Ministry of Transport
TE MANATŪ WAKA

Maritime Transport Act 1994

MARINE PROTECTION AMENDMENT RULES 2008
(Parts 120, 121A, 122, 123A and 123B)

Pursuant to sections 386, 387 and 388 of the Maritime Transport Act 1994 I, Harry James Duynhoven, Minister for Transport Safety, hereby make the following marine protection rules.

Signed at Wellington

this 26th day of June 2008

by HARRY JAMES DUYNHOVEN

Minister for Transport Safety

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Objective

The objective of these rules is to give effect to amendments and revisions to Annex I of the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto (MARPOL). Annex I of MARPOL is concerned specifically with prevention of pollution by oil.

The authority for these rules is found in sections 386, 387 and 388 of the Maritime Transport Act 1994.

Amendment to Part 120

The amendment to Part 120 extends the definition of "special areas" to include the Oman area of the Arabian Sea. The amendment adds the area to others defined in regulation 1 of Annex I of MARPOL, providing the Oman area with additional protection from operational discharges of oil cargo residues. Other areas so designated include North Western European waters, the Mediterranean, Baltic, Black and Red Seas, the Gulfs area, the Gulf of Aden and the Antarctic sea area.

Amendment to Part 121A

Part 121A is amended by incorporating two new rules.

Rule 121A.10C gives effect to an amendment to Annex I of MARPOL introducing a new requirement for tankers to have double bottom spaces in cargo pump-rooms. The requirement applies only to new ships of 5,000 tonnes deadweight built on or after 1 January 2007. Double bottoms provide protection to the marine environment by lowering the risk of oil entering the sea in the event of a low impact grounding or collision. The requirement complements the standards for double hulls on tankers in the areas adjacent to cargo tanks.

Rule 121A.10D gives effect to an amendment to Annex I of MARPOL prescribing the methods to be used when designing cargo tank arrangements to limit, within defined parameters, the outflow of oil from the ship's hull in the event of a stranding or collision. The method includes defined probabilities for side and bottom damage that must be taken into account. The new requirements apply to oil tankers delivered on or after 1 January 2010.

Amendment to Part 122

The Part 122 amendment gives effect to revised pollution prevention equipment specifications incorporated by reference into Annex I of MARPOL. The new, higher standards for oil filtering equipment for machinery space drainage on all ships, and oil discharge monitoring and control systems fitted on oil tankers, are intended to ensure that the oil residues discharged into the sea are confined to permitted limits.

The amendment to Part 122 also modifies the classes of ships that are not required to have oil filtering equipment when operating in defined circumstances.

The amendment to Part 122 further revokes a provision that permitted some ships to continue to operate with oil filtering equipment capable of producing machinery space oily waste with an oil content of less than 100 parts per million. Such equipment was acceptable on ships until 06 July 1998 if the ships were delivered before 06 July 1993. Since that time, any machinery space oily waste discharged into the sea from ships required to have filtering equipment must have an oil content not exceeding 15 parts per million.

Amendment to Part 123A

The amendment to Part 123A brings the certificates required to be carried on board ships, which contain many references specific Annex I regulations, into line with the new arrangement of revised Annex I and incorporates references to the new International Maritime Organisation specifications for oil pollution prevention equipment, which are prescribed in Part 122.

Amendment to Part 123B

The amendment to Part 123B aligns the form of the Oil Record Book with revised Annex I, incorporating new instructions for recording information and deleting references to operational discharges that are no longer permitted under that Annex.

Rules subject to Regulations (Disallowance) Act 1989

Marine protection rules are subject to the Regulations (Disallowance) Act 1989. Under that Act, the rules are required to be tabled in the House of Representatives. The House of Representatives may, by resolution, disallow any rules. The Regulations Review Committee is the select committee responsible for considering rules under the Regulations (Disallowance) Act 1989.

Extent of Consultation

Section 446(a) of the Act requires that the Minister publish notice of his or her intention to make a rule in the Gazette as well as the daily newspapers in Auckland, Wellington, Christchurch and Dunedin.

Section 446(b) requires that interested parties be given a reasonable time to make submissions on the rule being proposed and that this period be included in the notice.

Section 446(c) requires consultation take place with such persons, representative groups within the maritime industry or elsewhere, Government departments and Crown entities as are considered appropriate.

Section 448 of the Act requires that every rule:

- be signed by the Minister;
- contain a statement specifying the objective of the rule and the extent of consultation; and
- set out fully the requirements of the rule, except where this is incorporated by reference under section 452 of the Act.

On 14 July 2007, Maritime New Zealand published in each of the daily newspapers in the four main centres of New Zealand a notice inviting comments on the proposed marine protection amendment rules. A notice was also published in the Gazette on 12 July 2007. The invitation to comment and draft amendment rules were then made available to the public with electronic and hard copies being sent to 178 to interested parties. Maritime New Zealand also made the draft available on its website. Comments on the draft amendments were requested by 03 September 2007.

Two written submissions were made on the draft amendment. All submissions and any oral comments were considered and the draft amendments finalised.

General

1 Entry into force

These amendment rules come into force on the 4th August 2008

Amendments to Part 120 (Discharge of Oil)

2 Rule 120.2 Definitions

Rule 120.2 is amended by inserting in the definition of "special areas" the following paragraph –

"(h) the **Oman area** of the Arabian Sea comprising the sea area enclosed by the following coordinates –

22° 30.00' N; 059° 48.00' E
23° 47.27' N; 060° 35.73' E
22° 40.62' N; 062° 25.29' E
21° 47.40' N; 063° 22.22' E
20° 30.37' N; 062° 52.41' E
19° 45.90' N; 062° 25.97' E
18° 49.92' N; 062° 02.94' E
17° 44.36' N; 061° 05.53' E
16° 43.71' N; 060° 25.62' E
16° 03.90' N; 059° 32.24' E
15° 15.20' N; 058° 58.52' E
14° 36.93' N; 058° 10.23' E
14° 18.93' N; 057° 27.03' E
14° 11.53' N; 056° 53.75' E
13° 53.80' N; 056° 19.24' E
13° 45.86' N; 055° 54.53' E
14° 27.38' N; 054° 51.42' E
14° 40.10' N; 054° 27.35'E
14° 46.21' N; 054° 08.56' E
15° 20.74' N; 053° 38.33' E
15° 48.69' N; 053° 32.07' E
16° 23.02' N; 053° 14.82' E
16° 39.06' N; 053° 06.52' E"

3 Rule 120.5 Discharge from Oil Tankers – Outside Special Areas

Rule 120.5(4) is revoked.

4 Rule 120.6 Discharge from Ships other than Oil Tankers – Outside Special Areas

Rule 120.6(3) is revoked.

Amendments to Part 121A (Ships Design and Construction—Oil Tankers)

5 Rules 121A.10C - 121A.10D

Part 121A is amended by inserting the following rules –

"121A.10C Pump-room bottom protection

(1) This rule applies to oil tankers of 5,000 tonnes deadweight or more the keel of which was laid or which was at a similar stage of construction on or after 1 January 2007.

(2) Except as provided in subrule (4), the owner must ensure that the distance between the bottom of the pump-room and the ship's base line, measured at right angles to the ship's base line, is not less than –
(a) 2 m, if B/15 is more than 2 m;
(b) 1 m, if B/15 is less than 1 m; or
(c) B/15 (where B/15 is between 1 m and 2 m).

(3) Compliance with subrule (2) may be met by fitting double bottom tanks or spaces.

(4) A pump-room need not comply with subrule (2), if the flooding of the pump room would not render the ballast or cargo pumping system inoperative.

(5) The owner must ensure that ballast pumps are provided with suitable arrangements to ensure efficient suction from pump-room double bottom tanks."

"121A.10D Accidental oil outflow performance

(1) This rule applies to oil tankers of 5,000 tonnes deadweight or more –
(a) delivered on or after 1 January 2010; or
(b) for which the building contact is placed on or after 1 January 2007; or

(c) in the absence of a building contract, the keel of which was laid or which was at a similar stage of construction on or after 1 July 2007; or

(d) which undergoes a major conversion -

(i) for which the contract was placed on or after 1 January 2007; or

(ii) in the absence of a contract, the conversion of which begun on or after 1 July 2007; or

(iii) that was completed on or after 1 January 2010.

(2) To provide adequate protection against oil pollution in the event of collision or stranding, the owner must –

(a) ensure that the ship's mean oil outflow parameter is –

(i) $O_M \leq 0.015$ for $C \leq 200{,}000\ m^3$

(ii) $O_M \leq 0.012 + (0.003/200{,}000)\ (400{,}000\text{-}C)$ for $200{,}000\ m^3 < C < 400{,}000\ m^3$

(iii) $O_M \leq 0.012$ for $C \geq 400{,}000\ m^3$;

(b) if the ship is a combination carrier of less than $200{,}000\ m^3$ capacity, submit calculations to the Director demonstrating, to the Director's satisfaction, that, after accounting for its increased structural strength, the carrier has at least the equivalent oil outflow performance of a standard double hull tanker, of the same size, having a mean oil outflow parameter of –

(i) $O_M \leq 0.015$;

(ii) $O_M \leq 0.021$ for $C \leq 100{,}000\ m^3$;

(iii) $O_M \leq 0.015 + (0.006/100{,}000)\ (200{,}000\text{-}C)$ for $100{,}000\ m^3 < C \leq 200{,}000\ m^3$;

(c) ensure that no cargo tank exceeds 10 m or one of the following values, whichever is the greater –

(i) if no longitudinal bulkhead is provided inside the cargo tanks:

$(0.5\frac{b_1}{B}+0.1)L$ if less than 0.2L, or 0.2L

(ii) if a centre line longitudinal bulkhead is provided inside the cargo tanks:

$(0.25\frac{b_1}{B}+0.15)L$

(iii) 0.2L, if two or more longitudinal bulkheads are provided inside –

(aa) a wing cargo tank; or

(bb) a centre cargo cargo tank, and $\frac{b_1}{B} \geq 0.2L$;

(iv) $(0.5\frac{b_1}{B}+0.1)L$, if –

(aa) $\frac{b_1}{B} < 0.2$; and

(bb) two or more longitudinal bulkheads are provided inside a centre cargo tank; and

(cc) no centre line longitudinal bulkhead is provided.

