
MARPOL - Amendments to Annex I: Amendments to Regulations 1, 12, 13, 17 and 38 of Annex I of MARPOL and a New Chapter 8 Dealing with Ship-to-Ship Transfers

Notice to all Shipowners, Shipmanagers, Shipbuilders, Shiprepairers, Certifying Authorities, Masters and Ships' Officers.

This MIN expires 2 January 2012

Summary

The purpose of the Note is to inform industry of the amendments to certain Regulations in Annex I of the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 (MARPOL 73/78) which enter into force internationally on 1 January 2011. It also advises on the introduction of a new Chapter 8 with respect to ship-to-ship transfers.

The latest amendment to Annex I of MARPOL 73/78, IMO Resolution MEPC.187 (59) was adopted on 17 July 2009 and will enter into force internationally on 1 January 2011.

The purpose of this Note is to draw to the attention of industry the following amendments to Regulations 1, 12, 13, 17 and 38 of Annex I of MARPOL.

Regulation 1 - Definitions

The following definitions are to be added after the existing subparagraph 30 in Regulation 1: -

- “.31 **Oil Residue (sludge)** means the residual waste oil products generated during the normal operation of a ship such as those resulting from the purification of fuel or lubricating oil for main or auxiliary machinery, separated waste oil from oil filtering equipment, waste oil collected in drip trays, and waste hydraulic and lubricating oils.

- .32 **Oil residue (sludge) tank** means a tank which holds oil residue (sludge) from which sludge may be disposed directly through the standard discharge connection or any other approved means of disposal.
- .33 **Oily bilge water** means water which may be contaminated by oil resulting from things such as leakage or maintenance work in machinery spaces. Any liquid entering the bilge system including bilge wells, bilge piping, tank top or bilge holding tanks is considered oily bilge water.
- .34 **Oily bilge water holding tank** means a tank collecting oily bilge water prior to its discharge, transfer or disposal.”

Regulation 12 – Tanks for oil residues (sludge)

Paragraph 1 is amended to read as follows: -

“1 Every ship of 400gross tonnage and above shall be provided with a tank or tanks of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oil residues (sludge) which cannot be dealt with otherwise in accordance with the requirements of this Annex.”

The following new paragraph 2 is inserted after the existing paragraph 1: -

“2 Oil residue (sludge) may be disposed of directly from the oil residue (sludge) tank(s) through the standard discharge connection referred to in regulation 13, or any other means of disposal. The oil residue (sludge) tank(s):

- .1 shall be provided with a designated pump for disposal that is capable of taking suction from the oil residue (sludge) tank(s); and
- .2 shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators except that the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge piping system.”

The existing paragraphs 2 and 3 are renumbered 3 and 4, respectively.

Regulations 12, 13, 17 and 38

The word “sludge” in regulations 12.2, 13, 17.2.3, 38.2 and 38.7 is replaced by the words “oil residue (sludge)”.

The words “and other oil residues” in regulation 17.2.3 are deleted.

Full details of the latest MARPOL amendments mentioned above can be found in IMO Resolution MEPC.187 (59).

As a consequence, the supplement (Form A and B) and the Oil Record Book are amended accordingly and a revision of the Oil Record Book is available from The Stationery Office.

New Chapter 8 - “Prevention of Pollution During Transfer of Oil Cargo Between Oil Tankers at Sea”

A new Chapter 8 entitled “Prevention of Pollution During Transfer of Oil Cargo Between Oil Tankers at Sea” has been added to MARPOL Annex I. The regulations in this chapter apply to oil tankers of 150 gross tonnage and above engaged in the transfer of oil cargo between oil tankers at sea (STS operations) and their STS operations conducted on or after 1 April 2012.

The chapter also considers general rules on environmental protection. Regulation 41 now requires any oil tanker involved in STS operations to carry a Plan prescribing how to conduct STS operations not later than the date of the first annual, intermediate or renewal survey of the ship carried out on or after 1 January 2011.

Each oil tanker subject to the new chapter 8 which plans STS operations within the territorial sea, or the exclusive zone of a Party to the present Convention shall notify that Party not less than 48 hours in advance of the scheduled STS operations.

In the Record of Construction and Equipment for Oil Tankers, Form B, new section 8A is added as follows:

“8A Ship-to-Ship oil transfer operations at sea (regulation 41)

8A.1 The oil tanker is provided with an STS operations Plan in compliance with Regulation 41.”

Full details of the new chapter 8 can be found in IMO Resolution MEPC.186 (59)

More Information

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