

**Subject: Tech. Inf. 2014.-02**  
**Guideline for issuing IOPP-B Cert.**

Number: 30/14/0004  
Date: 01.02.2014

موضوع: اطلاعیه فنی ۲۰۱۴-۰۲  
راهنمای صدور گواهینامه IOPP-B

شماره: ۳۰/۱۴/۰۰۰۴  
تاریخ: ۱۳۹۲/۱۱/۱۲



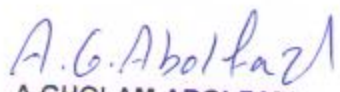
All respectful ICS surveyors

With gratitude, respectfully,  
According to authenticity & delicacy issuance of ICS's Certificates, attached guideline of issuance of International Oil Pollution Prevention Certificate (IOPP-B Cert.) is being sent hereby.

Obviously, preparation manual for all convention certificates can be found in Instruction for Convention Survey.

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

<\\server\ICS Organization\Convention and LegislationDepartment\Publication\tech\2014\02>

  
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کلیه بازرسان محترم ICS

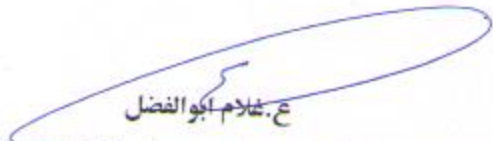
با سلام و احترام

باتوجه به لزوم دقت و صحت گواهینامه های صادره از موسسه رده بندی ایرانیان، به پیوست راهنمای صدور گواهینامه IOPP-B حضورتان ارسال می گردد.

بدیهی است نسخه اصلی راهنمای صدور کلیه گواهینامه های قانونی در Instruction For Convention Survey قابل دسترس می باشد.

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

<\\server\ICS Organization\Convention and LegislationDepartment\publication\tech\2014\02>

  
ع. غلام ابوالفضل  
سرپرست واحد کنوانسیون ها و مقررات دریایی  
موسسه رده بندی ایرانیان

ترک دعوی: اگرچه در گردآوری کلیه راهنماهای فنی ارائه شده توسط موسسه رده بندی ایرانیان، تا حد ممکن تلاش در دقت و صحت محتوا صورت گرفته است، این موسسه متحمل مسئولیتی در قبال هرگونه اشتباهات، خسارت های احتمالی و جرامی که ممکن است در ارتباط با بکارگیری مفاهیم و مطالب ارائه شده رخ دهد، نمی باشد.

■ موسسه رده بندی ایرانیان

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تلفن: ۸۸۲۲۴۱۲۱ (خط ۶) نمابر: ۸۸۲۲۴۷۲۴

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**1. GENERAL:**

The Problem – Pollution of the sea by oil is a problem of national, regional and international concern because of the deleterious effects it could have on marine environment unless appropriate and timely steps are taken to prevent, mitigate, control, remove or combat the same. Generally the problem has to be tackled in two stages / parts:

- I- Prevention of such oil pollution, and
- II- Mitigation, containment / control, removal or combat of oil spillage, whether accidental or otherwise.

**2. HISTORY:**

The MARPOL Convention is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes. It is a combination of two treaties adopted in 1973 and 1978 respectively and updated by amendments through the years. The International Convention for the Prevention of Pollution from Ships (MARPOL) was adopted on 2 November 1973 at IMO and covered pollution by oil, chemicals, and harmful substances in packaged form, sewage and garbage. The Protocol of 1978 relating to the 1973 International Convention for the Prevention of Pollution from Ships (1978 MARPOL Protocol) was adopted at a Conference on Tanker Safety and Pollution Prevention in February 1978 held in response to a spate of tanker accidents in 1976-1977. (Measures relating to tanker design and operation were also incorporated into a Protocol of 1978 relating to the 1974 Convention on the Safety of Life at Sea, 1974. Oil pollution of the seas was recognized as a problem in the first half of the 20th century and various countries introduced national regulations to control discharges of oil within their territorial waters. In 1954, the United Kingdom

organized a conference on oil pollution which resulted in the adoption of the **International Convention for the Prevention of Pollution of the Sea by Oil (OILPOL), 1954**. Following entry into force of the IMO Convention in 1958, the depository and Secretariat functions in relation to the Convention were transferred from the United Kingdom Government to IMO.

**3. APPLICATION:**

This issue is related to IOPP-B certificate of oil tankers which is different from IOPP-A which is related to cargo ships other than oil tankers. In this regard the definition of oil tanker is brought to your attention as below:

**◆ Definition of different types of TANKERS:**

■ **Oil Tanker:** means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces & includes combination carriers, any “NLS Tanker” as defined in Annex II of MARPOL Convention.

■ **NLS Tanker:** Means a ship constructed or adapted to carry a cargo of Noxious Liquid Substances in bulk & includes an “Oil Tanker” as defined before when certified to carry a cargo or part cargo of Noxious Liquid Substances in bulk.

■ **Crude Oil Tanker:** Means an Oil Tanker engaged in the trade of carrying Crude Oil.

■ **Product Carrier:** Means an Oil Tanker engaged in the trade of carrying oil other than Crude Oil.

**1- Oil tanker of less than 400:**

1-1) Before 18 July 1994 - National Tonnages are applicable during ship's life with remark as follow. "See the Remarks Column of the valid International Tonnage Certificate (1969)."

1-2) On or after 18 July 1994 - ITC tonnages shall be applied for certifying MARPOL requirements.

**2- Oil tanker of 400 tons and over:**

2-1) Before 18 July 1982 - National Tonnages are applicable during ship's life with remark as follow. "See the Remarks Column of the valid International Tonnage Certificate (1969)."

2-2) On or after 18 July 1982 - ITC tonnages shall be applied for certifying MARPOL requirements.

• [Para. 1.1.4 of the supplement B]:

For any changes, amendment should be made a ships' particular.

• [Para. 1.5 of the supplement B]  
Carrying Capacity of Ship:

1) Carrying capacity of ship as specified in a Capacity Plan shall be entered and Slop tanks carrying cargo oil are included in total volume of cargo tank and every tank should be summed as 100% volume of them.