(v) $(0.25\frac{b_1}{B}+0.15)$L, if –

(aa) $\frac{b_1}{B} < 0.2$; and

(bb) two or more longitudinal bulkheads are provided inside a centre cargo tank; and

(cc) a centre line longitudinal bulkhead is provided.

(3) Mean oil outflow parameter must be calculated in accordance with the provisions of the Schedule.

(4) The owner must ensure that –

(a) lines of piping that run through cargo tanks in a position –

(i) less than 0.30Bs from the ship's side; or

(ii) less than 0.30Ds from the ship's bottom,

are fitted with valves, or similar closing devices, at the point(s) at which the valves or devices open into any cargo tank; and

(b) such valves are kept closed at all times when –

(i) the ship is at sea; and

(ii) the tanks contain cargo oil,

except that valves may be opened for cargo transfers needed for essential cargo operations.

(5) For the purpose of subrule (4) –

B_S means the greatest moulded breadth of the ship, in metres, at or below the distance d_S;

d_S means the vertical distance, in metres, from the moulded baseline at mid-length to the waterline corresponding to the summer freeboard to be assigned to the ship; and

D_S means the moulded depth, in metres, measured at mid-length to the upper deck at side."

6 Part 121A Schedule

Part 121A is amended by inserting the following Schedule –

"Rule 121A.10D

SCHEDULE

Calculation and Assumptions for the Determination of Mean Oil Outflow Parameter (O_M)

1 Interpretation

(1) For the purpose of this Schedule and rule 121A.10D(2) and (3) –

B_B means the greatest moulded breadth of the ship, in metres, at or below the waterline;

b_i means the minimum distance from the ship's side to the outer longitudinal bulkhead of the tank in question measured inboard at right angles to the centre line at the level corresponding to the assigned summer freeboard;

B_S means the greatest moulded breadth of the ship, in metres, at or below d_S;

C means total volume of cargo oil, in m^3, at 98% tank filling;

C_3 is equal to –

(a) 0.77, for ships having two longitudinal bulkheads inside the cargo tanks, if these bulkheads are continuous over the cargo block and $P_{S(i)}$ is calculated in accordance with this Schedule;

(b) 1.0 for all other ships or when $P_{s(i)}$ is calculated in accordance with in clause 7(2);

$C_{DB(i)}$ is the factor to account for oil capture and is equal to –

(a) 0.6 for cargo tanks bounded from below by non-oil compartments;

(b) 1.0 for cargo tanks bounded by the bottom shell;

deadweight or **DWT** has the meaning given to it in rule 121A.2;

depth or **D_S** means the moulded depth, in metres, measured at mid-length to the upper deck at side;

d_B means waterline;

d_S or **load line draught** means the vertical distance, in metres, from the moulded baseline at mid-length to the waterline corresponding to the summer freeboard assigned to the ship;

g means the acceleration of gravity and is to be taken to be 9.81 m/s^2;

i represents the particular cargo tank under consideration;

length or **L** has the meaning given to it in rule 121A.2;

load line draught or **d_S** means the vertical distance, in metres, from the moulded baseline at mid-length to the waterline corresponding to the summer freeboard assigned to the ship;

m means metres;

n means the total number of cargo tanks;

$O_{B(i)}$ means the outflow from cargo tank i, in m^3, calculated in accordance with clause 5(2);

O_M means the mean oil outflow parameter;

$O_{MB(0)}$ means the mean outflow for 0 m tide condition;

$O_{MB(2.5)}$ means the mean outflow for minus 2.5 m tide condition, in m^3;

O_{MB} means the mean outflow for bottom damage, in m^3;

O_{MS} means the mean outflow for side damage, in m^3;

$O_{S(i)}$ –

(a) means the outflow, in m^3, from side damage to cargo tank i;

(b) must be assumed to be equal to the total volume in cargo tank i at 98% filling, unless it is proven, through the application of the guidelines developed by the IMO for the approval of alternative methods of design and construction of oil tankers, that any significant cargo volume will be retained;

ρ_n means –

(a) the nominal density of the cargo oil; and

(b) is equal to 1000 (DWT)/C (kg/m^3);

ρ_s means the density of seawater, to be taken as 1,025 kg/m^3;

p means overpressure and if an inert gas system is –

(a) fitted, the normal overpressure, in kPa, is to be taken as not less than 5 kPa;

(b) not fitted, the overpressure may be taken as 0;

$P_{B(i)}$ means the probability of penetrating cargo tank i from bottom damage, calculated in accordance with clause 7;

P_{Ba} means the probability the damage will lie entirely aft of location Xa/L determined by linear interpolation from the table of probabilities for bottom damage provided in clause 7(2);

P_{Bf} means the probability the damage will lie entirely forward of location Xf/L determined by linear interpolation from the table of probabilities for bottom damage provided in clause 7(2);

P_{BL} –

(a) means probability the damage will extend into the longitudinal zone bounded by X_a and X_f; and

(b) is equal to 1 - P_{Bf} - P_{Ba};

P_{Bp} means the probability the damage will lie entirely to port of the tank determined by linear interpolation from the table of probabilities for bottom damage provided in clause 7(2);

P_{Bs} means the probability the damage will lie entirely to starboard of the tank determined by linear interpolation from the table of probabilities for bottom damage provided in clause 7(2); and

P_{BT} –

(a) means the probability the damage will extend into the transverse zone bounded by Y_p and Y_s; and

(b) is equal to 1 - P_{Bp} - P_{Bs};

P_{BV} –

(a) means the probability the damage will extend vertically above the boundary defined by z; and

(b) is equal to 1 - P_{Bz};

P_{Bz} –

(a) means the probability the damage will lie entirely below the tank; and

(b) is equal to –

(i) (14.5 - 67 z/D_S) (z/DS) if z/D_S ≤ 0.1;

(ii) 0.78 + 1.1 (z/D_S - 0.1) if z/D_S > 0.1.

except that P_{Bz} must not be taken as greater than 1;

$P_{S(i)}$ means the probability of penetrating cargo tank i from side damage, calculated in accordance with clause 6(1);

P_{Sa} means the probability the damage will lie entirely aft of location X_a/L determined by linear interpolation from the table of probabilities for side damage provided in clause 6(2);

P_{Sf} means the probability the damage will lie entirely forward of location X_f/L determined by linear interpolation from the table of probabilities for side damage provided in clause 6(2);

P_{Sf} means the probability the damage will lie entirely forward of location X_f/L determined by linear interpolation from the table of probabilities for side damage provided in clause 6(2);

P_{SL} –

(a) means the probability the damage will extend into the longitudinal zone bounded by X_a and X_f; and

(b) is equal to 1 - P_{Sf} - P_{Sa};

P_{Sl} –

(a) means the the probability the damage will lie entirely below the tank and shall be determined by linear interpolation from the table of probabilities for side damage provided in clause 6(2); and

(b) is equal to 1 - P_{Sy};

P_{ST} means the probability the damage will extend transversely beyond the boundary defined by y;

P_{Su} means the probability the damage will lie entirely above the tank determined by linear interpolation from the table of probabilities for side damage provided in clause 6(2); and

P_{SV} –

(a) means the probability the damage will extend into the vertical zone bounded by Z_l and Z_u; and

(b) is equal to 1 - P_{Su} - P_{S1};

P_{Sy} –

(a) means the the probability the damage will lie entirely outboard of the tank; and -

(b) if $y/B_S \leq 0.05$ then $P_{Sy} = (24.96 - 199.6\ y/B_S)\ (y/B_S)$;

(c) if $0.05 < y/B_S < 0.1$ then $P_{Sy} = 0.749 + \{5 - 44.4\ (y/B_S - 0.05)\}\ (y/B_S - 0.05)$;

(d) if $y/B_S \geq 0.1$ then $P_{Sy} = 0.888 + 0.56\ (y/B_S - 0.1)$;

but P_{Sy} must not be taken as greater than 1.

side and bottom damage probabilities means $P_{S(i)}$, P_{Sa}, P_{Sf}, P_{SL}, P_{Sl}, P_{ST}, P_{Su}, P_{SV}, P_{Sy}, $P_{B(i)}$, P_{Ba}, P_{Bf}, P_{BL}, P_{Bp}, P_{Bs}, P_{BT}, P_{BV}, P_{Bz};

t_c means tidal change, in metres and reductions in tide shall be expressed as negative values;

waterline or **d_B** means the vertical distance, in metres, from the moulded baseline at mid-length to the waterline corresponding to 30% of the depth (D_S);

X_a means the longitudinal distance from the aft terminal of L to the aftmost point on the compartment being considered, in metres;

X_f means the longitudinal distance from the aft terminal of L to the foremost point on the compartment being considered, in metres;

y means the minimum horizontal distance measured at right angles to the centreline between the compartment under consideration and the side shell in metres;*

* For symmetrical tank arrangements, damages are considered for one side of the ship only, in which case all "y" dimensions are to be measured from that same side. For asymmetrical arrangements refer to the explanatory notes on matters related to the accidental outflow performance, adopted by the International Maritime Organisation in resolution MEPC.122(52).

