

Article 7.04

Return of the vessel

Amended by Resolution 2015-II-3

- (1) For dry cargoes, the consignee must ensure that, after unloading, the hold is returned in a swept or vacuumed condition in accordance with the unloading standards and the prescriptions concerning deposit and reception set out in Appendix III. He shall be required to collect any residual cargo and any handling residues produced on board the unloaded vessel.

For liquid cargoes, the charterer must ensure that, after unloading, the tank is returned in a stripped condition. Unless provided for otherwise in the transport contract, the boatmaster shall carry out the unloading, including the unloading of residual cargo, using a stripping system. The piping intended for collecting residual cargo must be fitted with a connection system that complies with Model 1 in Appendix II. When the on-board stripping system is being used, the counter-pressure in the piping system of the consignee, before the stripping operation commences, must be less than 3 bars. The operator of the handling facility shall be required to receive the residual cargo.

- (2) The obligation to return the hold or tank in a washed condition shall be incumbent on the consignee in the case of a dry cargo and on the charterer in the case of a liquid cargo if the vessel has transported goods for which the cargo residues mixed with the wash water may not be dumped into the waterway by virtue of the unloading standards and prescriptions on deposit and reception in Appendix III. Furthermore, the persons responsible referred to in the first sentence above must return the hold or tank washed if it was in washed condition before loading in accordance with the agreement referred to in Article 7.02 (2)."
- (3) Paragraphs 1 and 2 above shall not apply to the holds and cargo tanks of vessels carrying out exclusive transport operations.
- (4) If, on completion of the agreed loading duration or agreed number of lay days, the consignee or the charterer does not return the vessel in compliance with the provisions of the present Article and those of Article 7.03 above, the carrier may put the vessel in the prescribed condition or have this done. All costs incurred, including consequential demurrage costs, provided the carrier is not at fault, shall be borne by the consignee or the charterer.