



# ST. VINCENT AND THE GRENADINES

## MARITIME ADMINISTRATION

### CIRCULAR N° POL 012

#### **AMENDMENTS OF THE SUPPLEMENT (FORM A AND B) OF THE IOPP CERTIFICATE**

**TO: SHIPOWNERS, SHIPS' OPERATORS AND  
MANAGERS, MASTERS, RECOGNIZED  
ORGANIZATIONS**

**APPLICABLE TO:** ALL SHIPS SUBJECT TO MARPOL Annex I  
**EFFECTIVE AS FROM:** 1<sup>st</sup> January 2011

Monaco, 12<sup>th</sup> November 2010

Amendments of the Supplement (Form A and B) to the IOPP Certificate, Res.MEPC.186 (59) and Res.MEPC.187 (59), annexed to this Circular, were adopted at MEPC 59<sup>th</sup> session in July 2009 and will be effective as from 1<sup>st</sup> January 2011.

Accordingly, Recognized Organizations to this Administration will re-issue the IOPP Certificate with the revised Form A and B at the first IOPP periodical survey or occasional survey in accordance with MSC-MEPC.5/Circular.6 on or after 1<sup>st</sup> January 2011.

In order to avoid problems with Port State Controls, all parties concerned are requested to comply with this Circular.

Title	RESOLUTIONs / MEPC Resolutions / Res.MEPC.187(59)
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## ANNEX 23

### DRAFT RESOLUTION MEPC.187(59)

**Adopted on 17 July 2009**

## **AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973**

**(Amendments to regulations 1, 12, 13, 17 and 38 of MARPOL Annex I, Supplement to the IOPP Certificate and Oil Record Book Parts I and II)**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING Article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

HAVING CONSIDERED proposed amendments to Annex I of MARPOL 73/78,

1. ADOPTS, in accordance with Article 16(2)(d) of the 1973 Convention, the amendments to Annex I of MARPOL 73/78 concerning regulations 1, 12, 13, 17 and 38 and the Supplement to the IOPP Certificate and Oil Record Book Parts I and II, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with Article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 July 2010 unless prior, to that date, not less than one-third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;
3. INVITES the Parties to note that, in accordance with Article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 January 2011 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with Article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the annex; and
5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL 73/78 copies of the present resolution and its annex.

### ANNEX

#### AMENDMENTS TO MARPOL ANNEX I

**(Amendments to regulations 1, 12, 13, 17 and 38 of MARPOL Annex I, Supplement to the IOPP Certificate and Oil Record Book Parts I and II)**

#### Annex 1

#### AMENDMENTS TO REGULATIONS 1, 12, 13, 17 AND 38 OF MARPOL ANNEX I

Regulation 1 - Definitions

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

“.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)

2 Paragraph 1 is amended to read as follows:

“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.”

3 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):

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

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

Regulations 12, 13, 17 and 38

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

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

Annex 2

**AMENDMENTS TO THE SUPPLEMENT TO THE IOPP CERTIFICATE FORM A (SHIPS OTHER THAN OIL TANKERS) AND FORM B (OIL TANKERS)**

1 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 <sup>3</sup> )
	Frames (from)-(to)	Lateral position	
Total volume: .....			m <sup>3</sup>

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 <sup>3</sup> )
	Frames (from)-(to)	Lateral position	
Total volume: .....			m <sup>3</sup>

\* Oily bilgewater holding tank(s) are not required by the Convention; if such tank(s) are provided they shall be listed in Table 3.3.

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

3 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 tonnes 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 tonnes deadweight
- .2 The ship complies with regulation 19 (Deadweight tonnes  $\geq$  5,000)
- .3 The ship complies with regulation 21.1.2
- .4 The ship complies with regulation 21.4.2 (600  $\leq$  Deadweight tonnes < 5,000)
- .5 The ship does not carry “heavy grade oil” as defined in regulation 21.2 of MARPOL Annex I

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

\* Oily bilgewater holding tank(s) are not required by the Convention; if such tank(s) are provided they shall be listed in Table 3.3

### Annex 3

## AMENDMENTS TO THE OIL RECORD BOOK PARTS I AND II

1 Sections (A) to (H) of the Oil Record Book Part I are replaced by the following:

“(A) Ballasting or cleaning of oil fuel tanks

1 Identity of tank(s) ballasted.

2 Whether cleaned since they last contained oil and, if not, type of oil previously carried.

3 Cleaning process:

- .1 position of ship and time at the start and completion of cleaning;
- .2 identify tank(s) in which one or another method has been employed (rinsing through, steaming, cleaning with chemicals; type and quantity of chemicals used, in m3);
- .3 identity of tank(s) into which cleaning water was transferred and the quantity in m3.