Y_p means the transverse distance from the port-most point on the compartment located at or below the waterline d_B, to a vertical plane located $B_B/2$ to starboard of the ship's centreline, in metres;

Y_S means the transverse distance from the starboard-most point on the compartment located at or below the waterline d_B, to a vertical plane located $B_B/2$ to starboard of the ship's centreline, in metres;

z means the minimum value of z over the length of the compartment, where, at any given longitudinal location, z is the vertical distance from the lower point of the bottom shell at that longitudinal location to the lower point of the compartment at that longitudinal location, in metres;

Z_l means –

(a) in calculating cargo level after bottom damage, the height of the lowest point in the cargo tank above baseline, in metres;

(b) in calculating probability of breaching a compartment from side damage, the vertical distance from the moulded baseline to the lowest point on the compartment being considered, in metres;

Z_u means the vertical distance from the moulded baseline to the highest point on the compartment being considered, in metres except that Z_u must not to be taken as greater than D_s.

(2) Calculations in this Schedule and in rule 121A.10D should be based on draught d_S even if assigned draughts, such as the tropical loadline, exceed d_S.

2 Calculating Mean Oil Flow Parameter – General Assumptions

When calculating the mean oil outflow parameter –

(a) the following must be assumed –

(i) the cargo block length extends between the forward and aft extremities of all tanks arranged for the carriage of cargo oil, including slop tanks;

(ii) reference in this Schedule to "cargo tanks" includes all cargo tanks, slop tanks and fuel tanks located within the cargo block length;

(iii) the ship is loaded to the load line draught (d_S) without trim or heel;

(iv) all cargo oil tanks are loaded to 98% of their volumetric capacity where the nominal density of the cargo oil (p_n) is = 1000 (DWT)/C (kg/m^3);

(v) the permeability of each space within the cargo block, including cargo tanks, ballast tanks and other non-oil spaces shall be taken to be 0.99, unless proven otherwise;

(b) suction wells may be disregarded in determining tank location, if –

(i) the well is as small as is practicable; and

(ii) the distance between the well bottom and bottom shell plating is not less than 0.5h.

3 Combining Mean Oil Flow Parameter – Assumptions

When combining oil outflow parameters, the following assumptions must be used –

(a) the mean oil outflow must be calculated independently for side damage and for bottom damage and then combined into the non-dimensional oil outflow parameter O_M, as follows -

$O_M = (0.4\ O_{MS} + 0.6\ O_{MB}) / C$

(b) for bottom damage, mean outflow must be calculated independently for 0 m and minus 2.5 m tide conditions, and then combined as follows -

$O_{MB} = 0.7\ O_{MB\ (0)} + 0.3\ O_{MB\ (2.5)}$

4 Mean Outflow for Side Damage

The mean outflow for side damage O_{MS} must be calculated as follows –

$$O_{MS} = C_3 \sum_{i}^{n} P_{S(i)} O_{S(i)} \ (m^3)$$

5 Mean Outflow for Bottom Damage

(1) The mean outflow for bottom damage must be calculated for each tidal condition as follows –

(a) $$O_{MB(0)} = \sum_{i}^{n} P_{B(i)} O_{B(i)} C_{DB(i)} \ (m^3)$$

(b) $$O_{MB(2.5)} = \sum_{i}^{n} P_{B(i)} O_{B(i)} C_{DB(i)} \ (m^3)$$

where $O_{B(i)}$ is the outflow from cargo tank i, in m^3, after tidal change.

(2) Oil outflow $O_{B(i)}$ for each cargo oil tank must be calculated based on pressure balance principles, using the following assumptions –

(a) the ship shall be assumed stranded with zero trim and heel, with the stranded draught prior to tidal change equal to the load line draught (d_S);

(b) the cargo level after damage shall be calculated as follows –
$h_c = \{(d_s + t_c - Z_l)(\rho_s) - (1000\ p) / g\} / \rho_n$
where h_c = the height of the cargo oil above Z_l, in metres;

(c) for cargo tanks bounded by the bottom shell, unless proven otherwise, oil outflow $O_{B(i)}$ must be taken to be not less than 1% of the total volume of cargo oil loaded in cargo tank i, to account for initial exchange losses and dynamic effects due to current and waves;

(d) in the case of bottom damage, a portion from the outflow from a cargo tank may be captured by non-oil compartments and this effect may be approximated by applying the factor $C_{DB(i)}$ for each tank.

6 Side Damage Probabilities

(1) The probability P_S of breaching a compartment from side damage must be calculated as follows $P_S = P_{SL}\ P_{SV}\ P_{ST.}$

(2) P_{Sa}, P_{Sf}, P_{Sl}, P_{Su} and P_{Sy} must be determined by linear interpolation from the table of probabilities for side damage –

Table of probabilities for side damage

X_a/L	P_{Sa}
0.00	0.000
0.05	0.023
0.10	0.068
0.15	0.117
0.20	0.167
0.25	0.217
0.30	0.267
0.35	0.317
0.40	0.367
0.45	0.417
0.50	0.467
0.55	0.517
0.60	0.567
0.65	0.617
0.70	0.667
0.75	0.717
0.80	0.767
0.85	0.817
0.90	0.867
0.95	0.917
1.00	0.967

X_f/L	P_{Sf}
0.00	0.967
0.05	0.917
0.10	0.867
0.15	0.817
0.20	0.767
0.25	0.717
0.30	0.667
0.35	0.617
0.40	0.567
0.45	0.517
0.50	0.467
0.55	0.417
0.60	0.367
0.65	0.317
0.70	0.267
0.75	0.217
0.80	0.167
0.85	0.117
0.90	0.068
0.95	0.023
1.00	0.000

Z_l/D_S	P_{Sl}
0.00	0.000
0.05	0.000
0.10	0.001
0.15	0.003
0.20	0.007
0.25	0.013
0.30	0.021
0.35	0.034
0.40	0.055
0.45	0.085
0.50	0.123
0.55	0.172
0.60	0.226
0.65	0.285
0.70	0.347
0.75	0.413
0.80	0.482
0.85	0.553
0.90	0.626
0.95	0.700
1.00	0.775

Z_u/D_s	P_{Su}
0.00	0.968
0.05	0.952
0.10	0.931
0.15	0.905
0.20	0.873
0.25	0.836
0.30	0.789
0.35	0.733
0.40	0.670
0.45	0.599
0.50	0.525
0.55	0.452
0.60	0.383
0.65	0.317
0.70	0.255
0.75	0.197
0.80	0.143
0.85	0.092
0.90	0.046
0.95	0.013
1.00	0.000

7 Bottom Damage Probabilities

(1) The probability P_B of breaching a compartment from bottom damage must be calculated as follows $P_B = P_{BL}\ P_{BT}\ P_{BV.}$

(2) P_{Ba}, P_{Bf}, P_{Bp}, P_{Bs}, and P_{Bz} must be determined by linear interpolation from the table of probabilities for bottom damage –

Table of probabilities for bottom damage

X_a/L	P_{Ba}
0.00	0.000
0.05	0.002
0.10	0.008
0.15	0.017
0.20	0.029
0.25	0.042
0.30	0.058
0.35	0.076
0.40	0.096
0.45	0.119
0.50	0.143
0.55	0.171
0.60	0.203
0.65	0.242

X_f/L	P_{Bf}
0.00	0.969
0.05	0.953
0.10	0.936
0.15	0.916
0.20	0.894
0.25	0.870
0.30	0.842
0.35	0.810
0.40	0.775
0.45	0.734
0.50	0.687
0.55	0.630
0.60	0.563
0.65	0.489

$Y_p\ B_B$	P_{Bp}
0.00	0.844
0.05	0.794
0.10	0.744
0.15	0.694
0.20	0.644
0.25	0.594
0.30	0.544
0.35	0.494
0.40	0.444
0.45	0.394
0.50	0.344
0.55	0.297
0.60	0.253
0.65	0.211

Y_s/B_B	P_{Bs}
0.00	0.000
0.05	0.009
0.10	0.032
0.15	0.063
0.20	0.097
0.25	0.133
0.30	0.171
0.35	0.211
0.40	0.253
0.45	0.297
0.50	0.344
0.55	0.394
0.60	0.444
0.65	0.494

0.70	0.289	0.70	0.413	0.70	0.171	0.70	0.544
0.75	0.344	0.75	0.333	0.75	0.133	0.75	0.594
0.80	0.409	0.80	0.252	0.80	0.097	0.80	0.644
0.85	0.482	0.85	0.170	0.85	0.063	0.85	0.694
0.90	0.565	0.90	0.089	0.90	0.032	0.90	0.744
0.95	0.658	0.95	0.026	0.95	0.009	0.95	0.794
1.00	0.761	1.00	0.000	1.00	0.000	1.00	0.844

8 Alternative Designs

(1) Rule 121A.10D(3) and this Schedule utilise a simplified probabilistic approach where a summation is carried out over the contributions to the mean outflow from each cargo tank; more rigorous calculations may be appropriate for sloping bulkheads, a pronounced hull curvature and certain designs such as those characterised by the occurrence of steps or recesses in bulkheads or decks.

