Ročník 2015

SBÍRKA MEZINÁRODNÍCH SMLUV

ČESKÁ REPUBLIKA

Částka 33 **Rozeslána dne 30. listopadu 2015** **Cena Kč 1 666,–**

OBSAH:

52

SDĚLENÍ

**Ministerstva zahraničních věcí,
kterým se nahrazuje sdělení Ministerstva zahraničních věcí
vyhlášené pod č. 71/1995 Sb.**

Ministerstvo zahraničních věcí sděluje, že dne 2. listopadu 1973 byla v Londýně přijata Mezinárodní úmluva o zamezení znečištění moří z lodí (MARPOL) a dne 17. února 1978 byl v Londýně přijat Protokol z roku 1978 k Mezinárodní úmluvě o zamezení znečištění moří z lodí.

Dne 2. července 1984 byla u generálního tajemníka Mezinárodní námořní organizace uložena listina o přístupu Československé socialistické republiky k Protokolu z roku 1978. Přistoupením k Protokolu se Československá socialistická republika podle článku I odst. 1 Protokolu zavázala provádět ustanovení tohoto protokolu a Mezinárodní úmluvy o zamezení znečištění moří z lodí z roku 1973, včetně jejích příloh.

Protokol vstoupil v platnost na základě svého článku V odst. 1 dne 2. října 1983. Pro Československou socialistickou republiku vstoupil v platnost podle odstavce 2 téhož článku dne 2. října 1984.

Příloha I vstoupila v platnost dne 2. října 1983. Pro Československou socialistickou republiku vstoupila v platnost dne 2. října 1984, příloha II vstoupila v platnost dne 6. dubna 1987, příloha III vstoupila v platnost dne 1. července 1992, příloha IV vstoupila v platnost dne 27. září 2003, příloha V vstoupila v platnost dne 31. prosince 1988 a příloha VI vstoupila v platnost dne 19. května 2005.

Dne 19. října 1993 Česká republika oznámila generálnímu tajemníkovi Mezinárodní námořní organizace, že v souladu s platnými zásadami mezinárodního práva se jako nástupnický stát České a Slovenské Federativní Republiky považuje s účinností od 1. ledna 1993 za vázanou Protokolem z roku 1978 týkajícího se Mezinárodní úmluvy o zamezení znečištění moří z lodí z roku 1973.

S Úmluvou ve znění Protokolu dodatečně vyslovil souhlas Parlament České republiky a prezident republiky podepsal dne 13. července 2015 listinu o přístupu České republiky.

Anglické znění Úmluvy a Protokolu a jejich překlad do českého jazyka se vyhlašují současně.

International Convention for the Prevention of Pollution from Ships, 1973

International Convention for the Prevention of Pollution from Ships, 1973

THE PARTIES TO THE CONVENTION,

BEING CONSCIOUS of the need to preserve the human environment in general and the marine environment in particular,

RECOGNIZING that deliberate, negligent or accidental release of oil and other harmful substances from ships constitutes a serious source of pollution,

RECOGNIZING ALSO the importance of the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, as being the first multilateral instrument to be concluded with the prime objective of protecting the environment, and appreciating the significant contribution which that Convention has made in preserving the seas and coastal environment from pollution,

DESIRING to achieve the complete elimination of intentional pollution of the marine environment by oil and other harmful substances and the minimization of accidental discharge of such substances,

CONSIDERING that this object may best be achieved by establishing rules not limited to oil pollution having a universal purport,

HAVE AGREED as follows:

Article 1
General obligations under the Convention

(1) The Parties to the Convention undertake to give effect to the provisions of the present Convention and those Annexes thereto by which they are bound, in order to prevent the pollution of the marine environment by the discharge of harmful substances or effluents containing such substances in contravention of the Convention.

(2) Unless expressly provided otherwise, a reference to the present Convention constitutes at the same time a reference to its Protocols and to the Annexes.

Article 2
Definitions

For the purposes of the present Convention, unless expressly provided otherwise:

(1) *Regulation* means the regulations contained in the Annexes to the present Convention.

(2) *Harmful substance* means any substance which, if introduced into the sea, is liable to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea, and includes any substance subject to control by the present Convention.

(3) (a) *Discharge,* in relation to harmful substances or effluents containing such substances, means any release howsoever caused from a ship and includes any escape, disposal, spilling, leaking, pumping, emitting or emptying;

(b) *Discharge* does not include:

(i) dumping within the meaning of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, done at London on 13 November 1972; or

(ii) release of harmful substances directly arising from the exploration, exploitation and associated offshore processing of sea-bed mineral resources; or

(iii) release of harmful substances for purposes of legitimate scientific research into pollution abatement or control.

(4) *Ship* means a vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft and fixed or floating platforms.