2) Where an Oil/Chemical Tanker of ship type C & C carries oil as a cargo, the marking method for the form B of IOPP Certificate is as follows:

2-1) When a Type II & III Oil/Chemical Tanker carries oil cargo permanently in the center tank only in order to be qualified as a ship complying with the double hulled oil tanker, "Center tank only, if applicable" should be marked with [x] as below and the aggregated capacity of center tank only should be recorded.

• [Para. 1.6 of the supplement B]  
Deadweight of Ship:

The deadweight is indicated in metric tons and obtained from approved trim and stability booklet. For any changes, amendment should be made a ships' particular.

• [Para. 1.7 of the supplement B]  
Length of ship:

Length of ship should be identical with that specified in Load Line certificate.

• [Para. 1.8 of the supplement B]  
Date of build:

- Para. 1.5.1 Date of building contract.
- Para. 1.5.2 Date on which keel was laid or ship was at a similar stage of construction.
- Para. 1.5.3 Date of delivery.

[Para. 1.9 of the supplement B]  
Major conversion:

Refer to Unified Interpretations to Reg.1.9 "Major conversion"

- The change of ship type

- The substantial alteration of dimensions or carrying capacity of the ship.
- The intent of which in the opinion of the administration is substantially to prolong its life.
- The conversion of an existing oil tanker to a combination carrier.
- The shortening of a tanker by removing a transverse section of cargo tanks.
- The conversion of an existing oil tanker to a segregated ballast tanker by the addition of a transverse section of tanks. (when the cargo carrying capacity of the tanker is increased)
- The conversion of an existing oil tanker that meet Reg.19 is not a major conversion.
- If an existing crude oil tanker of 40,000 tons deadweight and above satisfies the requirements of COW changes, its trade for the carriage of product oil, conversion to CBT or SBT and reissuing of the IOPP Certificate will be necessary. Such conversion should not be considered as a major conversion.

**▪ If the load lines are reassigned for the purpose of altering the deadweight, without alteration of the ship's structure, such reassignment is not considered as a major conversion. However, in this case, IOPP certificate should be reissued.**

• [Para. 1.10 of the supplement B]  
Unforeseen delay in delivery:

In case where a ship's delivery date is delayed due to unforeseen circumstances beyond the control of the builder, the owner shall submit a written report for the delay. The unforeseen delay date shall be approved by the Administration and then the date is entered on the Certificate.

• [Para. 1.11 of the supplement B]  
Type of ship:

▪ **Para 1.11.1(Crude oil tanker):**  
A crude oil tanker is not allowed to carry product oil.

▪ **Para 1.11.2(Product carrier):**  
Product carrier carrying fuel oil or heavy diesel oil as referred to in regulation 20.2, or lubricating oil is marked on here. **But, when this paragraph is marked on, paragraph 1.11.3 should not be marked.**

◆ **Product oil definition:**  
**Crude oil which has been processed in refineries & product a new type of oil such as lubricating oil, oil painting, ...**

▪ **Para 1.11.3:**

Product carrier not carrying fuel oil or heavy diesel oil as referred to in regulation 20.2, or lubricating oil Product carrier not carrying fuel oil or heavy diesel oil as referred to in regulation 20.2, or lubricating oil is marked on here. **But, when this paragraph is marked on, paragraph 1.11.2 should not be marked. This is for product carriers carrying light oils such as gasoline, jet oil, etc.**

◆ **Definition of light oil:**

Light crude oil is liquid petroleum that has a low density and flows freely at room temperature. It has a low viscosity, low specific gravity and high, due to the presence of a high, proportion of light hydrocarbon fractions. Light crude oil receives a higher price than heavy crude oil on commodity markets because it produces a higher percentage of gasoline and diesel fuel when converted into products by an oil refinery.

▪ **Para 1.11.4(Crude oil/product carrier):**

Crude oil/product carrier is allowed to carry crude oil, product oil or both oils.

▪ **Para 1.11.5(Combination Carrier):**

Where OBO ship or combination carrier is so designed as to carry oil or solid bulk cargoes, additional mark shall be made for one of the paras. 1.11.1, 1.11.2 and 1.11.3.

▪ **Para 1.11.6:**

Ships other than oil tankers, carrying oil in bulk of an aggregate capacity of 200 cubic meters or more. Ships, other than oil tankers fitted with cargo spaces constructed and utilized to carry oil in bulk of an aggregate capacity of 200 cubic meters or more shall be entered in Para. 1.11.6. (Regulation 2.2 of Annex I of the MARPOL Convention)

▪ **Para 1.11.7 (Oil tanker dedicated to the carriage of asphalt, etc.):**

An oil tankers carrying asphalt or other products which through their physical properties inhibit effective product/water separation and monitoring in Reg. 2.4 shall be entered in para. 1.11.7.

▪ **Para 1.11.8 and .9:**

Where a crude oil tanker operating with COW is to change its designation to a product carrier operating with CBT, or vice versa.

● **[Para. 2.1 and 2.5.2 of the supplement B]:**

Items of supplement Form A shall be applied. (Refer to: (Refer to: TI. No.2013.14 Dated on 18.01.2014)

▪ **[Para. 2.5.3 of the supplement B]**

**Arrangements to transfer bilge water to the slop tank:**

Ships provided with arrangements to transfer bilge water to the slop tank in lieu of the holding tank(s) shall be entered in para. 2.5.3..

1) For oil tankers, sludge in engine room may be transferred to the slop tank. In this case, this interpretation should not be construed as relaxing any existing prohibition of piping arrangements connecting the engine-room and slop tanks which may permit cargo to enter the machinery spaces. Any arrangements provided for machinery space bilge discharges into slop tanks should incorporate adequate means to prevent any backflow of liquid cargo and gases into the machinery spaces-

Paragraph tankers	5.1.1 SBT/ PL COW	5.1.2 SBT/ PL	5.1. 3 SBT	5.1.4 SBT or COW	5.1.5 SBT or CBT	5.1.6 NONE
- Oil tanker other than above - other than oil tankers to carry cargo oil of 200 cubic meters or more						W

**For example**, the piping system to the slop tank shall be fitted with a non-return valve. The transfer of sludge shall be carried out using a flexible hose from on deck . Upon completion of the transfer, the flexible hose shall be removed and the pipe shall be blanked off. Procedures for transferring sludge shall be displayed in conspicuous spaces.