(2) In such cases, one of the following calculation procedures may be applied -

(a) side and bottom damage probabilities may be calculated with more precision through the application of hypothetical sub-compartments;*

(b) side and bottom damage probabilities may be calculated through direct application of the probability density functions contained in guidelines developed by the IMO for the approval of alternative methods of design and construction of oil tankers;[2] or

(c) oil outflow performance may be evaluated in accordance with the method described in the those guidelines.

9 Other Piping Arrangements

Credit, for reducing oil outflow, through the use of an emergency rapid cargo transfer system, or other system, arranged to mitigate oil outflow in the event of an accident, may be taken into account, only after the effectiveness and safety aspects of the system are approved by the International Maritime Organisation."

Amendments to Part 122 (Marine Protection Products—Oil)

7 Rule 122.2 Definitions

Rule 122.2 is amended by inserting the following definitions in the appropriate places –

* Refer to the explanatory notes on matters related to the accidental oil outflow performance, adopted by the International Maritime Organisation by resolution MEPC.122(52).

[2] Refer to the Revised Interim Guidelines for the approval of alternative methods of design and construction of oil tankers adopted by the Marine Environment Protection Committee of the International Maritime Organisation in resolution MEPC.110(49).

' "**High speed craft**" means craft to which the International Code for Safety for High-Speed Craft applies;
' "IMO" means International Maritime Organisation;
' "Resolution A.393(X)" means the *Recommendation on International Performance and Test Specifications for Oily-water Separating Equipment and Oil Content Meters* adopted by the IMO Assembly in Resolution A.393(X), as amended by the IMO from time to time;'
' "Resolution A.586(14)" means the *Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers* adopted by the IMO Assembly in Resolution A.586(14), as amended by the IMO from time to time;'
' "Resolution MEPC.60(33)" means the *Guidelines and Specifications for Pollution Prevention Equipment for Machinery Space Bilges of Ships* adopted by the Marine Environment Protection Committee of the IMO in Resolution MEPC.60(33), as amended by the IMO from time to time;'
' "Resolution MEPC.107(49)" means the *Revised Guidelines and Specifications for Pollution Prevention Equipment for Machinery Space Bilges of Ships* adopted by the Marine Environment Protection Committee of the IMO in Resolution MEPC.107(49), as amended by the IMO from time to time;'
' "Resolution MEPC.108(49) means the *Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers* adopted by the Marine Environment Protection Committee of the IMO in Resolution MEPC.108(49), as amended by the IMO from time to time;'
' "Stationary ship" means a ship that is permanently anchored or moored and includes a ship that only undertake voyages of relocation on which cargo is not carried;'

8 Rules 122.3 Application

Rules 122.3(4) and 122.3(5) are revoked.

9 Rules 122.4 - 122.5 Oil Filtering Equipment

For rules 122.4 and 122.5 are substituted the following –

122.4 Oil Filtering Equipment

(1) This rule applies to ships of 400 gross tonnage or more.

(2) Except as provided in rule 122.5, the owner must ensure that every ship is fitted with oil filtering equipment that is –
  (a) approved by the Director; and
  (b) designed so as to ensure that any oily mixture, which is discharged into the sea after passing through the system, has an oil content not exceeding 15 parts per million.

(3) If a ship –
  (a) is a ship of 10,000 gross tonnage and more; or
  (b) remains at sea for extended periods and empty oil fuel tanks must be filled with water ballast in order to maintain sufficient stability and safe navigation conditions, the owner must ensure that the ship's oil filtering equipment is provided with –

(ii) an alarm to indicate; and
(iii) arrangements to ensure that any discharge of oily mixtures is stopped automatically,
when the oil content of the outflow exceeds 15 parts per million.

(4) The Director may, for the purposes of subrule (2), approve oil filtering equipment having regard to the guidelines and specifications, for pollution prevention equipment for machinery space bilges of ships, adopted by the IMO in –
(a) Resolution MEPC.60(33), for equipment installed on board before 1 January 2005; and
(b) Resolution MEPC.107(49), for equipment installed on board on or after 1 January 2005.

122.5 Ships that do not have to carry oil filtering equipment

(1) The owner of a stationary ship is not required to comply with rule 122.4 if –
(a) the ship is fitted with a holding tank, which the Director is satisfied is large enough to hold all of the ship's oily bilge water; and
(b) all oily bilge water is –
(i) stored on board; or
(iii) discharged to reception facilities.

(2) The owner is not required to meet the requirements of rule 122.4 if the ship is –
(a) engaged exclusively on voyages within special areas; or
(b) a high speed craft engaged on –
(i) a scheduled service with a turn-around time not exceeding 24 hours; or
(ii) relocation voyages on which no passengers or cargo is carried

on condition that –
(i) the ship is fitted with a holding tank, which the Director is satisfied is, large enough to hold all of the ship's oily bilge water;
(ii) all oily bilge water is stored on board or discharged to reception facilities;
(iii) adequate reception facilities, as determined by the Director, are available to receive such oily bilge water in a sufficient number of ports or terminals the ship calls at;
(iv) the ship's IOPP Certificate, is endorsed to the effect that the ship is –
(i) engaged exclusively on voyages within special areas; or
(ii) a high-speed craft to which rule 122.5(2)(b)[3] applies; and

[3] That is MARPOL Regulation 14.5.2.

(v) when oil is discharged, the quantity of oil and the time and port of discharge are recorded in Part I of the ship's Oil Record Book.

10 Rule 122.6 Ships Delivered before 6 July 1993

Rule 122.6 is revoked.

11 Rule 122.17 Oil Content Meter

For rule 122.17 is substituted the following–

"**122.17 Oil Content Meter**

The owner of every oil tanker, to which this rule applies, operating with dedicated clean ballast tanks in accordance with rule 121A.5, must ensure that the ship is equipped with an oil content meter –

(a) to enable supervision of the oil content in ballast water being discharged; and

(b) of a type approved by the Director on the basis of recommended specifications adopted in –

(i) Resolution A.393(X), for meters installed on oil tankers built before 2 October 1986;

(ii) Resolution A.586(14), for meters installed on oil tankers built on or after 2 October 1986 but before 1 January 2005;

(iii) Resolution MEPC.108(49), for meters installed on oil tankers built on or after 1 January 2005."

12 Rule 122.19(2)(d) Oil Discharge Monitoring and Control System

For rule 122.19(2)(d) is substituted the following –

"(d) is designed and installed in compliance with the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers adopted by the IMO in –

(i) Resolution A.586(14), in the case of an oil tanker built on or after 2 October 1986;

(ii) Resolution MEPC.108(49), in the case of an oil tanker built on or after 1 January 2005."

Amendments to Part 123A — Documents — Oil

13 Part 123A Appendix 1 Form of IOPP Certificate

Appendix 1 of Part 123A is amended by substituting the following—

"FORM OF IOPP CERTIFICATE[*]

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

(Note: This certificate must be supplemented by a Record of Construction and Equipment)

Issued under the provisions of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended, (hereinafter referred to as "the Convention") under the authority of the Government of

.....

by .....

(full designation of the competent person or organisation authorised under the provisions of the Convention)

Particulars of ship[♣]

Name of ship .....

Distinctive number or letters .....

Port of registry .....

Gross tonnage .....

Deadweight of ship (metric tonnes)[Υ] .....

IMO Number[♦] .....

Type of ship:

Oil tanker*

Ship other than an oil tanker with cargo tanks coming under regulation 2(2) of Annex I of the Convention*

Ship other than any of the above*

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with regulation 6 of Annex I of the Convention; and

[*] The IOPP Certificate shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.
[♣] Alternatively, the particulars of the ship may be placed horizontally in boxes.
[Υ] For oil tankers.
[♦] Refer to the IMO Ship Identification Number Scheme adopted by the Organisation by resolution A.600(15).
* Delete as appropriate.

2. That the survey shows that the structure, equipment, systems, fittings, arrangement and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the Convention.

This certificate is valid until dd/mm/yyyy .....[] subject to surveys in accordance with regulation 6 of Annex I of the Convention.

Issued at .....
(Place of issue of certificate)

dd/mm/yyyy..... .....
(Date of issue) *(Signature of duly authorised official issuing the certificate)*

(Seal or stamp of the authority, as appropriate)

[] Insert the date of expiry as specified by the Administration in accordance with regulation 10.1 of Annex I of the Convention. The day and the month correspond to the anniversary date as defined in regulation 1.27 of Annex I of the Convention, unless amended in accordance with regulation 10.8 of Annex I of the Convention.

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that at a survey required by regulation 6 of Annex I of the Convention the ship was found to comply with the relevant provisions of the Convention:

Annual survey: Signed.....
(Signature of duly authorised official)
Place.....
Date. (dd/mm/yyyy).....

(Seal or stamp of the authority, as appropriate)

Annual* /Intermediate* survey: Signed.....…….
(Signature of duly authorised official)
Place.....
Date (dd/mm/yyyy).....

(Seal or stamp of the authority, as appropriate)

Annual*/Intermediate* survey: Signed.....……
(Signature of duly authorised official)
Place.....
Date (dd/mm/yyyy).....

(Seal or stamp of the authority, as appropriate)

Annual survey: Signed.....
(Signature of duly authorised official)
Place.....
Date (dd/mm/yyyy).....