4 Ballasting:

- .1 position of ship and time at start and end of ballasting;
- .2 quantity of ballast if tanks are not cleaned, in m3.

(B) Discharge of dirty ballast or cleaning water from oil fuel tanks referred to under Section (A)

5 Identity of tank(s).

6 Position of ship at start of discharge.

7 Position of ship on completion of discharge.

8 Ship's speed(s) during discharge.

9 Method of discharge:

- .1 through 15 ppm equipment;
- .2 to reception facilities.

10 Quantity discharged, in m3.

(C) Collection, transfer and disposal of oil residues (sludge)

11 Collection of oil residues (sludge).

Quantities of oil residues (sludge) retained on board. The quantity should be recorded weekly\*: (this means that the quantity must be recorded once a week even if the voyage lasts more than one week):

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\* Only those tanks listed in item 3.1 of Forms A and B of the Supplement to the IOPP Certificate used for oil residues (sludge).

- .1 identity of tank(s)
- .2 capacity of tank(s) ..... m3
- .3 total quantity of retention ..... m3
- .4 quantity of residue collected by manual operation ..... m3

(Operator initiated manual collections where oil residue (sludge) is transferred into the oil residue (sludge) holding tank(s).)

12 Methods of transfer or disposal of oil residues (sludge).

State quantity of oil residues transferred or disposed of, the tank(s) emptied and the quantity of contents retained in m3:

- .1 to reception facilities (identify port)\*\*;

\*\* The ship's master should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part I.

- .2 to another (other) tank(s) (indicate tank(s) and the total content of tank(s));
- .3 incinerated (indicate total time of operation);
- .4 other method (state which).

(D) Non-automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

13 Quantity discharged, transferred or disposed of, in m3. \*\*\*

\*\*\* In case of discharge or disposal of bilge water from holding tank(s), state identity and capacity of holding tank(s) and quantity retained in holding tank.

14 Time of discharge, transfer or disposal (start and stop).

15 Method of discharge, transfer, or disposal:

- .1 through 15 ppm equipment (state position at start and end);
- .2 to reception facilities (identify port);
- .3 to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m3).

(E) Automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

16 Time and position of ship at which the system has been put into automatic mode of operation for discharge overboard, through 15 ppm equipment.

17 Time when the system has been put into automatic mode of operation for transfer of bilge water to holding tank (identify tank).

18 Time when the system has been put into manual operation.

(F) Condition of the oil filtering equipment

19 Time of system failure\*\*\*\*.

\*\*\*\* The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.

20 Time when system has been made operational.

21 Reasons for failure.

(G) Accidental or other exceptional discharges of oil

22 Time of occurrence.

23 Place or position of ship at time of occurrence.

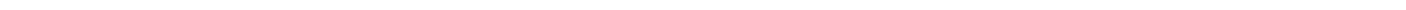
24 Approximate quantity and type of oil.

25 Circumstances of discharge or escape, the reasons therefor and general remarks.

(H) Bunkering of fuel or bulk lubricating oil

26 Bunkering:

- .1 Place of bunkering.
- .2 Time of bunkering.



.3 Type and quantity of fuel oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).

.4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).”

2 Section (J) of the Oil Record Book Part II is replaced by the following:

“(J) Collection, transfer and disposal of residues and oily mixtures not otherwise dealt with

55 Identity of tanks.

56 Quantity transferred or disposed of from each tank. (State the quantity retained, in m3.)

57 Method of transfer or disposal:

.1 disposal to reception facilities (identify port and quantity involved);

.2 mixed with cargo (state quantity);

.3 transferred to or from (an)other tank(s) including transfer from machinery space oil residue (sludge) and oily bilge water tanks (identify tank (s); state quantity transferred and total quantity in tank(s), in m3); and

.4 other method (state which); state quantity disposed of in m3.”

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## ANNEX 22

### DRAFT RESOLUTION MEPC.186(59)

Adopted on 17 July 2009

## AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973

**(Addition of a new chapter 8 to MARPOL Annex I and consequential amendments to the Supplement to the IOPP Certificate, Form B)**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING Article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

HAVING CONSIDERED proposed amendments to Annex I of MARPOL 73/78,

1. ADOPTS, in accordance with Article 16(2)(d) of the 1973 Convention, the amendments to Annex I of MARPOL 73/78 concerning the addition of a new chapter 8 and consequential amendments to the Supplement to the IOPP Certificate, Form B, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with Article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 July 2010 unless, prior to that date, not less than one-third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;
3. INVITES the Parties to note that, in accordance with Article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 January 2011 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with Article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the annex; and
5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL 73/78 copies of the present resolution and its annex.

