



# South African Maritime Safety Authority

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Date: 17 February 2011

## Marine Notice No. 2 of 2011

### AMENDMENTS TO MARPOL ANNEX I FROM 1 JANUARY 2011.

TO SHIP OPERATORS, SEAFARERS, MARITIME TRAINING INSTITUTIONS AND PRINCIPAL OFFICERS

#### *Summary*

This marine notice is intended to inform concerned parties of the new MARPOL amendments that commenced on 1<sup>st</sup> January 2011.

In July 2009, IMO's Marine Environmental Protection Committee (MEPC) adopted two new resolutions namely MEPC.186(59) concerning environmental issues regarding Ship to Ship Transfers at sea and MEPC.187(59) specifying amendments to the onboard management of oil residues (sludge) and changes to the International Oil Pollution Prevention Certificate (IOPP) Forms A and B, and the Oil Record Book, Parts I and II.

1 A new Chapter 8 has been added to MARPOL Annex I on the "Prevention of pollution during transfer of oil cargo between oil tankers at sea. This applies to all tankers of 150GT and more. Such tankers will be required to carry a Ship to Ship (STS) Operations Plan prescribing how operations will be conducted. The STS plan needs to be approved by the vessel's flag state and must be placed on board no later than the first IOPP annual, intermediate or renewal survey. STS Plans are to take into account the information contained in the latest ICS/OCIMF "Ship to Ship Transfer Guide, Petroleum" and the IMO publication "Manual on Oil Pollution, Section 1, Prevention". The person supervising STS operations shall be qualified to a level satisfactory to the requirements outlined in the ICS/OCIMF STS Guide. The STS Plan may also be incorporated into the Safety Management Plan. In addition to having an approved STS Plan on board, the relevant authorities are to be notified at least 48 hours in advance of any STS transfer of oil within the EEZ.

**N.B.** In terms of the Marine Pollution Control & Civil Liability Act 6 of 1981, Section 21, all STS transfers are prohibited in the South African EEZ, except with the permission of SAMSA. It is not SAMSA policy to allow STS transfers except in exceptional circumstances and then only under direct supervision.

- 2 The amendments to the Oil Record Book include changes to Regulations:
- i) 1(Definitions),
  - ii) 12(Tanks for oil residue (sludge),
  - iii) 13(Standard discharge connection),
  - iv) 17(Oil Record Book, Part I – Machinery Space Operations),
  - v) The "Form of the IOPP Certificate" and
  - vi) The "Form of the Oil Record Book".

The changes and amendments clarify long standing requirements and remove ambiguities in order to facilitate regulatory compliance by ship's crews.

2.1 New definitions have been added to Regulation 1 including, "Oil Residue (Sludge)", "Oil Residue (Sludge) Tank", "Oily Bilge Water" and "Oily Bilge Water Holding Tank". Oily bilge water is considered to be any liquid that enters the machinery space bilge system including bilge wells, bilge piping, tank top or bilge holding tanks.

2.2 The existing definition in Regulation 12 as to what constitutes oily residues (sludge) has been transferred to Regulation 1. A paragraph has been added to Regulation 12 stating that oil residue (sludge)

may be disposed of directly from the oil residue (sludge) tank(s) through the standard discharge connection or any other approved means of disposal.

2.3 The amendments require the oil residue (sludge) tank(s) to be provided with a designated pump for disposal that is capable of suction from the oil residue (sludge) tank(s).

2.4 The oil residue (sludge) tank(s) shall have no discharge connections to the bilge system, oily bilge water holding tank(s), the tank top or oily water separator(s). However, the tank(s) may be fitted with drains, with manually operated self closing valves and arrangements for the 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 system.

3 Other amendments to Regulations 12, 13, 17 and 38 include the replacing of the word “sludge” with “oil residue (sludge)”. Similarly, the phrase “collection and disposal of oil residues (sludge and other residues)” in the Oil Record Book, Part I has been amended to read “the collection and disposal of oil residues (sludge)”.

4 Changes to the format of the supplement to the IOPP Certificate Form A (ships other than oil tankers) and Form B (oil tankers) have been made and also to the Oil Record Book, Parts I and II. All vessels are advised to start using the new editions of the Oil Record Book forthwith

The guidance contained in this Marine Notice is an overview of the regulatory requirements that have now entered into force. Affected parties are advised to check the detailed legislative requirements to ensure that their vessels comply.

Attached is a copy of Resolution MEPC. 1/Circ.736, “Guidance for the recording of operations in the Oil Record Book Part I – Machinery Space Operations (all ships)”. Other publications mentioned above can be acquired from the IMO website.

All enquiries should be addressed to your local SAMSA office.

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