(Seal or stamp of the authority, as appropriate)

* Delete as appropriate

ANNUAL/INTERMEDIATE SURVEY IN ACCORDANCE WITH REGULATION 10.8.3

THIS IS TO CERTIFY that, at an annual/intermediate* survey in accordance with regulation 10.8.3 of Annex I of the Convention, the ship was found to comply with the relevant provisions of the Convention:

Signed .....
(Signature of authorised official)

Place .....

Date (dd/mm/yyyy).....

(Seal or stamp of the authority, as appropriate)

ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN 5 YEARS WHERE REGULATION 10.3 APPLIES

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with regulation 10.3 of Annex I of the Convention, be accepted as valid until (dd/mm/yyyy). .....

Signed .....
(Signature of authorised official)

Place .....

Date (dd/mm/yyyy).....

(Seal or stamp of the authority, as appropriate)

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND REGULATION 10.4 APPLIES

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with regulation 10.4 of Annex I of the Convention, be accepted as valid until .....

Signed .....
(Signature of authorised official)

Place .....

Date (dd/mm/yyyy).....

* Delete as appropriate (Seal or stamp of the authority, as appropriate)

ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL REACHING THE PORT OF SURVEY OR FOR A PERIOD OF GRACE WHERE REGULATION 10.5 OR 10.6 APPLIES

This certificate shall, in accordance with regulation 10.5 or 10.6* of Annex I of the Convention, be accepted as valid until .....

Signed .....
(signature of authorised official)

Place .....

Date (dd/mm/yyyy).....

(Seal or stamp of the authority, as appropriate)

ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE WHERE REGULATION 10.8 APPLIES

In accordance with regulation 10.8 of Annex I of the Convention, the new anniversary date is (dd/mm/yyyy).....

Signature .....
(Signature of authorised person)

Place .....

Date (dd/mm/yyyy).....

(Seal or stamp of the authority, as appropriate)

In accordance with regulation 10.8 of Annex I of the Convention, the new anniversary date is(dd/mm/yyyy). ….....

Signature .....
(Signature of authorised official)

Place .....

Date(dd/mm/yyyy).....

(Seal or stamp of the authority, as appropriate)

* Delete as appropriate

14 Part 123A Appendix 2 (Form A): Supplement to the International Oil Pollution Prevention Certificate

Appendix 2 of Part 123A is amended by substituting the following text and diagrams for the Supplement to the International Oil Pollution Prevention Certificate Form A (Record of Construction and Equipment for Ships other than Oil Tankers) —

"FORM A

"Supplement to the International Oil Pollution Prevention Certificate

"(IOPP Certificate)

"RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS OTHER THAN OIL TANKERS

"in respect of the provisions of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

"Notes:

"1 This form is to be used for the third type of ships as categorised in the IOPP certificate, i.e. "ships other than any of the above". For oil tankers and ships other than oil tankers with cargo tanks coming under regulation 2.2 of Annex I of the Convention, Form B shall be used.

"2 This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.

"3 The language of the original Record shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.

"4 Entries in boxes shall be made by inserting either a cross (x) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable".

"5 Regulations mentioned in this Record refer to regulations of Annex I of the Convention and resolutions refer to those adopted by the International Maritime Organisation.

"1. Particulars of ship

1.1 Name of ship.....

1.2 Distinctive number or letters.....

1.3 Port of registry.....

1.4 Gross tonnage .....

1.5 Date of build:

1.5.1 Date of building contract .....

1.5.2 Date on which keel was laid or ship was at a similar stage of construction .....

1.5.3 Date of delivery .....

1.6 Major conversion (if applicable):

1.6.1 Date of conversion contract .....

1.6.2 Date on which conversion was commenced .....

1.6.3 Date of completion of conversion .....

1.7 The ship has been accepted by the Administration as a "ship delivered on or before 31 December 1979" under regulation 1.28.1 due to due to unforeseen delay in delivery □

"2. Equipment for the control of oil discharge from machinery space bilges and oil fuel tanks (regulations 16 and 14)

2.1 Carriage of ballast water in oil fuel tanks:

2.1.1 The ship may under normal conditions carry ballast water in oil fuel tanks □

2.2 Type of oil filtering equipment fitted:

2.2.1 Oil filtering (15 ppm) equipment (regulation 14.6)) □

2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 14.7) □

2.3 Approval standards:

2.3.1 The separating/filtering equipment:

.1 has been approved in accordance with resolution A.393(X) □

.2 has been approved in accordance with resolution MEPC.60(33)

.3 has been approved in accordance with resolution MEPC.107(49) □

.4 has been approved in accordance with resolution A.233(VII) □

.5 has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII) □

.6 has not been approved □

2.3.2 The process unit has been approved in accordance with resolution A.444(XI) □

2.3.3 The oil content meter:

.1 has been approved in accordance with resolution A.393(X) □

.2 has been approved in accordance with resolution MEPC.60(33) □

.3 has been approved in accordance with resolution MEPC.107(49) □

2.4 Maximum throughput of the system is ..... m^3/h

2.6 Waiver of regulation 14:

2.5.1 The requirements of regulation 14.1 or 14.2 are waived in respect of the ship in accordance with regulation 14.5.

2.5.1.1 The ship is engaged exclusively on voyages within special area(s) .....…… ☐

2.5.1.2 The ship is certified under the International Code of Safety for High-Speed Craft and engaged on a scheduled service with a turn-around time not exceeding 24 hours .....…… ☐

2.5..2 The ship is fitted with holding tank(s) for the total retention on board of all oily bilge water as follows: ☐

Tank identification	**Tank location**		**Volume (m^3)**
	Frames (from)-(to)	Lateral position	
		Total volume.....m^3	

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

3.1 The ship is provided with oil residue (sludge) tanks 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 residues in addition to the provision of sludge tanks:

[*] Bilge water holding tank(s) are not required by the Convention, entries in the table under paragraph 3.3 are voluntary.

3.2.1 Incinerator for oil residues, capacity.....*l*/h ☐
3.2.2 Auxiliary boiler suitable for burning oil residues ☐
3.2.3 Tank for mixing oil residues with fuel oil, capacity ..... m^3 ☐
3.2.4 Other acceptable means:..... ☐
3.3 The ship is fitted 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"	

"4. Standard discharge connection (regulation 13)

4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with regulation 13 ☐

"5. Shipboard oil/marine pollution contingency plan (regulation 37)

5.1 The ship is provided with a shipboard oil pollution contingency plan in compliance with regulation 37 ☐
5.2 The ship is provided with a shipboard oil pollution contingency plan in compliance with regulation 37.3 ☐

"6. Exemption

6.1 Exemptions have been granted by the Administration from the requirements of chapter 3 of Annex I of the Convention in accordance with regulation 3.1 on those items listed under paragraph(s) ..... of this Record ☐

"7. Equivalents (regulation 5)

7.1 Equivalents have been approved by the Administration for certain requirements of Annex I on those items listed under paragraph(s) ..... of this Record ☐

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at .....
(Place of issue of the Record)

…….. ……

(Date of issue) *(Signature of duly authorised officer issuing the Record)*

(Seal or stamp of the issuing authority, as appropriate)

15 Part 123A Appendix 3 (Form B): Supplement to the International Oil Pollution Prevention Certificate

Appendix 3 of Part 123A is amended by substituting the following text and diagrams for the Supplement to the International Oil Pollution Prevention Certificate Form B —

"FORM B

"Supplement to the International Oil Pollution Prevention Certificate

"(IOPP Certificate)

"RECORD OF CONSTRUCTION AND EQUIPMENT FOR OIL TANKERS

"in respect of the provisions of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

"*Notes:*

"1 This form is to be used for the first two type of ships as categorised in the IOPP certificate, i.e. "oil tankers and "ships other than oil tankers with cargo tanks coming under regulation 2.2 of Annex I of the Convention". For the third type of ships as categorised in the IOPP Certificate, Form A shall be used.

"2 This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.

"3 The language of the original Record shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in case of a dispute or discrepancy.

"4 Entries in boxes shall be made by inserting either a cross (x) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable".

"5 Regulations mentioned in this Record refer to regulations of Annex I of the Convention and resolutions refer to those adopted by the International Maritime Organisation.

