

To: Masters, Owners/Agents maybe concerned

Subject: **NOTICE FOR RENEWAL OF IOPP CERTIFICATE INCLUDING FORM A AND B TO IMPLEMENT MEPC. 187(59) AS AMENDMENTS TO MARPOL ANNEX I**

Marine Environment Protection Committee has adopted AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973 by MEPC. 187(59) on July.17, 2009. The resolution will come into force on Jan.1, 2011.

The main contents of MEPC.187(59) and CCS's implementation procedure are as follows to which attention should be paid by all relevant shipping companies concerned.

## **1 Contents revised**

- (1) Amendments are made to the Oil Record Book;
- (2) New definition of "Oil residue (sludge), Oil residue (sludge) tank, Oily bilge water and Oily bilge water holding tank".

- (3) New requirements for the arrangement of the oil residue (sludge) tanks which **apply to new ships and existing ships of 400 GT and above**. The articles are as follows:

"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) Amendments are made to the Supplement to the IOPP Certificate Form A and Form B;

## **2 Further clarification**

- (1) All shipping companies are kindly requested to provide new edition Oil Record Book to their ships; For ships not capable to have new Oil Record Book timely after Jan 1, 2011, as temporary means it is allowed to amend the existing Oil Record Book on board to record in accordance with MEPC.187(59).
- (2) Definition of “Oil residue (sludge) tank” in Regulation 1 of the convention: Oil residue (sludge) tank means a tank which holds oil residue (sludge) in which residue (sludge) may be disposed directly through the standard discharge connection or any other approved means of disposal.
- (3) All shipping companies are kindly requested to verify the arrangement of oil residue (sludge) tank for their ships.
- (a) The purpose of checking whether oil residue (sludge) tanks are connected with the bilge piping, which is to ensure that oil residue (sludge) in oil residue (sludge) tanks/discharge and disposal systems will not be transferred to the bilge system.
- (b) If the pumping system in which bilge water is discharged to standard discharge connection by bilge pump share the same standard discharge connection with the pumping system in which residue (sludge) is discharged by residue (sludge) pump, in order to prevent the residue (sludge) in residue (sludge) tank/discharge and disposal systems is possibly transferred back to the bilge water or its disposal

system, the appropriate valves should be fitted before the common pipeline.

- c) A designated pump of residue (sludge) tank means a pump used to discharge residue (sludge), which is connected to shore connection on deck/ residue (sludge) tank or any other approved means of disposal, such as incinerators/auxiliary boilers or other discharge pumps listed at Paragraph 3.2 of IOPP Certificate Form A and Form B.
- d) Drains of residue (sludge) tanks can be considered to meet the requirements of “arrangements for subsequent visual monitoring of the settled water”, if residue (sludge) tanks is such designed that firstly drained to oil pans/fillers and then collected to the oily bilge water holding tank or bilge well.
- e) As unable discharged directly by a residue (sludge) pump through a standard discharge connection, the residue (sludge) tank (such as residue (sludge) settling tank), which is used to store residue (sludge) before getting burned in incinerator or auxiliary boiler, now should be listed instead of Form A/B 3.2.3 “Tank for mixing oil residues with fuel oil”, and should meet the requirements of residue (sludge) tank;

(4) IOPP Certificate and its supplement Form A or Form B should be renewed.

### **3 Implementation requirements**

- (1) When a ship applies first survey related to MARPOL Annex I on or later Jan 1, 2011, surveyors will verify that new edition Oil Record Book is provided on board, and arrangement of oil residue (sludge) tanks meet the above said requirements before issuing new IOPP Certificate and Supplement.
- (2) By self-examination, If shipping companies find that existing arrangements of residue (sludge) tanks on board could meet the requirements of MEPC.187(59), or it can meet the requirements by blocking parts of

pipings/altering the usage of certain pumps/adding some new valves, then site surveyors may confirm that after inspection.

- (3) If shipping companies find arrangements of residue (sludge) tanks on board have major non-conformity with MEPC.187(59), for example pumps like residue (sludge) designated pump/bilge pump should be added or most of piping need to be re-arranged, then the rearrangement plan need to be sent to CCS Plan Approval Units (including CCS Plan Approval Center, Dalian/Guangzhou Plan Approval Center) or Jiangsu Plan Approval Center or Plan Approval Division in CCS Tianjin, Qingdao, Shanghai, Fuzhou, Guangzhou branches for approval as soon as possible. After approval, application for CCS site inspection can be made.
- (4) If there's any doubt during self-examinations, shipping companies may consult with Plan Approval centers or CCS local branch; Since it will take some time for plan approval, shipping companies are requested to complete self-examinations as soon as possible, so to make plans in compliance with MEPC.187(59) based on the results.
- (5) For new building ships intended to be delivered after Jan 1, 2011, shipping companies are requested to contact with Classed Newbuildings Department and Plan Approval Centers to make sure whether ships have to comply with the requirements of MEPC.187(59).

It is noted that for the ships not in compliance with the above requirements may get involved in risk of PSC detention, and CCS will only issue a conditional IOPP Certificate to it with a prescribed period for rectification instead of full term Certificate.

Hereby notify the above.

Classed Ship in Service Department  
China Classification Society