2) In this case, para. 2.5.3 and 3.2.3 shall be marked as follows:

State which 3.2.3 Other acceptable means : state which..... (X)

Transfer to slop tank by means connection.

● **[Para. 3 and 4 of the supplement B]:**

Items of supplement Form A shall be applied. (Refer to: TI. No.2013.14 Dated on 18.01.2014)

● **[Para. 5 of the supplement B] Construction:**

(Regulations 18, 19, 20,23,26,27 and 28)

● **[Para. 5.1 of the supplement B]:**

Requirements of oil tanker construction according to Reg.18 are as follows:

<b>Paragraph</b>	<b>5.1.1 SBT/ PL COW</b>	<b>5.1.2 SBT/ PL</b>	<b>5.1. 3 SB T</b>	<b>5.1.4 SBT or COW</b>	<b>5.1. 5 SBT or CB T</b>	<b>5.1.6 NONE</b>
<b>tankers</b>						
Oil tankers of DWT 20,000 and above delivered after 1 June 1982	W					
Product carriers of DWT 30,000 and above delivered after 1 June 1982		W				
Oil tankers of DWT 40,000 and above delivered on or before 1 June 1982				W		
Product carriers of DWT 40,000 and above delivered on or before 1 June 1982					W	
oil tankers not applicable to aboves but fitted with SBT			W			

● **[Para. 5.2 of the supplement B]  
 Segregated ballast tanks (SBT):**

▪ **Para 5.2.1 (Segregated ballast tanks (SBT)):**

If SBT complying with Reg.18 is fitted, this paragraph can be marked with [X] after confirmed from Stability, Load Line and Tonnage Team. Furthermore, if SBT is observed externally despite the fact that the subject oil tanker is not applicable to SBT, this paragraph can be marked with [X] after confirmed from Stability, Load Line and Tonnage Team. But, paragraph 5.2.1 and 5.2.2 of the Certificate shall not be overlapped.

▪ **Para 5.2.2 (Protective Location and SBT):**

This is for ships provided with SBT/PL in accordance with the requirements of Reg. 18.12 to 18.15. Crude oil tankers of 20,000 tones deadweight and above and product carriers of 30,000 tones deadweight and above delivered after 1 June 1982.

▪ **Para 5.2.3 (Distribute of SBT):**

1) Name and capacity of SBT, including Fore/Aft tank, shall be recorded. SBT in accordance with Reg.18 shall be also recorded for tankers to which SBT requirements do not apply.

2) Despite oil tankers not applicable to SBT, the tank shall be recorded if the tankers are provided with SBT. As the oil tanker which meets SBT/PL requirements is regarded as Category 2 with reference to phasing out of single hulled oil tankers, the SBT shall be recorded-

● **[Para. 5.3 of the supplement B]  
 Clean Ballast Tank (CBT) (9**

▪ **Para. 5.3.1 (Clean Ballast Tank (CBT)):**

Oil tankers operating with CBTs in accordance with Reg.18.8 shall be marked.

▪ **Para. 5.3.2(Distribute of CBT):**

Name and volume of CBT except SBT shall be recorded as specified in CBT Manual. The majority of ships operating with CBTs have some SBTs. These CBTs except SBT shall be recorded.

▪ **Para 5.3.3 (Dedicated CBT Operation Manual):**

The ships operating with CBT shall have the CBT Operation Manual approved by classification society on board.

▪ **Para. 5.3.4 (CBT with common piping and pumping arrangements):**

Where a ship has common piping and pump arrangements for ballast in the CBT, the ship shall have either IOPP certificate for carrying product oil or IOPP certificate for crude oil. In case where a ship changes its cargo from crude oil to product oil and vice versa, a new survey shall be carried out and new IOPP certificate shall be issued. As for the old certificate, it shall be withdrawn.

▪ **Para 5.3.5 (CBT with separate independent piping and pump arrangements):**

Where a ship is fitted with separate independent piping and pump arrangements for ballast in the CBT, such ship shall be designated as product oil carrier and crude oil tanker.

● **[Para. 5.4 of the supplement B]  
 Crude oil washing system:**

▪ **Para 5.4.1 (Crude oil washing system):**

1) For all ships fitted with COW, an inert gas system shall be provided in every cargo tank and slop tank in accordance with the appropriate regulations of Chapter II-2 of the SOLAS Convention. The COW equipment shall be of a

type approved by the Administration. Survey method to be employed should refer to initial survey of COW in Ch. IV of instruction for convention survey.

2) The COW system shall comply with the provisions of Res. A. 446(XI) as amended by Res. A.497 (XII) and Res A 897(21). **Since the effectiveness of the system cannot be confirmed at the time of initial survey for a newly built ship, this column shall be marked with a dash (-). If the effectiveness has been confirmed during the operation, this column shall be corrected by marking a cross (x) instead of a dash (-).**

▪ **Para 5.4.2(Effectiveness of COW system):**

1) The effectiveness of the system shall be confirmed by an occasional survey. If the ship is provided with a COW system, but the effectiveness of the system has not been confirmed, this column shall be marked with a cross (x) and a recommendation shall be made on the relevant ICS survey report & vessel's survey status as follows:

**Note for convention survey:**

"The effectiveness of the COW system shall be confirmed within one year after the tanker first engages in the trade of carrying crude oil or by the end of the third voyage carrying crude oil suitable for crude oil washing, whichever occurs later-" (RESOLUTION A.446 (XI) AS AMENDED BY RESOLUTION A.497 (XII))

2) Even though the Note on the effectiveness of the COW system is pointed out, a full term IOPP certificate should be issued without the issuance of a interim IOPP certificate. Furthermore, the subject ship owner should be noted that the effectiveness test of the COW shall be carried out within a due date.

3) Where the effectiveness test of the COW is completed, paragraph 5.4.2 of IOPP form B. supplement shall be marked with a dash(-) and the fact on completion of the effectiveness test shall be recorded on the remarks column of relevant ICS Survey Report.

(A) "Confirmed the effectiveness of the COW system".

(B) Date, Name of surveyor

▪ **Para 5.4.3 (COW Operations and Equipment Manual):**

All ships equipped with a COW system shall be provided with an approved COW operation and equipment manual.