"

"1. Particulars of ship

1.1 Name of ship .....

1.2 Distinctive number or letters .....

1.3 Port of registry .....

1.4 Gross tonnage .....

1.5 Carrying capacity of ship .....(m^3)

1.6 Deadweight of ship ..... (tonnes) (regulation 1.23)

1.7 Length of ship ..... (m) (regulation 1.19)

1.8 Date of build:

1.8.1 Date of building contract .....

1.8.2 Date on which keel was laid or ship was at a similar stage of construction.....

1.8.3 Date of delivery .....

1.9 Major conversion (if applicable):

1.9.1 Date of conversion contract .....

1.9.2 Date on which conversion was commenced .....

1.9.3 Date of completion of conversion

1.10 Unforeseen delay in delivery:

1.10.1 The ship has been accepted by the Administration as a "ship delivered on or before 31 December 1979" under regulation 1.28.1 due to unforeseen delay in delivery □

1.10.2 The ship has been accepted by the Administration as an "oil tanker delivered on or before 1 June 1982" under regulation 1.28.3 due to unforeseen delay in delivery □

1.10.3 The ship is not required to comply with the provisions of regulation 26 due to unforeseen delay in delivery □

1.11 Type of ship:

1.11.1 Crude oil tanker □

1.11.2 Product carrier □

1.11.3 Product carrier not carrying fuel oil or heavy diesel oil as referred to in reglulation20.2, or lubricating oil □

1.11.3 Crude oil/product carrier □

1.11.4 Combination carrier □

1.11.5 Ship, other than an oil tanker, with cargo tanks coming under regulation 2.2 of Annex I of the Convention □

1.11.6 Oil tanker dedicated to the carriage of products referred to in regulation 2.4 □

1.11.7 The ship, being designated as a "crude oil tanker" operating with COW, is also designated as a "product carrier" operating with CBT, for which a separate IOPP Certificate has also been issued □

1.11.8 The ship, being designated as a "crude oil tanker" operating with COW, is also designated as a "product carrier" operating with CBT, for which a separate IOPP Certificate has also been issued □

1.11.9 The ship, being designated as a "product carrier" operating with CBT, is also designated as a "crude oil tanker" operating with COW, for which a separate IOPP Certificate has also been issued □

"2. Equipment for the control of oil discharge from machinery space bilges and oil fuel tanks (regulations 16 and 14)

2.1 Carriage of ballast water in oil fuel tanks:

2.1.1 The ship may under normal conditions carry ballast water in oil fuel tanks □

2.2 Type of oil filtering equipment fitted:

2.2.1 Oil filtering (15 ppm) equipment (regulation 14.6)) □

2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 14.7) □

2.3 Approval standards:

2.3.1 The separating/filtering equipment:

.1 has been approved in accordance with resolution A.393(X) □

.2 has been approved in accordance with resolution MEPC.60(33)

.3 has been approved in accordance with resolution MEPC.107(49) □

.4 has been approved in accordance with resolution A.233(VII) □

.5 has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII) □

.6 has not been approved □

2.3.2 The process unit has been approved in accordance with resolution A.444(XI) □

2.3.3 The oil content meter:

.1 has been approved in accordance with resolution A.393(X) □

.2 has been approved in accordance with resolution MEPC.60(33) □

.3 has been approved in accordance with resolution MEPC.107(49) □

2.4 Maximum throughput of the system is ..... m^3/h

2.5 Waiver of regulation 14:

2.5.1 The requirements of regulation 14.1 or 14.2 are waived in respect of the ship in accordance with regulation 14.5.
The ship is engaged exclusively on voyages within special area(s) .....…… □

2.5..2 The ship is fitted with holding tank(s) for the total retention on board of all oily bilge water as follows: □

Tank identification	**Tank location**		**Volume (m^3)**
	Frames (from)-(to)	Lateral position	
		Total volume.....m^3	

2.5.3 In lieu of holding tanks the ship is provided with arrangements to transfer bilge water to the slop tank. ☐

2.6.3 In lieu of the holding tank(s) the ship is provided with arrangements to transfer bilge water to the slop tank. ☐

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

3.1 The ship is provided with oil residue (sludge) tanks 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 residues in addition to the provision of sludge tanks:

3.2.1 Incinerator for oil residues, capacity.....*l*/h ☐

3.2.2 Auxiliary boiler suitable for burning oil residues ☐

3.2.3 Tank for mixing oil residues with fuel oil, capacity ..... m^3 ☐

3.2.4 Other acceptable means:..... ☐

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

[*] Bilge water holding tank(s) are not required by the Convention, entries in the table under paragraph 3.3 are voluntary.

Tank identification	**Tank location**		**Volume (m^3)**
	Frames (from)-(to)	Lateral position	
			Total volume.....m^3"

"4. Standard discharge connection (regulation 13)

4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with regulation 13

"5. Construction (regulations 18, 19, 20, 23, 26, 27 and 28)

5.1 In accordance with the requirements of regulation 18, the ship is:

5.1.1 Required to be provided with SBT, PL and COW □

5.1.2 Required to be provided with SBT and PL □

5.1.3 Required to be provided with SBT □

5.1.4 Required to be provided with SBT or COW □

5.1.5 Required to be provided with SBT or CBT □

5.1.6 Not required to comply with the requirements of regulations 18 □

5.2 Segregated ballast tanks (SBT)

5.2.1 The ship is provided with SBT in compliance with regulation 18 □

5.2.2 The ship is provided with SBT, in compliance with regulation 18, which are arranged in protective locations (PL) in compliance with regulation 18.12 to 18.5 □

5.2.3 SBT are distributed as follows:

Tank	Volume (m^3)	Tank	Volume (m^3)
		Total volume .....m^3	

5.3 Dedicated clean ballast tanks (CBT):

5.3.1 The ship is provided with CBT in compliance with regulation 18.8, and may operate as a product carrier □

5.3.2 CBT are distributed as follows:

Tank	Volume (m^3)	Tank	Volume (m^3)
		Total volume .....m^3	

5.3.3 The ship has been supplied with a valid Dedicated Clean Ballast Tank Operation Manual, which is dated ..... □

5.3.4 The ship has common piping and pumping arrangements for ballasting the CBT and handling cargo oil □

5.3.5 The ship has separate independent piping and pumping arrangements for ballasting the CBT □

5.4 Crude oil washing (COW):

5.4.1 The ship is equipped with a COW system in compliance with regulation 33 □

5.4.2 The ship is equipped with a COW system in compliance with regulation 33 except that the effectiveness of the system has not been confirmed in accordance with regulation 33.1 and paragraph 4.2.10 of the Revised COW Specifications (resolution A.446(XI) as amended by resolutions A.497(XII) and A.897(21)) □

5.4.3 The ship has been supplied with a valid Crude Oil Washing Operations and Equipment Manual, which is dated

..... □

5.4.4 The ship is not required to be but is equipped with COW in compliance with the safety aspects of the Revised COW

Specifications (resolution A.446(XI) as amended by resolutions A.497(XII) and A.897(21)) □

5.5 Exemption from regulation 18:

5.5.1 The ship is solely engaged in trade between

.....

.....

.....

in accordance with regulation 2.5 and is therefore exempted from the requirements of regulation 18 □

5.5.2 The ship is operating with special ballast arrangements in accordance with regulation 18.10 and is therefore exempted from the requirements of regulation 18 □

5.6 Limitation of size and arrangements of cargo tanks (regulation 26):

5.6.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 26 □

5.6.2 The ship is required to be constructed according to, and complies with, the regulation 26.4 (see regulation 2.2) □

5.7 Subdivision and stability (regulation 28):

5.7.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 28 □

5.7.2 Information and data required under regulation 28.5 have been supplied to the ship in an approved form □

5.7.3 The ship is required to be constructed according to, and complies with, the requirements of regulation 27 □

5.7.4 Information and data required under regulation 27 for combination carriers have been supplied to the ship in a written procedure approved by the Administration □

5.8 Double-hull construction:

5.8.1 The ship is required to be constructed according to regulation 19 and complies with the requirements of:

.1 paragraph 3 (double-hull construction) □
.2 paragraph 4 (mid-height deck tankers and double side construction) □
.3 paragraph 5 (alternative method approved by the Marine Environment Protection Committee) □

5.8.2 The ship is required to be constructed according to and complies with the requirements of regulation 19.6 (double bottom requirements) □

5.8.3 The ship is not required to comply with the requirements of regulation 19 □

5.8.4 The ship is subject to regulation 20 and:

.1 is required to comply with regulation 13F not later than ..... □
.2 is so arranged that the following tanks or spaces are not
.3 used for the carriage of oil..... □

5.8.5 The ship is not subject to regulation 20 □

5.8.6 The ship is subject to regulation 21 □

.1 is required to comply with regulation 21.4 not later than……. □
.2 is allowed to continue operation in accordance with regulation 21.5 until ……. □
.3 is allowed to continue operation in accordance with regulation 21.6.1 until ……. □
.4 is allowed to continue operation in accordance with regulation 21.6.2 until ……. □
.5 is exempted from the provisions of regulation 21 in accordance with regulation 21.7.2 ……. □

5.8.7 The ship is not subject to regulation 21 □

5.8.8 The ship is subject to regulation 22 □

.1 complies with the requirements of regulation 22.2 □
.2 complies with the requirements of regulation 22.3 □
.3 complies with the requirements of regulation 22.5 □

5.8.7 The ship is not subject to regulation 22 □

5.9 Accidental oil outflow performance □

5.9.1 The ship complies with the requirements of regulation 23 □

"6. Retention of oil on board (regulations 29, 31 and 32)

6.1 Oil discharge monitoring and control system:

6.1.1 The ship comes under category ..... oil tanker as defined in resolution A.496(XII) or A.586(14)* *(delete as appropriate)* □

6.1.2 The oil discharge monitoring and control system has been approved in accordance with resolution MEPC.108(49) □

6.1.3 The system comprises:

.1 control unit □
.2 computing unit □

* Oil tankers the keels of which are laid, or which are at a similar stage of construction, on or after 2 October 1986 should be fitted with a system approved under resolution A.586(14).

