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Amendments to MARPOL Annex I



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A. Jamaly
Manager of Convention & Legislation Department
Iranian Classification Society – ICS

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مدیریت واحد کنوانسیون‌ها و مقررات دریایی
موسسه رده بندی ایرانیان

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1. Introduction

1.1 General

According to the outcomes of 59th meeting of MEPC Committee which was held from 13-17 July 2009 at IMO, some amendments are applied to some Regulations and format of certificates in MARPOL. In this TI, the changes related to the expression “Sludge Tank” in Regulations 1, 12, 13, 17, 38 and IOPP Certificate of Annex I are presented in detail. Also some other changes in this Annex of MARPOL are amended to Oil Record Book that the relevant TI will be issued later. It shall be considered that these changes have come into force from **1st January 2011** and the surveyors in charge shall be aware of them and apply them during their survey for issuance of certificates.

For more information and familiarity of ICS surveyors, in addition to this T.I, the electronic files of following documents are enclosed:

- MARPOL Annex I:
 - Reg. 1, 12, 13, 17, 38
 - Form A and B (IOPP Certificate)
- Res. MEPC 187 (59)

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1.2 Changes

This edition dated 2011.Mar.06 and any other necessary changes related to this document will be announced after this date.

2. Amendments to MARPOL Annex I

According to outcomes of the Committee, totally 8 amendments related to 5 Regulations and 1 Certificate (IOPP) of MARPOL Annex I are adopted. The relevant changes while are as follow:

2.1 Reg. 1: Definition

The following new subparagraphs .31, .32, .33 and .34 are added after existing subparagraph .30:

2.1.1 Subparagraph 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.

2.1.2 Subparagraph 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.

2.1.3 Subparagraph 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.

2.1.4 Subparagraph 34:

Oily bilge water holding tank means a tank collecting oily bilge water prior to its discharge, transfer or disposal.”

2.2 Reg. 12

2.2.1 Paragraph 1:

Every ship of 400 gross 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.”

2.2.2 Paragraph 2, 2.1 & 2.2:

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 approved means of disposal. The oil residue (sludge) tank(s):

2.1 shall be provided with a designated pump for disposal that is capable of taking suction from the oil residue (sludge) tank(s); And

2.2 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 bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge piping system.”

2.2.3 Paragraph 3 and 4:

Existing paragraphs 2 and 3 are renumbered 3 and 4, respectively.

The word “sludge” in Paragraph 3 is replaced by the words “oil residue (sludge)”.

2.3 Reg. 13

The word “sludge” is replaced by the words “oil residue (sludge)”.

2.4 Reg. 17

The words “and other oil residues” in subparagraph 2.3 are deleted and the word “sludge” is replaced by the words “oil residue (sludge)”.

2.5 Reg. 38

2.5.1 Paragraph 2 and 7:

The word “sludge” is replaced by the words “oil residue (sludge)”.

2.6 Form A (record of construction and equipment for ships other than oil tankers)

2.6.1 Section 3:

The existing Section 3 of the Supplement to the IOPP Certificate, Form A and Form B, is replaced by the following:

3 Means for retention and disposal of oil residues (sludge) (regulation 12) and oily bilge water holding tank(s)*

3.1 The ship is provided with oil residue (sludge) tanks for retention of oil residues (sludge) on board as follows:

Tank Identification	Tank Location		Volume (m ³)
	Frames (from) – (to)	Lateral Position	
Total Volume: ... m ³			

3.2 Means for the disposal of oil residues (sludge) retained in oil residue (sludge) tanks:

3.2.1 Incinerator for oil residues (sludge), maximum capacity kW or kcal/h (delete as appropriate)

3.2.2 Auxiliary boiler suitable for burning oil residues (sludge)

3.2.3 Other acceptable means, state which

3.3 The ship is provided with holding tank(s) for the retention on board of oily bilge water as follows:

Tank Identification	Tank Location		Volume (m ³)
	Frames (from) – (to)	Lateral Position	
Total Volume: ... m ³			

2.7 Form B (record of construction and equipment for oil tankers)

2.7.1 Paragraph 5.8.2 of Form B

The term “double bottom requirements” at the end of paragraph 5.8.2 of Form B is deleted.

2.7.2 Paragraphs 5.8.5 and 5.8.7 of Form B

Paragraphs 5.8.5 and 5.8.7 are replaced by the following:

5.8.5 The ship is not subject to regulation 20 (check which box (es) apply):

.1 The ship is less than 5,000 tones deadweight

.2 The ship complies with regulation 20.1.2

.3 The ship complies with regulation 20.1.3

5.8.7 The ship is not subject to regulation 21 (check which box (es) apply):

.1 The ship is less than 600 tones deadweight

.2 The ship complies with regulation 19 (Deadweight tones ≥ 5,000)

.3 The ship complies with regulation 21.1.2

.4 The ship complies with regulation 21.4.2 (600≤Deadweight tones<5,000)

.5 The ship does not carry “heavy grade oil” as defined in regulation 21.2 of MARPOL Annex I

2.7.3 Paragraph 6.1.5.4 of Form B

Delete paragraph 6.1.5.4 from the Supplement to the International Oil Pollution Prevention Certificate, Form B.

3. Summary of Changes

As an overview on the applied changes, the summary of the amendments are mentioned in table 1. as follow:

Table 1. Summary of changes

No.	Reg.	Para. / SubPara.
1	1	31, 32, 33, 34
2	12	1, 2, 3, 4
3	13	
4	17	2,3
5	38	2, 3
6	Form A	Section 3
7	Form B	5.8.5, 5.8.7, 6.1.5.4

4. References

- ✓ Res. MEPC 187 (59)
- ✓ MARPOL Convention