▪ **Para 5.4.4 (Ship which is not required to be, but is, equipped with a COW):**

This is for a ship which is not required to be, but is, equipped with a COW, and this column shall be marked. Such a COW system need not meet the requirements of an area coverage and performance test, but shall comply with the requirements of an inert gas system-

• **[Para. 5.5 of the supplement B] Exemption:**

▪ **Para 5.5.1 Exemption from SBT or COW or CBT:**

If an oil tanker delivered on or before 1 June 1982 of 40,000 tons deadweight or above is solely engaged in specific trades, it shall be marked in **para. 5.5.1** because the Administration may waive the requirements of SBT or COW or CBT.( Refer to: regulation 2.5 and is therefore exempted from the requirements of regulation 18)

▪ **Para 5.5.2 Special Ballast arrangements:**

If an oil tanker delivered on or before 1 June 1982 is equipped with special ballast arrangements, X mark shall be made in **para. 5.5.2** because it may be exempted from the requirements of SBT with an approval by Administration. In this case required supporting documents shall be submitted. (Refer to regulation 18.10 and is therefore exempted from the requirements of regulation 18)

• **[Para. 5.6 of the supplement B] Limitation of Size and Arrangements of Cargo tanks:**

▪ **Para 5.6.1:**

Every tanker of DWT 150 or more which is delivered after 1 January 1977 shall comply with the provisions of Reg. 24. The following existing oil tanker shall also comply with provisions of Reg. 24: a tanker, the delivery of which is before 31 Dec. 1976 and the building contract is placed after 1 January 1974 (in a case where no building contract has previously been placed, the keel is laid or the taker is at a similar stage of construction after 30 June 1974.), or a tanker, the delivery of which is on or after than 1 January 1977.

▪ **Para 5.6.2 Ships other than oil tankers complying with Reg.26.4:**

Ships carrying cargo oil of 200 m<sup>3</sup> and above other than oil tankers shall comply with reg.26.4 and para.5.6.2 shall be marked for these ships.

• **[Para. 5.7 of the supplement B] Subdivision and Stability (subdivision & damage stability):**

▪ **Para 5.7.1 Subdivision and Stability:**

Every oil tanker of 150 gross tonnages and above delivered after 31 Dec. 1979 as defined in reg.1.28.2 shall be in compliance with subdivision & damage stability requirements.

▪ **Para 5.7.2 Approved stability and loading manual:**  
Every oil tanker as categorized under 5.7.2 shall be provided with an approved damage stability and loading manual in accordance with Reg.28.5.

1) Information relative to loading and distribution of cargo necessary to ensure compliance with the provisions of this regulation.

2) Data on the ability of the ship to comply with damage stability criteria as determined by this regulation, including the effect of relaxations that may have been allowed under subparagraph 1.3 of this regulation.

▪ **Para 5.7.3 intact stability:**  
Every oil tanker of 5,000 tons deadweight and above delivered on or after 1 February 2002 as defined in Reg.1.28.7 shall be in compliance with the intact stability criteria according to Reg.27.1. An approved intact stability manual including the worst condition data shall be provided on board.

▪ **Para 5.7.4 intact stability for combination carriers:**  
A combination carrier shall be provided with a simple supplementary operational procedures approved by the Administration for transfer of liquid cargo.

• **[Para. 5.8 of the supplement B] double hull construction:**

▪ **[Para. 5.8.1 and 5.8.3 of the supplement B] Regulation 19:**

♦ Oil tankers of 5,000 tons deadweight and above, which are delivered on or after 6 July 1996, as defined in regulation 1.28.6, shall comply with the double hull construction requirements.

♦ Oil tankers of 600 tons deadweight and above but less than 5,000 tons deadweight, which are delivered on or after 6 July 1996, as defined in regulation 1.28.6, shall comply with the double hull construction requirements or double bottom requirements.

▪ **Para 5.8.1.1 Double hull construction according to Reg.19.3:**

(1) Para.5.8.1.1 shall be marked for every oil tanker which meets the requirements of double side and double bottom according to Reg.19.3.

(2) It is noted that when a type II & III oil tanker 5,000 tones deadweight and above delivered on or

after 6 July 1996 as defined in Reg.1.28.6 carries oil cargo permanently in the center tank only in order to be qualified as a ship complying with the double hulled oil tanker, the para. 5.8.1.1(It meets the requirements of reg.19.3) of IOPPC shall be marked and "Center Tank Only" shall be recorded on the ICS-WEB.

▪ **Para 5.8.1.2 Double side and Mid-height deck according to Reg.19.4:**

Ships falling under this category may be oil tankers constructed with the mid-height deck structure and double side structure in lieu of double hull structure. There is no ship with this structure until now.

▪ **[Para 5.8.1.3 of the supplement B] Alternative method according to Reg.19.5 approved by MEPC:**

There is no alternative method approved by MEPC yet.

▪ **[Para. 5.8.2 of the supplement B] Oil tanker subject to Reg.19.6:**

1) Oil tankers of 600 DWT and above but less than 5,000 DWT delivered on or after 6 July 1996 as defined in Reg.1.28.6 shall meet double bottom requirements (each cargo tank does not exceed 700 m<sup>3</sup>) in accordance with Reg.19.6 or, double hull construction in accordance with paragraph .3 and .4 of Reg.19. It should not be marked on Para. 5.8.1.1.

2) It is noted that type (II) or (II & III) but less than 5,000 DWT delivered on or after 6 July 1996 as defined in Reg.1.28.6 carrying oil cargoes in the center cargo tanks only shall not be marked on the para.5.8.1.1 but marked on para.5.8.2, 5.8.8 and 5.8.7 if the distance of double sides is less than 1m...

▪ **[Para. 5.8.3 of the supplement B] Oil tanker not required complying with Reg.19:**

Every oil tanker of less than 600 DWT delivered on or after 6 July 1996 and every oil tanker delivered before 6 July 1996 shall be marked in this column.