.3 calculating unit □

6.1.4 The system is:

.1 fitted with a starting interlock □
.2 fitted with automatic stopping device □

6.1.5 The oil content meter is approved under the terms of resolution A.393(X) or A.586(14) or MEPC.108(49)* *(delete as appropriate)* suitable for:

.1 crude oil □
.2 black products □
.3 white products □
.4 oil-like noxious liquid substances as listed in the attachment to the certificate □

6.1.6 The ship has been supplied with an operations manual for the oil discharge monitoring and control system □

6.2 Slop tanks:

6.2.1 The ship is provided with ..... dedicated slop tank(s) with the total capacity of ..... m^3, 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 □

6.2.2 Cargo tanks have been designated as slop tanks □

6.3 Oil/water interface detectors:

6.3.1 The ship is provided with oil/water interface detectors approved under the terms of resolution MEPC.5(XIII)+ □

6.4 Exemptions from regulations 29, 31 and 32:

6.4.1 The ship is exempted from the requirements of regulations 29, 31 and 32 in accordance with regulation 2.4 □

6.4.2 The ship is exempted from the requirements of regulations 29, 31 and 32 in accordance with regulation 2.2 □

* For oil content meters installed on tankers built prior to 2 October 1986, refer to the Recommendations on international performance and test specifications for oily-water separating equipment and oil content meters adopted by the Organisation by resolution A.393(X). For oil content meters as part of discharge monitoring and control systems installed on tankers built on or after 2 October 1986, refer to the Guidelines and specifications for oil discharge and monitoring and control systems for oil tankers adopted by the Organisation by resolution A.586(14). For oil content meters as part of discharge monitoring and control systems installed on tankers built on or after 1 January 2007, refer to the Guidelines and specifications for oil discharge and monitoring and control systems for oil tankers adopted by the Organisation by resolution MEPC.108(49).

+ Refer to the Specification for oil/water interface detectors adopted by the Marine Environment Protection Committee for the Organisation by resolution MEPC.5(XIII).

6.5 Waiver of regulations 31 and 32:

6.5.1 The requirements of regulations 31 and 32 are waived in respect of the ship in accordance with regulation 3.5. The ship is engaged exclusively on:

.1 specific trade under regulation 2.5 .....
.....
..... □

.2 voyages within special area(s).....
.....
..... □

.3 voyages within 50 miles of the nearest land outside special area (s) of 72 hours or less in duration restricted to .....
..... □

"7. **Pumping, piping and discharge arrangements** (regulation 30)

7.1 The overboard discharge outlets for segregated ballast are located:

7.1.1 Above the waterline □

7.1.2 Below the waterline □

7.2 The overboard discharge outlets, other than the discharge manifold, for clean ballast are located:*

7.2.1 Above the waterline □

7.2.2 Below the waterline □

7.3 The overboard discharge outlets, other than the discharge manifold, for dirty ballast water or oil-contaminated water from cargo tank areas are located:*

7.3.1 Above the waterline □

7.3.2 Below the waterline in conjunction with the part flow arrangements in compliance with regulation 18(6)(e) □

7.3.3 Below the waterline □

7.4 Discharge of oil from cargo pumps and oil lines (regulation 30.4 and 30.5):

7.4.1 Means to drain all cargo pumps and oil lines at the completion of cargo discharge:

.1 drainings capable of being discharged to a cargo tank or a slop tank □

.2 for discharge ashore a special small-diameter line is

* Only those outlets which can be monitored are to be indicated.

provided ☐

"8 Shipboard oil/marine pollution contingency plan (regulation 37)

8.1 The ship is provided with a shipboard oil pollution contingency plan in compliance with regulation 37 ☐

8.2 The ship is provided with a shipboard oil pollution contingency plan in compliance with regulation 37.3 ☐

"9 Exemption

9.1 Exemptions have been granted by the Administration from the requirements of chapter 3 of Annex I of the Convention in accordance with regulation 3.1 on those items listed under paragraph(s) ..... of this Record ☐

"10 Equivalents (regulation 5)

7.1 Equivalents have been approved by the Administration for certain requirements of Annex I on those items listed under paragraph(s) ..... of this Record ☐

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at .....
(Place of issue of the Record)

(dd/mm/yyyy…….. ……

(Date of issue) *(Signature of duly authorised officer issuing the Record)*

(Seal or stamp of the issuing authority, as appropriate)"

Part 123B—Documents (Record Books and Manuals)

16 Rule 123B.16 Operation Manual —Dedicated Clean Ballast Tanks — New Zealand Ships

(1) Rule 123B.16(1)(a) is amended by substituting the following text for subrule (1)(a) —

"(a) contains all the information set out in the revised Specification for Oil Tankers with Dedicated Clean Ballast Tanks adopted by the by the International Maritime Organisation by resolution A.495(XII), as amended by that organisation from time to time; and"

(2) Rule 123B.16(3)(b) is amended by substituting the following text for subrule (3)(b) —

"(a) contains all the information set out in the revised Specification for Oil Tankers with Dedicated Clean Ballast Tanks adopted by the adopted by the International Maritime Organisation by resolution A.495(XII), as amended by that organisation from time to time; and"

17 Rule 123B.17 Operations and Equipment Manual — Crude Oil Washing —New Zealand Ships

(1) Rule 123B.17(1)(a) is amended by substituting the following text for subrule (1)(a) —

"(a) contains all the information set out in the revised Specification for the design, operation and control of crude oil washing systems adopted by the International Maritime Organisation by resolution A.446(XI) and amended by resolution A.497(XII) and as further amended by resolution A.897(21)."

(2) Rule 123B.17(1)(b) is amended by substituting the following text for subrule (1)(b) —

"(b) meets all the requirements for the form and content of an Operations and Equipment Manual adopted by the International Maritime Organisation by resolution A.446(XI), and amended by resolution A.497(XII) and as further amended by resolution A.897(21)."

(3) Rule 123B.17(3)(b) is amended by substituting the following text for subrule (3)(b) —

"(b) contains all the information set out in the revised Specification for the design, operation and control of crude oil washing systems adopted by the International Maritime Organisation by resolution A.446(XI) and amended by resolution A.497(XII) and as further amended by resolution A.897(21)."

(4) Rule 123B.17(3)(c) is amended by substituting the following text for subrule (3)(c) —

"(c) meets all the requirements for the form and content of an Operations and Equipment Manual adopted by the International Maritime Organisation by resolution A.446(XI), and amended by resolution A.497(XII) and as further amended by resolution A.897(21)."

18 Rule 123B.18 Operations Manual — Oil Discharge and Monitoring— New Zealand Ships

(1) Rule 123B.18(1)(a) is amended by substituting the following text for subrule (1)(a)—

"(a) contains all the information set out in the *Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers* adopted by the International Maritime Organisation in resolution

A.586(14), or the Revised Guidelines and specifications for oil discharge and monitoring and control systems for oil tankers adopted by the Organisation by resolution MEPC.108(49) as applicable; and"

(2) Rule 123B.18(3)(b) is amended by substituting the following text for subrule (3)(b) —

"(b) contains all the information set out in the *Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers* adopted by the International Maritime Organisation in resolution A.586(14), or the Revised Guidelines and specifications for oil discharge and monitoring and control systems for oil tankers adopted by the Organisation by resolution MEPC.108(49) as applicable; and"

19 Rule 123B.19 Operation Manual —Dedicated Clean Ballast Tanks — Foreign Ships

Rule 123B.19(b)(i) is amended by substituting the following text for subrule (b)(i) —

"(a) containing all the information set out in the revised Specification for Oil Tankers with Dedicated Clean Ballast Tanks adopted by the adopted by the International Maritime Organisation by resolution A.495(XII), as amended by that organisation from time to time; and"

20 Rule 123B.20 Operations and Equipment Manual — Crude Oil Washing —Foreign Ships

(1) Rule 123B.20(b)(i) is amended by substituting the following text for subrule (b)(i) —

"(i) containing all the information set out in the revised Specification for the design, operation and control of crude oil washing systems adopted by the International Maritime Organisation by resolution A.446(XI) and amended by resolution A.497(XII) and as further amended by resolution A.897(21)."

(2) Rule 123B.20(b)(ii) is amended by substituting the following text for subrule (b)(ii) —

"(ii) meeting all the requirements for the form and content of an Operations and Equipment Manual adopted by the International Maritime Organisation by resolution A.446(XI), and amended by resolution A.497(XII) and as further amended by resolution A.897(21)."

21 Rule 123B.21 Operations Manual — Oil Discharge and Monitoring— Foreign Ships

Rule 123B.21(2)(b)(i) is amended by substituting the following text for subrule (b)(i) —

"(a) contains all the information set out in the *Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers* adopted by the International Maritime Organisation in resolution A.586(14), or the Revised Guidelines and specifications for oil discharge and monitoring and control systems for oil tankers adopted by the Organisation by resolution MEPC.108(49) as applicable; and"

22 Part 123B Appendix 1: Oil Record Book Machinery Space Operations all Ships

(1) Appendix 1 of Part 123B is amended by substituting the following text for the Introduction to the Oil Record Book Machinery Space Operations all Ships and the List of Items to be Recorded—

"Introduction

"The following pages of this section show a comprehensive list of items of machinery space operations which are, when appropriate, to be recorded in the Oil Record Book Part I in accordance with regulation 17 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). The items have been grouped into operational sections, each of which is denoted by a letter Code.

"When making entries in the Oil Record Book Part I, the date, operational Code and item number shall be inserted in the appropriate Columns and the required particulars shall be recorded chronologically in the blank spaces.

"Each completed operation shall be signed for and dated by the officer or officers in charge. The master of the ship shall sign each completed page.

"The Oil Record Book Part I contains many references to oil quantity. The limited accuracy of tank Measurement devices, temperature variations and clingage will affect the accuracy of these readings. The entries in the Oil Record Book Part I should be considered accordingly.

"In the event of accidental or other exceptional discharge of oil statement shall be made in the Oil Record Book Part I of the circumstances of, and the reasons for, the discharge.

"Any failure of the oil filtering equipment shall be noted in the Oil Record Book Part I.

