <i>Beechnut oil</i> <i>Castor oil</i> <i>Cocoa butter</i> <i>Coconut oil</i> <i>Corn oil</i> <i>Cottonseed oil</i> <i>Groundnut oil</i> <i>Hazelnut oil</i> <i>Linseed oil</i> <i>Nutmeg butter</i> <i>Oiticica oil</i> <i>Olive oil</i> <i>Palm kernel oil</i> <i>Palm oil</i> <i>Peel oil (oranges and lemons)</i> <i>Perilla oil</i> <i>Poppy oil</i> <i>Raisin seed oil</i> <i>Rapeseed oil</i> <i>Rice bran oil</i> <i>Safflower oil</i> <i>Salad oil</i> <i>Sesame oil</i> <i>Soya bean oil</i> <i>Sunflower seed oil</i> <i>Tucum oil</i> <i>Tung oil</i> <i>Walnut oil</i>	
Vegetable acid oils and distillates, n.o.s.	D
<i>Including:</i> <i>Corn acid oil</i> <i>Cottonseed acid oil</i> <i>Dark mixed acid oil</i> <i>Groundnut acid oil</i> <i>Mixed acid oil</i> <i>Mixed general acid oil</i> <i>Mixed hard acid oil</i> <i>Mixed soft acid oil</i> <i>Rapeseed acid oil</i> <i>Safflower acid oil</i> <i>Soya acid oil</i> <i>Sunflower seed acid oil</i>	
Waxes:	D
Candelilla	@D
Carnauba	@D
Paraffin	III
dagger; <i>White spirit</i> , see <i>White spirit</i> (low (15–20%) aromatic)	
dagger; <i>White spirit</i> (low (15–20%) aromatic)	B
<i>Wine</i> , see <i>Alcoholic beverages</i> , n.o.s.	
<i>Xylenes (ortho-, meta-, para-)</i>	C
<i>Zinc alkaryl dithiophosphate (C7–C16)</i>	C
<i>Zinc alkenyl carboxamide</i>	D
<i>Zinc alkyl dithiophosphate (C3–C14)</i>	B

NOTE: See table 2 of part 153 for additional cargoes permitted to be carried by tank barge.
Explanation of Symbols: As used in this table the following stands for:
A, B, C, D—NLS Category of Annex II of MARPOL 73/78.
I—Considered an "oil" under Annex I of MARPOL 73/78.
III—Appendix III of Annex II (non-NLS cargoes) of MARPOL 73/78.
LFG—Liquefied flammable gas.
#—No determination of NLS status. For shipping on an oceangoing vessel, see 46 CFR 153.900(c).

[]—A NLS category in brackets indicates that the product is provisionally categorized and that further data are necessary to complete the evaluation of its pollution hazards. Until the hazard evaluation is completed, the pollution category assigned is used.

@—The NLS category has been assigned by the U.S. Coast Guard, in absence of one assigned by the IMO. The category is based upon a GESAMP Hazard Profile or by analogy to a closely related product having an NLS assigned.

dagger;—The provisions contained in 46 CFR part 197, subpart C, may apply to this cargo.

Abbreviations for Noxious liquid Cargoes:

N.F.—non-flammable (flash point greater than 60 degrees C (140 degrees F) cc).

F.—flammable (flash point less than or equal to 60 degrees C (140 degrees F) cc).

n.o.s.—not otherwise specified.

ST—Ship type.

Cat—Pollution category.

Words in italic are not part of the cargo name but may be used in addition to the cargo name.

When one entry references another entry by use of the word "see", and both names are in roman type, either name may be used as the cargo name (e.g., Diethyl ether, see Ethyl ether). However, the referenced entry is preferred.

[CGD 00-7079, 65 FR 67157, Nov. 8, 2000]

§ 30.25-3 Benzene.

The provisions contained in 46 CFR part 197, subpart C, apply to liquid cargoes containing 0.5% or more benzene by volume.

[CGD 88-040, 56 FR 65006, Dec. 13, 1991]

Subpart 30.30—Interim Procedures for Evaluating Vessel Personnel Licensing and Certification Programs of Foreign Countries

SOURCE: CGD 79-081a, 45 FR 23427, Apr. 7, 1980, unless otherwise noted.

§ 30.30-1 Scope and purpose.

(a) This subpart contains procedures for evaluating vessel personnel licensing and certification programs of foreign countries. Evaluations are done for countries which license or certify personnel serving on tank vessels that enter or operate in U.S. navigable waters and ports.

(b) The purpose of each evaluation is to determine whether a foreign licensing and certification program has standards that are comparable to or more stringent than U.S. standards.

(c) A determination that licensing and certification standards of a foreign country are not comparable to or more stringent than U.S. standards will subject tank vessels manned with officers