▪ **[Para. 5.8.4 of the supplement B] Double hull construction for every oil tanker delivered before 6 July 1996:**

This paragraph shall apply to Category 2 or 3 oil tankers of 5,000 tons deadweight and above which are contracted, the keels of which are laid, or which are delivered before the dates specified in para. 5.8.1.1 of IOPP Form B. And, only one paragraph among para. 5.8.4.1, 5.8.4.2 or 5.8.4.3 on the IOPP Form B shall be marked for these tankers. Namely, it means that if para. 5.8.4.2 or

para. 5.8.4.3 is marked, para. 5.8.4.1 shall not be marked.

▪ **Para. 5.8.4.1:**

As the ship delivered on or after 1984 shall comply with the requirements of double hull construction not later than the first periodical(annual, intermediate, renewal) convention survey during 2010, IOPP certificate marked to the paragraph that is subject to carry cargo oil in the center tank only shall be reissued.

At this time, para. 1.5 of IOPP certificate shall be marked as below and the guidance table on marking method from para. 5.8.1 to para. 5.8.7 shall be referred to the other relevant paragraphs of IOPP certificate. Thus, the para 1.5 is the same as following :

1.5) Carrying capacity of ship(m<sup>3</sup>): 10,000 Center tank only, if applicable (m<sup>3</sup>)

▪ **Para 5.8.4.2:**

This is for the ship which is applicable to following Reg.20.5 requirements. the date on which the ship reaches 25 years after the date of its delivery, passing by the date of 5.8.4.1., may be recorded on the basis of the official records by the Administration.

▪ **Para 5.8.4.3:**

This is for the ship which is applicable to the category 2 or 3 oil tanker applied to the requirements of Reg. 20.7. Continued operation of such a ship beyond the date specified in the para. 2.3.5.25.1 is allowed by the Administration provided that the operation shall not go beyond the anniversary of the date of delivery of the ship in 2015 or the date on which the ship reaches 25 years after the date of its delivery, whichever is the earlier date. In this regards, the status of continued operation can be referred at MEPC/Circ. of the IMO.

▪ **[Para. 5.8.5 of the supplement B]**

**Oil tankers which are not subject to Reg.20:**

▪ **Para 5.8.5.1:**

Any tankers not categorized as CAT 1, 2, or 3 of less than DWT 5,000.

▪ **Para 5.8.5.2:**

Any tanker complying with the requirements of double hull construction and distance under Reg. 20.1.2.

▪**Para 5.8.5.3:**

Any tanker of which side protection distances is not less than those specified in the IBC Code for type 2 cargo tank location and the bottom protection distances at centerline meets Reg. 18.15.2.

▪ **[Para. 5.8.6 of the supplement B]**

**Tanker carrying Heavy Grade Oil as cargoes:**

1) Every oil tanker of 600 tons deadweight and above carrying heavy grade oil as cargo shall meet Reg. 21 in addition to Reg. 20.

2) 5.8.6, Form B shall be applied to oil tankers of 600 tons deadweight and above carrying heavy grade oil as cargo in according to Reg. 21 regardless of the date of delivery, in this case, one of 5.8.6.1, 5.8.6.2 and 5.8.6.3, Form B shall be marked.

▪ **Para 5.8.6.1:**

As it is already impossible for Oil tankers 5,000 tons deadweight and above to carry heavy grade oil, those ships must not be marked here. And, as oil tankers of 600 tons deadweight and above but less than 5,000 tons are impossible to mark here from 2009, those ships shall be marked on the 5.8.7 of IOPPC Form B.

▪ **Para 5.8.6.2:**

In the case of the ship applicable to reg. 21.5, the date on which the ship reaches 25 years after the date of its delivery may be recorded on the basis of the official records by the Administration.

▪ **Para 5.8.6.3:**

If continued operation is permitted under decision by the Administration according to 21.6.1, this column is to be marked and the permitted date shall be recorded.

▪ **Para 5.8.6.4:**

If continued operation is permitted according to 21.6.2, this column is to be marked and the date is to be recorded.

▪ **Para 5.8.6.5:**

If the preparation of 21 is exempted according to Reg. 21.7.2, this column is to be marked and the date is to be recorded.

▪ **[Para. 5.8.6 of the supplement B]**

**Oil tanker is not subject to Reg.21:**

▪ **Para 5.8.7.1:**

Oil tanker that is less than 600 tons deadweight.



▪ **Para 5.8.7.2:**  
Oil tanker of 5,000 tons deadweight complying with double hull construction requirements in accordance with Reg.19.

▪ **Para 5.8.7.4:**  
Oil tankers of 600 tons deadweight and above but less than 5,000 tons deadweight complying with hull construction requirements in accordance with Reg. 21.4.2.

▪ **Para 5.8.7.5:**  
Oil tankers do not carry "heavy grade oil" as defined in regulation 21.2 of MARPOL Annex % .  
# Refer to table in instruction for convention survey for detailed instruction on oil tankers.

▪ **[Para. 5.8.8/5.8.9 of the supplement B]**  
**Pump room bottom protection:**  
Oil tankers of 5,000 tons deadweight and above constructed on or after 1 January 2007 shall comply with Reg.22.

<b>Para. of supplements</b>	<b>Applicable</b>
5.8.8.1	The pump-room shall be provided with a double bottom, and the distance $h$ between the bottom of the pump-room and the ship's base line $h = B/15(m)$ or $h = 2$ m, whichever is the lesser. The minimum value of $h = 1$ m.
5.8.8.2	In case of pump rooms whose bottom plate is located above the base line by at least the minimum height required in paragraph 2 above (e.g. gondola stern designs)
5.8.8.3	where the flooding of the pump-room would not render the ballast or cargo pumping system inoperative
5.8.9	The ship is not subject to above requirements.

• **[Para. 5.9 of the supplement B]**  
**Accidental oil outflow performance:**

▪ **Para 5.9.1:**  
Every oil tanker constructed on or after 1 January 2010 as defined in Reg.1.28.8 shall comply with Reg.23 and this para. shall be marked according to an approved documents.

▪ Oil tanker delivered on or after 1 January 2010 means an oil tanker:

- ♦ For which the building contract is placed on or after 1 January 2007
- ♦ in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2007
- ♦ The delivery of which is on or after 1 January 2010
- ♦ Which has undergone a major conversion?
  - (1) For which the contract is placed on or after 1 January 2007

(2) In the absence of a contract, the construction work of which is begun on or after 1 July 2007

(3) Which is completed on or after 1 January 2010?