### ANNEX

**(Addition of a new chapter 8 to MARPOL and Annex I and consequential amendments to the Supplement to the IOPP Certificate, Form B)**

1 A new chapter 8 is added:

"CHAPTER 8 - PREVENTION OF POLLUTION DURING TRANSFER OF OIL CARGO BETWEEN OIL TANKERS AT SEA

Regulation 40

Scope of application

1 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. However, STS operations conducted before that date but after the approval of the Administration of STS operations Plan required under regulation 41.1 shall be in accordance with the STS operations Plan as far as possible.

2 The regulations contained in this chapter shall not apply to oil transfer operations associated with fixed or floating platforms including drilling rigs; floating production, storage and offloading facilities (FPSOs) used for the offshore production and storage of oil; and floating storage units (FSUs) used for the offshore storage of produced oil\*.

\* Revised Annex I of MARPOL, chapter 7 (resolution MEPC.117(52)) and UNCLOS article 56 are applicable and address these operations.

3 The regulations contained in this chapter shall not apply to bunkering operations.

4 The regulations contained in this chapter shall not apply to STS operations necessary for the purpose of securing the safety of a ship or saving life at sea, or for combating specific pollution incidents in order to minimize the damage from pollution.

5 The regulations contained in this chapter shall not apply to STS operations where either of the ships involved is a warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service. However, each State shall ensure, by the adoption of appropriate measures not impairing operations or operational capabilities of such ships that the STS operations are conducted in a manner consistent, so far as is reasonable and practicable, with this chapter.

#### Regulation 41

##### General Rules on safety and environmental protection

1 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 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.

2 The STS operations Plan shall be developed taking into account the information contained in the best practice guidelines for STS operations identified by the Organization\*\*. The STS operations Plan may be incorporated into an existing Safety Management System required by chapter IX of the International Convention for the Safety of Life at Sea, 1974, as amended, if that requirement is applicable to the oil tanker in question.

\*\* IMO's "Manual on Oil Pollution, Section I, Prevention" as amended, and the ICS and OCIMF "Ship-to-ship Transfer Guide, Petroleum", fourth edition, 2005.

3 Any oil tanker subject to this chapter and engaged in STS operations shall comply with its STS operations Plan.

4 The person in overall advisory control of STS operations shall be qualified to perform all relevant duties, taking into account the qualifications contained in the best practice guidelines for STS operations identified by the Organization\*\*\*.

\*\*\* IMO's "Manual on Oil Pollution, Section I, Prevention" as amended, and the ICS and OCIMF "Ship-to-ship Transfer Guide, Petroleum", fourth edition, 2005.

5 Records\*\*\*\* of STS operations shall be retained on board for three years and be readily available for inspection by a Party to the present Convention.

\*\*\*\* Revised Annex I of MARPOL chapters 3 and 4 (resolution MEPC.117(52)); requirements for recording bunkering and oil cargo transfer operations in the Oil Record Book, and any records required by the STS operations Plan.

#### Regulation 42

##### Notification

1 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. Where, in an exceptional case, all of the information specified in paragraph 2 is not available not less than 48 hours in advance, the oil tanker discharging the oil cargo shall notify the Party to the present Convention, not less than 48 hours in advance that an STS operation will occur and the information specified in paragraph 2 shall be provided to the Party at the earliest opportunity.

2 The notification specified in paragraph 1 of this regulation\*\*\*\*\* shall include at least the following:

\*\*\*\*\* The national operational contact point as listed in document MSC-MEPC.6/Circ.4 of 31 December 2007 or its subsequent amendments.

.1 name, flag, call sign, IMO Number and estimated time of arrival of the oil tankers involved in the STS operations;

.2 date, time and geographical location at the commencement of the planned STS operations;

.3 whether STS operations are to be conducted at anchor or underway;

.4 oil type and quantity;

.5 planned duration of the STS operations;

.6 identification of STS operations service provider or person in overall advisory control and contact information; and

.7 confirmation that the oil tanker has on board an STS operations Plan meeting the requirements of regulation 41.

3 If the estimated time of arrival of an oil tanker at the location or area for the STS operations changes by more than six hours, the master, owner or agent of that oil tanker shall provide a revised estimated time of arrival to the Party to the present Convention specified in paragraph 1 of this regulation."

2 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."

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