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Ship to Ship (STS) Transfer Operation

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All respectful ICS surveyors

With my gratitude, respectfully,
According to the outcomes of MEPC 59th meeting in July 2009, one major amendment was introduced to MARPOL Annex I in relation with the Ship to Ship Transfer Operation. The requirements of this amendment entered into force by 2011.Jan.01. Accordingly, any oil tanker involved in STS operations shall carry on board a Plan prescribing how to conduct STS operations (STS Operations Plan) not later than the date of the first annual, intermediate or renewal survey of the ship to be carried onboard on or after 1 January 2011.

In this TI, the general information on the topic is dealt with in summary.

The document related to the above mentioned subject and also the supplementary amendments are accessible through the following address on ICS Network (ICS-WAN) is issued:

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کلیه بازرسان محترم ICS

با سلام و احترام

بر اساس نتایج پنجاه و نهمین اجلاس MEPC که در تیرماه سال ۱۳۸۸ برگزار گردید، از جمله تغییرات اعمال شده اصلاحات وارده بر ضمیمه ۱ از کنوانسیون مارپول بوده است که مرتبط با موضوع عملیات انتقال از کشتی به کشتی می باشد. الزامات مربوط به این فصل جدید، از تاریخ ۱۱ دی ماه سال ۱۳۸۹ لازم الاجرا شده اند.

بر این اساس هر شناور نفتکش که عملیات انتقال مواد نفتی از کشتی به کشتی را انجام می دهد، می بایست تا پیش از سررسید موعد اولین بازرسی سالیانه، میان دوره و یا تجدید دوره، نقشه راهنمای نحوه انجام عملیات (STS Operations Plan) را از تاریخ اول دیماه ۱۳۸۹ و پس از آن در پل فرماندهی الصاق نماید.

در اطلاعیه فنی حاضر، اطلاعات فنی مربوط به این موضوع ارائه شده است.

این بخشنامه به انضمام پیوست های تکمیلی آن در بخش CLD از شبکه داخلی موسسه با آدرس ذیل قابل دسترسی می باشد.

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عبدالله جمالی

مدیریت واحد کنوانسیون ها و مقررات دریایی
موسسه رده بندی ایرانیان

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1. Introduction

1.1 General

This publication presents an introduction to STS Operation while explaining the requirements, application and regulatory information.

For your more information, the content of relevant chapter of MARPOL (Ch. VIII of Annex 1) is presented in this TI.

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1.2 Changes

This edition dated 2011.May.23 and any other necessary changes related to this document will be announced after this date.

2. General

A Ship-to-ship (STS) transfer operation is the transfer of cargo between seagoing ships positioned alongside each other, either while stationary or underway. Cargoes typically transferred via STS methods include crude oil, liquefied gas (LPG or LNG), bulk cargo, and petroleum products.

These operations are carried out in accordance with guidelines set out by the Oil Companies International Marine Forum (OCIMF) and the International Chamber of Shipping (ICS), with the strictest adherence to safety regulations.

According with MEPC18 (59) vessels transferring OIL CARGO must have an approved STS operational manual that describes the procedure. These manuals should be available on board not later than first annual, intermediate or special survey after 1 January 2011. These manuals can be prepared either by the shipping company or external consultants.

3. Implementation

Applicable vessels and timing for carrying and implementation of STS Operations Plan are as follow:

3.1 Applicable vessels

Any international voyage oil tanker of 150 gross tonnage and above engaged in the transfer of oil cargo between oil tankers at sea (STS operations) (Not applicable: A. Bunkering operations B. Oil transfer operation associated with FPSOs, FSUs and Drilling rig).

3.2 Operation Timing

To be carried out not later than the date of the first annual, intermediate or renewal survey of the ship on or after 1 January 2011.

3.3 Where to carry

In accordance with paragraph 6.2.3.3, a copy of the lightering plan should be available at the following locations on each vessel:

A: the bridge, B: the cargo transfer control station, and C: the engine room.