• **[Para. 6 of the supplement B]**  
**Retention of oil on board:**

▪ **[Para. 6.1 of the supplement B]**  
**Oil Discharge Monitoring and Control (ODMC) system:**

**Para 6.1.1 / 6.1.2 ODMC** state one from Res.A.496 (XII), Res.A.586 (14) or Res.MEPC.108 (49)

1) Res. A.496 (XII): Installed oil tanker delivered before 2nd Oct. 1986

2) Res. A.586 (14): Installed oil tanker delivered on or after 2 Oct. 1986.

3) Res. MEPC.108 (49): Installed oil tanker delivered on or after 1 Jan. 2005.

▪ Where ODMC was installed in other oil tankers the keels of which were laid before 1 January 2005, if some part of the ODMC needs to be replaced, the replaced part in accordance with A.496 (XII) or A.586 (14) is available.

▪ Refer to table in the next paragraph for Res. A.496 (XII) and Res. A.586 (14). Ships other than oil tankers carrying oil cargos of 200m<sup>2</sup> and above shall comply with the requirements for ODMC in accordance with Res. A.496 or Res. A.586 appropriately.

▪ **Para 6.1.3 / 6.1.4 ODMC system:**

1) The ODMC System shall comprise a Control Unit, Computing Unit and Calculating Unit, Starting Interlock, Automatic Stopping Device which Specifications of ODMC are decided by the ship building date in accordance with IMO Res. A.496 (XII) and Res. A.586 (14) and Res. MEPC. 108(49) and only the unit specified by the requirements shall be recorded

2) The ODMC System shall comprise a Control Unit, Computing Unit and Calculating Unit. The System format shall be decided according to category type of the ODMC as specified in tables. Even if the system installed meets the specifications of 3 units, only the unit specified by the requirements shall be recorded.

(a) Starting Interlock: A decision as to whether or not starting interlock should be installed should be made by checking in tables of following para..8.

(b) Automatic Stopping Device : A decision as to whether or not automatic stopping device should be installed should be made by checking in tables of following para..8. All approved monitors makes signals for automatic stopping of valves. However, since all ships do not use the signals to solely activate stop valves, the operation of a valve shall be confirmed by witnessing. During the witnessing, it is to be confirmed that the automatic stopping device is able to close off all valves to overboard or to stop all pumps concerned.

**Res. MEPC.108 (49)**

<b>Applicability</b>	<b>Oil Tanker of G/T 150 Ton and above constructed on or after 1 January 2005.</b>
System Format	Control Unit
Starting Interlock	Automatically
Discharge Valve Control	Automatically
* In addition to automatic recording, the present data shall be observed i.e. digital	

**Res. A586 (14)**

	<b>Category A Monitoring System</b>	<b>Category B Monitoring System</b>
<b>Applicability</b>	<b>Oil tanker of 4,000 DWT and above, keels of which are laid on or after 1986</b>	<b>Oil tanker of 150 DWT and above but less than 4,000 DWT, keels of which are laid on or after 1986</b>

System Format	Control Unit	Computing Unit
Starting Interlock	Automatically	-----
Discharge Valve Control	Automatically	Manually
* In addition to automatic recording, the present data shall be observed i.e., digital.		

Feature	CATEGORY TYPE						
	I	II	III	IV(a)	IV(b)	V(a)	V(b)
Applicability	New ≥ 4K	New ≥ 4K	New < 4K	Existing ≥ 20k		Existing < 20k	
Compliance	Late	Early	Late or early	Late	Early	Late	Early
System format	Control Unit		Computing Unit			Calculating Unit	
Starting interlock	A	A		A*			
Discharge valve control	A	A					
<b>Output information</b>							
£/mile	A	A	A	A	A	M*	M*
Total quantity	A	A	A	A	A	M*	M*
Time and date	A	A	A	A	A	M*	M*
Ppm		A	A	A	A	M	M
New: New oil tanker according to Reg. 1(16) of MARPOL 73/78 Annex I Existing: Existing oil tanker according to Reg. 1(7) of MARPOL 73/78 Annex I K: 1,000 DWT Late-New: New oil tanker fitted with ODMC on or after 1 June 1982 Early-New: New oil tanker fitted with ODMC before 1 June 1982 Late-Existing: Existing oil tanker installed with ODMC between 2 October 1984 and 2 October 1986. Early-Existing: Existing oil tanker installed with ODMC not later than one year after the date of entry into force of the Convention  A: Automatic function A*: Automatic function, but waivers may be granted for oil tanker less than 100,000 DWT where the overboard discharge valve control system is manual. Control Unit: The complete control system as required by Reg. 15(3)(a) of Annex I Computing Unit: Computer with manual input of speed and flow rate. Automatic input of ppm and a built-in clock. The output information is automatically recorded							

**Para 6.1.5.1 / 6.1.5.3 Oil Content Meter of ODMC:**

1) An oil content meter shall be of a type approved according to kinds of oil. The names of oil shall be confirmed from the test certificate or type approval certificate.

2) An oil content meter is manufactured for crude oil, black product and white product. However, since most of oil content meters are for crude oil or black product, a confirmation should be made to make sure that oil content meters are suitable in case of white product. Gasoline, Kerosene and diesel fuel oil are regarded as White product.

**Para 6.1.6 ODMC Operation Manual:**

An approved ODMC Manual shall be provided for ODMC system.

▪ **[Para. 6.2 of the supplement B] Slop Tank:**

1) Every oil tanker of DWT 150 and above shall be provided with slop tanks. Oil tankers of DWT 70,000 and above delivered after 31 Dec. 1979 as defined Reg.1.28.2 shall be provided with at least two slop tanks.

2) Ships other than oil tankers carrying cargo oil of 200 m<sup>3</sup> and above shall be provided with a slop tank. However, ships other than oil tankers carrying cargo oil of 200 艙 1,000 m<sup>3</sup> may be exempted from installation of a slop tank provided that all oily residues are retained on board.

