



## TECHNICAL CIRCULAR No. 116 of 18<sup>th</sup> March 2013

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| To:                 | All Surveyors/Auditors               |
| Applicable to flag: | All Flags                            |
| Subject:            | <b>Amendments to MARPOL, Annex I</b> |
| Reference:          | <b>Annex I of MARPOL 73/78</b>       |

### **Amendments to MARPOL, Annex I**

The 1994 Amendments to Annex I of MARPOL 73/78 came into effect on 3 March 1996. The amendments were designed to improve the way Annex I is implemented, and make it possible for ships to be inspected when in ports of other Parties to the Convention to ensure that crews are able to carry out essential shipboard procedures relating to marine pollution.

- a. Resolution MEPC.75(40), adopted on 25 September 1997 amended Regulation 10 and added new Regulation 25A to Annex I of MARPOL 73/78.
  1. The North West European waters (North Sea, Irish Sea and part of the North East Atlantic just west of Ireland) are now considered a “special area”. The exact area is defined in the amended text of Regulation 10.
  2. New Regulation 25A imposes intact stability requirements on oil tankers, both while at sea and in port during loading and unloading. These requirements apply to oil tankers of 5,000mt DWT or more. The in-port requirement is an initial GM not less than 0.15m. The at-sea criteria is for a minimum righting arm curve having an adequate magnitude, area and range, with the ship loaded in the worst possible condition of cargo and ballast loading, consistent with good operational practice.

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- b. Resolution MEPC.78(43), adopted on 1 July 1999 amended Regulation 13G, supplements A and B, and Regulation 26 of annex I, and added Regulation 16 to annex II.
  - 1. The applicability of Regulation 13G was changed with the new amendments. In addition to tankers of 20,000 tons deadweight and above carrying crude oil, the regulation also applies to tankers that carry fuel oil, diesel oil, or lubricating oil. These new categories of tankers shall comply with this regulation by 1 January 2003. Definitions of Heavy Diesel Oil and Fuel Oil are included for clarification.
  - 2. Forms A and B of supplements to the IOPP Certificate were revised to include the new approval standards for oily water separators, to eliminate a possibility of a waiver from the ODME outside the special areas, and to clarify that the bilge water holding tanks are not required by the Convention. Additionally, Form B was revised to include a section for compliance with Regulation 25A and 13G.
  - 3. Regulation 26 was amended to include the possibility to combine the SOPEP and the newly required Shipboard Marine Pollution Emergency Plan for Noxious Liquid Substances (SMPEP-NLS) into one plan title Shipboard Marine Pollution Emergency Plan (SMPEP). The SMPEP-NLS is required by the new Regulation 16 for all vessels of 150 gross tonnage and above certified to carry noxious liquid substances, and shall be complied with not later than 1 January 2003.
- c. Resolution MEPC.95(46), adopted on 27 April 2001 amended Regulation 13G again. This Resolution has been superseded by MEPC.111(50).
- d. Resolution MEPC.111(50), adopted on 4 December 2003 amended Regulation 13G again and added Regulation 13H. Refer to Section 4.11 of this document for details.
- e. Resolution MEPC.117(52), adopted on 14 October 2004, is the revised MARPOL Annex I to become effective on 1 January 2007. The annex has been renumbered and the following requirements have been added:
  - i. Regulation 12A Oil fuel tank protection: Applicable to all ships with an aggregate capacity oil fuel of 600 cubic meters and above contracted on or

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after 1 August 2007, or in the absence of contract, the keel laying date is on or after 1 February 2008, or delivered on or after 1 August 2010.

- II. Regulation 22 Pump-room bottom protection: Oil tankers of 5,000 tonnes deadweight and above constructed on or after 1 January 2007 shall be provided with a double bottom.
- III. Regulation 23 Accidental oil outflow performance: Oil tankers delivered on or after 1 January 2010 shall be provided with adequate protection against oil pollution in the event of stranding or collision.
- IV. Regulation 37.4 Computerized program: All oil tankers of 5,000 tons deadweight and above shall have prompt access to computerized, shore based damage stability and residual structural strength calculation programs.

Under MEPC.1/Circ. 513, unless the documentation is required to be re-issued as a consequence of a ship having to comply with any new requirements, IOPP Certificates and supplements in effect on 1 January 2007 remain valid until the IOPP Certificate expires, at which time a new Certificate is to be issued.

- f. Resolution MEPC.186(59), adopted on 17 July 2009, becomes effective on 1 January 2011. The resolution adds a new "CHAPTER 8 – PREVENTION OF POLLUTION DURING TRANSFER OF OIL CARGO BETWEEN OIL TANKERS AT SEA"
  - I. Regulation 40 - Application: The regulations contained 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 regulations contained in this chapter shall not apply to oil transfer operations associated with:

- (a) fixed or floating platforms including drilling rigs;
- (b) floating production, storage and offloading facilities (FPSOs) used for the offshore production and storage of oil;
- (c) floating storage units (FSUs) used for the offshore storage of produced oil;
- (d) bunkering operations.

- 1. Regulation 41 - General Rules on Safety: Any oil tanker involved in STS operations shall carry on board a Plan prescribing how to conduct STS

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operations (STS operations Plan) not later than the date of the first annual, intermediate or renewal survey of the ship to be carried out on or after 1 January 2011. Each oil tanker's STS operations Plan shall be approved by the Administration. The STS operations Plan shall be written in the working language of the ship.

- II. Regulation 42 - Notification: Each oil tanker subject to this chapter that plans STS operations within the territorial sea, or the exclusive economic zone of a Party to the present Convention shall notify that Party not less than 48 hours in advance of the scheduled STS operations.
- g. MARPOL Annex I, regulation 12 was revised by resolution MEPC.187(59), which entered into force on 1 January 2011. The amendment inadvertently deleted the provision which allowed an interconnection between the sludge tank discharge piping and bilge-water piping using common piping leading to the standard discharge connection.

In regard to "Regulation 12.2.2 – Sludge tank discharge piping", the guidance from MEPC.1/Circ. 753 should be followed:

- I. Regulation 12.2.2 should not be retroactively applied to ships delivered before 1 January 2014\*.
- II. There should be no interconnections between the sludge tank discharge piping and bilge-water piping other than possible common piping leading to the standard discharge connection referred to in regulation 13.
- III. For ships delivered before 1 January 2014\*, existing arrangements where the oil residue (sludge) tank(s) have discharge connections to oily bilge water holding tank(s), tank top or oily water separator may be accepted.

\* Ship delivered before 1 January 2014 means a ship:  
.1 for which the building contract is placed before 1 January 2011; or  
.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction before 1 January 2012; or  
.3 the delivery of which is before 1 January 2014.

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**REFERENCES:**

- **MARPOL 74/78**

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