3.4 Implementation Timing:

The regulations contained in the chapter 8 of MARPOL Annex I apply to oil tankers of 150 gross tonnage and above engaged in the transfer of oil cargo between oil tankers at sea and their STS operations conducted on or after 1 April 2012 (However, STS operations conducted before that date but after the approval of the STS plan shall be in accordance with the STS operations Plan as far as possible).

4. International Regulations

The ICS/OCIMF “Ship to Ship Transfer Guide (Petroleum) 4th Edition” and its checklists are the main references used by the shipping industry’s tanker sector for the conduct of STS operations. This is confirmed by the forthcoming international regulation for the “Prevention of Pollution during Transfer of Oil Cargo between Oil Tankers At Sea” which comes into force on 1st January 2011, via an amendment to the International Convention for the Prevention of Pollution from Ships (MARPOL). This amendment consists of the addition of a new chapter 8 to MARPOL Annex 1 and consequential amendments to the supplement to the IOPP Certificate, Form B. The new Chapter 8 includes three Regulations, as follow:

4.1 Regulation 40 – Scope of Application

Regulation 40 states that the regulations contained in Chapter 8 apply to oil tankers of 150 GT and above engaged in STS transfer operations of oil cargoes, conducted on or after 1st April 2012¹. The regulations will NOT apply to oil transfer operations associated with fixed and floating platforms (including drilling rigs), FPSOs and FSUs; neither will they apply to bunkering operations, STS operations necessary for the safety of life at sea or safety of a ship, nor STS operations involving military

¹STS operations carried out before this date, but after approval by the Administration of the STS Operations Plan required under Regulation 41, shall be in accordance with the STS Operations Plan, as far as possible.

vessels, naval auxiliaries, or other State owned and operated vessels. In the case of the latter, the subject State shall ensure, so far as reasonable and practicable, that such operations are conducted in a manner consistent with the new Chapter 8 of MARPOL.

4.2 Regulation 41 – General Rules on Safety and Environmental Protection

Regulation 41 requires an oil tanker involved in STS operations to carry an STS Operations Plan prescribing how to carry out such operations. This is to be approved by the Flag State Administration and written in the working language of the ship. The STS Operations Plan is to be placed on board no later than the date of the first annual, intermediate, or renewal survey of the ship carried out on or after 1st January 2011. It should be developed taking into account the IMO's "Manual on Oil Pollution Section I, Prevention", and the ICS /OCIMF's "Ship to Ship Transfer Guide, Petroleum", fourth edition, 2005.

The STS Operations Plan may be incorporated into an existing Safety Management System, if SMS is a requirement for the oil tanker in question.

Any oil tanker subject to this Chapter 8 of MARPOL Annex I and engaged in STS operations shall comply with its STS Operations Plan.

The person in overall advisory control of an STS operation will be qualified to undertake all relevant duties, taking into account the qualifications contained in the best practice guidelines for STS operations as identified by the IMO.²

4.3 Regulation 42 – Notification.

Each oil tanker planning an STS operation within the territorial sea, or the Exclusive Economic Zone (EEZ), of a State that is a

Party to the present Convention shall notify that Party 48 hours in advance of the planned STS operation. The notification will include at least the following:

- Name, flag, call sign, IMO Number, and ETA of the oil tanker involved in the STS operations;
- Date, time and geographical location of the planned STS operations;
- Whether the STS operations are to be carried out at anchor or underway;
- Oil type and quantity;
- planned duration of the STS operations;
- Identification of the STS operations service provider, or person in overall advisory control and their contact information; and
- Confirmation that the oil tanker has on board an "STS Operations Plan" meeting the requirements of Regulation 41.

If the ETA of the oil tanker at the location or area for the STS operations changes by more than 6 hours, the master, owner or agent of that oil tanker shall provide a revised ETA to the Party mentioned in paragraph 1 of Regulation 42.

5. Reference

- ✓ Resolution MEPC.186 (59)
- ✓ IMO website: (www.imo.org)
- ✓ KR Ship To Ship Operations Plan

²IMO's "Manual on Oil Pollution, Section I, Prevention" and (presently) ICS/OCIMF's "Ship-to Ship Transfer Guide, Petroleum" fourth edition, 2005.