▪ **Para 6.2.1 Capacity of Slop Tanks:**

<b>Para. of supplements</b>	<b>SLOP Tank Capacity (The rate of cargo oil carrying total capacity of the ship)</b>
6.2.1.1	Basically, The total capacity of the slop tank or tanks shall not be less than 3 per cent of the oil carrying capacity of the ship
6.2.1.2	where the tank washing arrangement are such that once the slop tank or tanks are charged with washing water, this water is sufficient for tank washing : 2 % and above
6.2.1.3	where SBT or CBT or COW are provided : 2 % and above where SBT or CBT or COW are provided and also where the tank washing arrangements are such that once the slop tank or tanks are charged with washing water, this water is sufficient for tank washing : 1.5 % and above
6.2.1.4	for combination carriers where oil cargo is only carried in tanks with smooth walls : 1.0 % and above For combination carriers where oil cargo is only carried in tanks with smooth walls and also where the tank washing arrangements are such that once the slop tank or tanks are charged with washing water, this water is sufficient for tank washing : 0.8 % and above
6.2.2	In oil tankers delivered on or before 31 December 1979, any cargo tank may be designated as a slop tank, shall be marked and the name of designated cargo tank shall be recorded.

1) If non-approved Residual Oil Tank(s) to the slop tank is(are) installed, the capacity of the Residual Oil Tank(s) shall not be included in the total capacity of slop tanks under paragraph 6.2.1 of IOPP Certificate(Form B) because the Residual

Oil Tank(s) cannot fully meet the requirements of the slop tanks.

2) With regard to input of Residual Oil Tank(s) on the IOPP Certificate(Form B), as the following **phrase** "Residual Oil Tank installed additionally (See attached sheet)" had been added on the below column to the para. 6.2.1 of IOPPC Form B, the input column for Residual Oil Tank(s) would be appeared once the before mentioned phrase is marked with **X**.

The name, position and capacity of the tank shall be input on this frame, and then the "Attachment 6" shall be prepared and attached to the IOPP Certificate.

▪ **6.2.1 Slop tanks:**

The ship is provided with -----dedicated slop tank(s) with the total capacity of 59.5 m<sup>3</sup>, which is of the oil carrying capacity, in accordance with:

- 1- Regulation 29.2.3
- 2- Regulation 29.2.3.1
- 3- Regulation 29.2.3.2
- 4- Regulation 29.2.3.3

Residual Oil Tank installed additionally.

▪ **[Para. 6.3 of the supplement B] Oil/water interface detectors:**

Every oil tanker of 150 gross tonnage and above shall be provided with effective oil/water interface detectors approved in accordance with MEPC.5 (XIII) by then Administration, and this column shall be marked for the tanker.

▪ **[Para. 6.4 of the supplement B] Exemption from slop tank, ODM and Oil/water interface detectors:**

▪ **Para 6.4.1:**

For oil tankers carrying asphalt or other products because the physical properties of such products inhibit effective product/water separation and monitoring, the slop tank, oil/water interface detector and ODMC may be exempted. This column shall be marked and Attachment 5-1 (para.2.2 and 34.6 marked) shall be attached. In this case, all oily mixtures shall be retained on board for subsequent discharge to reception facilities.

▪ **Para 6.4.2:**

For ships other than oil tankers fitted with cargo spaces to carry oil in bulk of an aggregate capacity of 200 m<sup>3</sup> or more up to an aggregate capacity of less than 1,000m<sup>3</sup>, the slop tank, oil/water interface detector and ODMC may be exempted. This column shall be marked and Attachment 5-2 (para.2.2 and 34.6 marked) shall be attached

◆ Additional, the slop tank, oil/water interface detector and ODMC may be exempted according to Reg.34.6. Oily mixtures shall be retained on board for subsequent discharge to reception facilities.

▪ **[Para. 6.5 of the supplement B] Exemption from ODM and Oil/water interface detectors:**

The Administration may waive the requirements of ODMC and Oil/water interface detector as followings and attachment 5-3 shall be attached.

Where the requirements for oil/water interface detector and ODMC are exempted in accordance with above paras., the following documents shall be on board:

- ◆ Ship's operating schedule until the next periodical survey; and
- ◆ A plan to use the reception facility at the next port (Corresponding letter which a Ship owner has confirmed with a person in charge of the reception facility is acceptable).

The following sentence shall be recorded in Convention Report:

"Slop tank/ Oil-Water interface detector/ ODMC\* has / have\* been waived in accordance with the Reg. 2.2 / 2.4 / 3.4 / 3.5.1 / 3.5.2.1 / 2.5.2.2\*.ö  
(\* Delete as appropriate)

▪ **Para 6.5.1.1:**

Where oil/water interface detector and ODMC may be exempted for oil tankers of 40,000 DWT and above delivered on or before 1 June 1982 engaged exclusively in specific trades, the specific trades shall be entered in this column and Attachment 5-3 (para. i marked) shall be attached.

▪ **Para 6.5.1.2:**

Where oil/water interface detector and ODMC may be exempted for oil tankers engaged exclusively in voyages within special areas, the special areas shall be entered in this column and Attachment 5-3 (para. i marked) shall be attached.

▪ **Para 6.5.1.3:**

The Administration may waive the requirements of ODMC and Oil/water interface detector for oil tankers in cases where:

- 1) For any oil tanker which engages exclusively on voyages within 50 nautical miles from the nearest land outside special areas where the tanker is engaged in and Attachment 5-3 (para. iii marked) shall be attached:
  - a) Trades between ports or terminals of a State Party to the present Convention.

b) Restricted voyages as determined by the Administration, and of 72 hours or less in duration Provided that all of the following conditions are complied with:

- ◆ All oily mixtures are retained on board for subsequent discharge to reception facilities
- ◆ For voyages specified, the Administration has determined that adequate reception facilities are available to receive such oily mixtures in those oil loading ports or terminals the tanker calls at
- ◆ The IOPP Certificate, when required, is endorsed to the effect that the ship is exclusively engaged in one or more of the categories of voyages.

2) For any oil tanker of less than DWT 150 which engages on the following voyages, the slop tank, oil/water interface detector and ODMC may be exempted and Attachment 5-2 shall be attached:

- a) Trades between ports or terminals of a State Party to the present Convention.
- b) Restricted voyages which the tanker engages exclusively on voyages both of 72 hours or less in duration and within 50 nautical miles from the nearest land outside special areas.

