Revised MARPOL Annex I enters into force January 1, 2007

Owners and operators of all ships

At the 52nd session of the Marine Environment Protection Committee (MEPC), the International Maritime Organization (IMO) adopted a revised Annex I to MARPOL 73/78. The revised Annex I will enter into force on January 1, 2007, unless otherwise stated in individual regulations.

The text of the Annex has been reorganised and renumbered into a more logical format, a number of new regulations have been introduced and some redundant regulations have been deleted. The new regulations are as follows (see attached pages for more details):

- Regulation 12A – oil fuel tank protection
- Regulation 22 – pump-room bottom protection
- Regulation 23 – accidental oil outflow performance
- Regulation 37.4 – shipboard oil pollution emergency plan (access to computerised shore-based damage stability and residual strength programs).

The construction and equipment provisions of the Annex have been placed in separate chapters from the operational requirements and the requirements for new ships and existing ships have been systematically differentiated.

As a result of the reorganisation and renumbering of the text, the wording of the International Oil Pollution Prevention (IOPP) Certificate and the associated Records of Construction and Equipment (Forms A and B) has changed. Existing IOPP Certificates and Records will remain in force until the next renewal survey is due or when reissue is required for other reasons, such as change of flag.

Another important change is that the carriage of ‘oil-like substances’ as oil cargoes, previously permitted under Regulation 14 of MARPOL Annex II, is now prohibited. These cargoes must now be carried on ships certified for compliance with the IBC Code (see Classification News 14/2006 for further details).

A table of cross-references between the ‘old’ and ‘new’ versions of MARPOL Annex I can be found in MEPC/Circ.421 or on IMO’s website, www.imo.org. Please note, however, that the table has not been updated to include all the new regulations referred to above.

HELP US TO HELP YOU – if you are an owner or operator and require further assistance, please get in touch with your local Lloyd’s Register Group office at the earliest opportunity and we will be happy to assist.

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Appendix to Classification News No. 32/2006: new MARPOL Annex I regulations

Regulation 12A – oil fuel tank protection
This regulation applies to all ships with an aggregate oil fuel capacity of 600 m³ or above for which:

• the building contract is placed on or after August 1, 2007; or
• in the absence of a building contract, the keel is laid on or after February 1, 2008; or
• delivery takes place on or after August 1, 2010.

These dates are also applicable to ships undergoing a major conversion.

Oil fuel tanks must be located above the moulded line of the bottom shell plating or inboard of the side shell plating, nowhere less than the distance ‘h’ or ‘w’, as detailed in paragraph 6 and either 7 or 8 of the regulation.

Alternatively, the oil fuel tanks can be arranged adjacent to the bottom and/or side-shell plating, provided that the ship complies with the accidental oil outflow performance standard given in paragraph 11 of the regulation.

Regulation 22 – pump-room bottom protection
This regulation applies to the cargo pump rooms of oil tankers of 5,000 dwt and above, constructed on or after January 1, 2007.

The pump room is to be provided with a double bottom so that, at any cross-section, the depth of each double-bottom tank or space is such that the distance ‘h’ between the bottom of the pump room and the ship’s baseline, measured at right-angles to the ship’s baseline, is not below B/15 metres or 2 metres (whichever is the lesser). The minimum value of h is 1 metre.

In the case of pump rooms whose bottom plate is located above the baseline by at least the minimum height required (e.g. gondola stern designs), there will be no need for a double-bottom construction.

Ballast pumps are to be provided with suitable arrangements to ensure efficient suction from double-bottom tanks.

Where the flooding of the pump room would not render the ballast or cargo pumping system inoperative, a double bottom need not be fitted.

Regulation 23 – accidental oil outflow performance
This new regulation replaces existing Regulations 24 (limitation of size and arrangement of cargo tanks) and Regulation 25 (hypothetical outflow of oil). It applies to oil tankers for which:

• the building contract is placed on or after January 1, 2007; or
• in the absence of a building contract, the keel is laid on or after July 1, 2007; or
• delivery takes place on or after January 1, 2010.

These dates are also applicable to oil tankers undergoing a major conversion.
For oil tankers of less than 5,000 dwt, the lengths of cargo tanks are limited by calculations generally the same as in existing Regulation 24, but no accidental oil outflow calculation needs be carried out.

For oil tankers of 5,000 dwt and above, the mean oil outflow parameter $O_M$ is calculated by taking into account the effects of side and bottom damages, by calculating the probability of occurrence of damages and outflow volume. This parameter is then compared with the specified maximum allowable value, which depends on the total cargo oil capacity.

**Regulation 37.4 – shipboard oil pollution emergency plan (access to computerised shore-based damage stability and residual strength programs)**

This regulation applies to new and existing oil tankers on and after January 1, 2007. It specifies that “all oil tankers of 5,000 dwt or more shall have prompt access to computerised, shore-based damage stability and residual structural strength calculation programs”.

The following acceptance criteria meet the principles, including those relevant to liability issues, and expectations under which this regulation was developed:

- verification that a contract exists onboard linking the ship with a shore-based firm and that a copy is kept onboard;
- acquisition of a statement from the shore-based firm indicating that it is capable of providing computer calculation capabilities as per the above-mentioned regulation; and
- verification that the master has means to access the shore-based firm’s damage stability and residual strength program at any time.

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