"The entries in the Oil Record Book Part I, for ships holding an IOPP Certificate, shall be at least in English, French or Spanish. Where entries in official language of the State whose flag the ship is entitled to fly are also used, this shall prevail in case of a dispute or discrepancy.

"The Oil Record Book Part I shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned ships under tow, shall be kept on board the ship. It shall be preserved for a period of three years after the last entry has been made.

"The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book Part I on board any ship to which this Annex applies while the ship is in its port or offshore terminals and may make a copy of any entry in that book and may require the master of the ship to certify that the copy is a true copy of such entry. Any copy so made which has been certified by the master of the ship as a true copy of an entry in the Oil Record Book Part I shall be made admissible in any juridical proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part I and the taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed."

(2) Appendix 1 of Part 123B list of items to be recorded is amended by —

(a) deleting in (A) Ballasting or cleaning of fuel tanks the text ".3 position of ship at start of cleaning" and ".4 position of ship at start of ballasting"

(b) inserting in at the end of .4 of (A) Ballasting or cleaning of fuel tanks the words "in cubic metres"

(c) substituting for 9. and 10 of (B) Discharge of dirty ballast or cleaning water from oil fuel tanks referred to under section (A) the following—

"9. Method of discharge:

.1 through 15 ppm equipment;

.2 to reception facilities.

"10. Quantity discharged, in cubic metres.".

(d) inserting the words "Part I" in the footnote to subsection 12.1 of section (C) Collection and disposal of oil residues (sludge) after the words "Oil Record Book" wherever they occur.

(e) substituting for the heading (C) Collection and disposal of oil residues (sludge) and the contents of section (C) 11. Collection of residues the following —

"(C). Collection and disposal of oil residues sludge and other residues)

11. Collection of oil residues

Quantities of oil residues (sludge and other residues) 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)

- identity of tank(s).....

- capacity of tank(s).....m^3

- total quantity of retention.....m^3"

(f) inserting the words ", in cubic metres"at the end of the words "State quantity of oil residues disposed of, the tank(s) emptied and the quantity of contents retained:" in section 12 Methods of disposal of residue.

(g) ssubstituting for (D) Non-automatic discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces the words the following —

"13. Quantity discharged or disposed of in cubic metres.

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

"15. Method of discharge and disposal:

.1 through 15 ppm equipment (state position at start and end);

.2 to reception facilities (identify port);[2]

.3 transfer to slop tank or holding tank (indicate tank(s); state quantity retained in tank(s), in cubic metres)."

(h) deleting section 19 of (E) Automatic discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces

(i) substituting for subsection .3 and .4 of section (H) Bunkering of fuel or bulk lubricating oil the following —

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

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[2] Ships' masters should obtain from the operator of the reception facilities, which include 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. The receipt or certificate, if attached to the Oil Record Book Part I, may aid the master of the ship in proving that his ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part I.

23 Part 123B Appendix 2: Oil Record Book Cargo/ballast operations (oil tankers)

(1) Appendix 2 of Part 123B is amended by substituting the following text for the Introduction to the Oil Record Book Cargo/ballast operations (oil tankers) and the List of Items to be Recorded—

"Introduction

"The following pages of this section show a comprehensive list of items of cargo and ballast operations which are, when appropriate, to be recorded in the Oil Record Book Part II in accordance with regulation 36 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). The items have been grouped into operational section, each of which is denoted by a code letter.

"When making entries in the Oil Record Book Part II, the date, operational code and item number shall be inserted in the appropriate columns and the required particulars shall be recorded chronologically in the blank spaces.

"Each completed operation shall be signed for and dated by the officer or officers in charge. Each completed page shall be countersigned by the master of the ship.

"In respect of the oil tankers engaged in specific trades in accordance with regulation 2.5 of Annex I of MARPOL73/78, appropriate entry in the Oil Record Book Part II shall be endorsed by the competent port State authority.*

"The Oil Record Book Part II contains many references to oil quantity. The limited accuracy of tank Measurement devices, temperature variations and clingage will affect the accuracy of these readings. The entries in the Oil Record Book Part II should be considered accordingly. In the event of accidental or other exceptional discharge of oil a statement shall be made in the Oil Record Book Part II of the circumstances of, and the reasons for, the discharge.

"Any failure of the oil discharge monitoring and control system shall be noted in the Oil Record Book Part II.

"The entries in the Oil Record Book Part II, for ships holding an IOPP Certificate, shall be at least in English, French or Spanish. Where entries in an official language of the State whose flag the ship is entitled to fly are also used, this shall prevail in case of a dispute or discrepancy.

"The Oil Record Book Part II shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned Ships under tow, shall be kept on board the Ship. It shall be preserved for a period of three years after the last entry has been made.

"The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book Part II on board any Ship to which this Annex applies while the Ship is in its port or offshore terminals and may

make a copy of any entry in that book and may require the master of the ship to certify that the copy is a true copy of such entry. Any copy so made which has been certified by the master of the Ship as a true copy of an entry in the Oil Record Book Part II shall be made admissible in any juridical proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part II and taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

(2) Appendix 2 of Part 123B List of Items to be Recorded is amended by —

(a) Substituting for subsection 3 of (A) Loading oil cargo the text " 3. Total quantity of oil loaded (state quantity added in cubic metres at 15° C and the total content of tank(s), in cubic metres)."

(b) Inserting the words ", in cubic metres."at the end of each of the following subsections:
- (i) 4.2 and 5 of section (B) Internal transfer of oil cargo during voyage
- (ii) 8 of section (C) Unloading of oil cargo
- (iii) 19.3 of section (E) Ballasting of cargo tanks
- (iv) 23 and 26 of section (F) Ballasting of dedicated clean ballast tanks (CBT tankers only)
- (v) 31.1 and 31.2 in section (G) Cleaning of cargo tanks
- (vi) 39 and 40 in section (H) Discharge of dirty ballast

(c) Insert the words "Part II" in the footnote to subsection 31.6 of section (G) Cleaning of cargo tanks after the words "Oil Record Book" wherever they occur.

(d) Substituting for subsection 47 of section (I) the following— "47. Bulk quantity discharged in cubic metres and rate of discharge in m^3/hour."

(e) Substituting for subsection 48 of section (I) the following—

"48. Final quantity discharged in cubic metres and rate of discharge in m^3/hour."

(f) Substituting for section (J) Disposal of residues and oily mixtures not otherwise dealt with the following—

"(J) Disposal of residues and oily mixtures not otherwise dealt with

55. Identity of tank(s).

56. Quantity disposed of from each tank. (State the quantity retained in cubic metres).

57. Method of disposal:

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

.2 mixed with cargo (state quantity)[5]

[5] Ships' masters should obtain from the operator of the reception facilities, which include barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred,

.3 transferred to (an) other tank(s) (identify tank(s); state quantity transferred and total quantity in tank(s));

.4 other method (state which); state quantity disposed of in cubic metres."

(g) Substituting for subsection 66 of section (L) Discharge of ballast from dedicated clean ballast tanks (CBT tankers only) the following—

"66. Quantity discharged, in cubic metres:

.1 into the sea; or

.2 to reception facility (identify port).

(h) insert a footnote to subsection 66. (L) Discharge of ballast from dedicated clean ballast tanks (CBT tankers only) with the following text —

"Ships' masters should obtain from the operator of the reception facilities, which include 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. The receipt or certificate, if attached to the Oil Record Book Part II, may aid the master of the ship in proving that his ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part II.
"

(i) substituting for subsection 75 of section (N) Accidental or other exceptional discharges of oil the words "75. Approximate quantity, in cubic metres, and type of oil."

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together with the time and date of the transfer. The receipt or certificate, if attached to the Oil Record Book Part II, may aid the master of the ship in proving that his ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part II.

Marine Protection Rules

MARINE PROTECTION AMENDMENT RULES 2008

Consultation Details

(This text does not form part of the rules contained in the Marine Protection Amendment Rules 2007: Prevention of Pollution by Oil – MARPOL Revised Annex I. *It provides details of the consultation undertaken before making the rules.)*

Summary of Consultation

An invitation to comment on the rules was issued on 14 July 2007 with a closing date for submissions of 03 September 2007.

Two organisations commented in writing on the draft rules: the Petroleum Exploration & Production Association of New Zealand, and Sanford Ltd. The Royal New Zealand Navy requested clarification on the application of certain rules orally.

The **Petroleum Exploration & Production Association of New Zealand** noted that the proposed amendments to various rules would be unlikely to result in significant costs for New Zealand offshore E&P activities. It noted that export tankers visiting FPSOs and oil terminals will need to bring oil filtering equipment up to IMO standard, and anticipated that the cost of improving design and construction standards for new oil tankers will probably be passed on to E&P activities through freight charges in the future.

Maritime New Zealand noted these comments.

Sanford Ltd provided no comment specifically on the new Annex I requirements but raised issues concerning the revised MARPOL Annex II requirements, which accompanied them. The consultation details for these requirements are provided in the *Marine Protection Amendment Rules 2007: Prevention of Pollution by Noxious Liquid Substances – MARPOL Revised Annex II.*

Maritime New Zealand's comments on the Annex II matters are set out in the consultation details to that amendment.

The Royal New Zealand Navy requested clarification of the acceptability of existing pollution prevention equipment under the new rules.

Maritime New Zealand advised that the new equipment requirements applied only to newly installed equipment or to ships built on or after dates specified in the rule.