◆ Provided that all of the following conditions are complied with:

- All oily mixtures are retained on board for subsequent discharge to reception facilities
- For voyages specified, the Administration has determined that adequate reception facilities are available to receive such oily mixtures in those oil loading ports or terminals the tanker calls at
- The IOPP Certificate, when required, is endorsed to the effect that the ship is exclusively engaged in one or more of the categories of voyages.

● **[Para. 7 of the supplement B]**

**Pumping, piping and discharge arrangements:**

On every oil tanker, or every ship other than oil tanker carrying cargo oil of 200 m<sup>3</sup> and above, the discharge of ballast water or oil contaminated water from cargo tank areas shall take place above the waterline, subject to the requirements of Reg. 34. The location of the discharge port shall be confirmed by drawings.

▪ **[Para. 7.1 of the supplement B]**

**Overboard Discharge for SBT:**

The discharge of ballast water or oil contaminated water from cargo tanks shall take place above the waterline. However, under Reg. 30.6.1 and 30.6.2, the discharge may take place below the waterline,

provided that the surface of the ballast water has been examined

immediately before the discharge to ensure that no contamination with oil has taken place.

The Overboard Discharge Outlets for Segregated Ballast may take place without an ODMC.

▪ **[Para. 7.2 of the supplement B]  
Overboard Discharge Outlets, other than Dis.  
Manifold for CBT:**

The discharge of clean Ballast water shall take place above the waterline. However, under Reg. 30.6.1 and 30.6.2, the discharge may take place below the waterline, provided that the surface of the ballast water has been examined immediately before the discharge to ensure that no contamination with oil has taken place. The Overboard Discharge Outlets for Segregated Ballast may take place without an ODMC.

▪ **[Para. 7.3 of the supplement B]  
Overboard Discharge Outlets, other than Discharge  
Manifold, for Dirty ballast water or Oil  
contaminated water from cargo tank area:**

▪ **Para 7.3.1:**  
All oily mixtures from cargo areas shall be discharged into the sea above the waterline through the ODMC. The discharge of oily mixtures from cargo areas may take place below the waterline, provided that the requirements of paras. 7.3.2 and 7.3.3 are met.

▪ **Para 7.3.2:**  
On every oil tanker delivered on or before 31 Dec. 1979, the discharge of oily mixtures from cargo areas into the sea below the waterline shall take place through the part flow system under Reg. 30.6.5.2.

Refer to Part Flow Arrangement contained in Appendix 5 of the unified interpretation of Annex I of MARPOL 73/78.

▪ **Para 7.3.3:**  
Under Reg. 18(6)(d), On every oil tanker at sea, dirty ballast water or oil contaminated water from tanks in the cargo areas, other than slop tanks, may be discharged through the ODMC by gravity below the waterline, provided that sufficient time has elapsed and that the water level is checked by the oil/water interface detector.(Reg.30.6.4)

▪ **[Para. 7.4 of the supplement B]  
Discharge of Oil from Cargo Pumps and Oil Lines:**

▪ **Para 7.4.1.1:**  
Every oil tanker delivered on or after 1 June 1982, as defined in Reg.1.28.4, required to be provided

with SBT or fitted with a COW system shall comply with the following requirements and be marked with [X] on the paragraph 7.4.1.1 and 7.4.1.2 of IOPPC Form B.

◆ It shall be equipped with oil piping so designed and installed that oil retention in the lines is minimized.

◆ Means shall be provided to drain all cargo pumps and all oil lines at the completion of cargo discharge, where necessary by connection to a stripping device. The line and pump draining shall be capable of being discharged both ashore and to a cargo tank or a slop tank. For discharge ashore a special small diameter line shall be provided and shall be connected outboard of the ship's manifold valves. And, the cross-sectional area of the small diameter line can be referred in the interpretation on Reg.30.4.2.

▪ **Para 7.4.1.2:**  
Every crude oil tanker delivered on or before 1 June 1982, as defined in Reg.1.28.3, required to be provided with segregated ballast tanks, or to be fitted with a crude oil washing system, shall comply with both the drain system and the small diameter line and also be marked with [X] on the paragraph 7.4.1.1 and 7.4.1.2 of IOPPC Form B..

● **[Para. 8.1 of the supplement B]  
Shipboard oil pollution prevention emergency  
plan:**

Every oil tanker of 150 gross tonnages and above should be carried on board a shipboard oil pollution emergency plan approved by the the Administration. All oil tankers of 5,000 tons deadweight or more shall have prompt access to computerized, shore-based damage stability and residual structural strength calculation programs. This program may be of IRANIAN CLASSIFICATION SOCIETY program serviced by a nominated team. The master shall put the endorsed paper into the following part of the SOPEP which has been retained on board.

1) ERS shall be introduced under Stability and strength considerations of the SOPEP and emergency contact points shall be also mentioned for the damage accident

2) A contract with a shore-based service provider (or certificate) shall be attached;

3) A statement from the shore-based service provider indicating that they are suitable as per the above-mentioned regulation ;

4) A document which contains means for master to access the shore-based firm at any time and contact points; and

▪ **[Para. 8.2 of the supplement B]**

**Shipboard oil/marine pollution prevention emergency plan:**

Every chemical tanker of 150 gross tonnages and above shall carry on board a shipboard oil/marine pollution emergency plan approved by the Administration.

▪ **[Para. 8A of the supplement B]**

**Ship-to-ship oil transfer operations at sea (Reg. 41):**

1) When the STS operations plan approved by the Administration is carried on board, section 8A.1 shall be marked.

2) Any international voyage oil tanker of 150 gross tonnage and above engaged in the transfer of oil cargo (MARPOL Annex I) between oil tankers at sea shall carry on board a STS operations plan, approved by the Administration, 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.

3) A copy of the STS operations plan shall be available at the bridge, cargo transfer control station and engine room.

• **[Para. 9 of the supplement B]**

**Exemption:**

Same items of supplement Form A shall be applied. (Refer to: TI. No.2013.14 Dated on 18.01.2014)

• **[Para. 10 of the supplement B]**

**Equivalent:**

Same items of supplement Form A shall be applied. (Refer to: TI. No.2013.14 Dated on 18.01.2014)