(5) *Administration* means the Government of the State under whose authority the ship is operating. With respect to a ship entitled to fly a flag of any State, the Administration is the Government of that State. With respect to fixed or floating platforms engaged in exploration and exploitation of the sea-bed and subsoil thereof adjacent to the coast over which the coastal State exercises sovereign rights for the purposes of exploration and exploitation of their natural resources, the Administration is the Government of the coastal State concerned.

(6) *Incident* means an event involving the actual or probable discharge into the sea of a harmful substance, or effluents containing such a substance.

(7) *Organization* means the Inter-Governmental Maritime Consultative Organization.*

Article 3
Application

(1) The present Convention shall apply to:

(a) ships entitled to fly the flag of a Party to the Convention; and

(b) ships not entitled to fly the flag of a Party but which operate under the authority of a Party.

(2) Nothing in the present article shall be construed as derogating from or extending the sovereign rights of the Parties under international law over the sea-bed and subsoil thereof adjacent to their coasts for the purposes of exploration and exploitation of their natural resources.

(3) The present Convention shall not apply to any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service. However, each Party shall ensure by the adoption of appropriate measures not impairing the operations or operational capabilities of such ships owned or operated by it, that such ships act in a manner consistent, so far as is reasonable and practicable, with the present Convention.

Article 4
Violation

(1) Any violation of the requirements of the present Convention shall be prohibited and sanctions shall be established therefor under the law of the Administration of the ship concerned wherever the violation occurs. If the Administration is informed of such a violation and is satisfied that sufficient evidence is available to enable proceedings to be brought in respect of the alleged violation, it shall cause such proceedings to be taken as soon as possible, in accordance with its law.

* The name of the Organization was changed to "International Maritime Organization" by virtue of amendments to the Organization's Convention which entered into force on 22 May 1982.

(2) Any violation of the requirements of the present Convention within the jurisdiction of any Party to the Convention shall be prohibited and sanctions shall be established therefor under the law of that Party. Whenever such a violation occurs, that Party shall either:

(a) cause proceedings to be taken in accordance with its law; or

(b) furnish to the Administration of the ship such information and evidence as may be in its possession that a violation has occurred.

(3) Where information or evidence with respect to any violation of the present Convention by a ship is furnished to the Administration of that ship, the Administration shall promptly inform the Party which has furnished the information or evidence, and the Organization, of the action taken.

(4) The penalties specified under the law of a Party pursuant to the present article shall be adequate in severity to discourage violations of the present Convention and shall be equally severe irrespective of where the violations occur.

Article 5

Certificates and special rules on inspection of ships

(1) Subject to the provisions of paragraph (2) of the present article a certificate issued under the authority of a Party to the Convention in accordance with the provisions of the regulations shall be accepted by the other Parties and regarded for all purposes covered by the present Convention as having the same validity as a certificate issued by them.

(2) A ship required to hold a certificate in accordance with the provisions of the regulations is subject, while in the ports or offshore terminals under the jurisdiction of a Party, to inspection by officers duly authorized by that Party. Any such inspection shall be limited to verifying that there is on board a valid certificate, unless there are clear grounds for believing that the condition of the ship or its equipment does not correspond substantially with the particulars of that certificate. In that case, or if the ship does not carry a valid certificate, the Party carrying out the inspection shall take such steps as will ensure that the ship shall not sail until it can proceed to sea without presenting an unreasonable threat of harm to the marine environment. That Party may, however, grant such a ship permission to leave the port or offshore terminal for the purpose of proceeding to the nearest appropriate repair yard available.

(3) If a Party denies a foreign ship entry to the ports or offshore terminals under its jurisdiction or takes any action against such a ship for the reason that the ship does not comply with the provisions of the present Convention, the Party shall immediately inform the consul or diplomatic representative of the Party whose flag the ship is entitled to fly, or if this is not possible, the Administration of the ship concerned. Before denying entry or taking such action the Party may request consultation with the Administration of the ship concerned. Information shall also be given to the Administration when a ship does not carry a valid certificate in accordance with the provisions of the regulations.

(4) With respect to the ship of non-Parties to the Convention, Parties shall apply the requirements of the present Convention as may be necessary to ensure that no more favourable treatment is given to such ships.

Article 6

Detection of violations and enforcement of the Convention

(1) Parties to the Convention shall co-operate in the detection of violations and the enforcement of the provisions of the present Convention, using all appropriate and practicable measures of detection and environmental monitoring, adequate procedures for reporting and accumulation of evidence.

(2) A ship to which the present Convention applies may, in any port or offshore terminal of a Party, be subject to inspection by officers appointed or authorized by that Party for the purpose of verifying whether the ship has discharged any harmful substances in violation of the provisions of the regulations. If an inspection indicates a violation of the Convention, a report shall be forwarded to the Administration for any appropriate action.

(3) Any Party shall furnish to the Administration evidence, if any, that the ship has discharged harmful substances or effluents containing such substances in violation of the provisions of the regulations. If it is practicable to do so, the competent authority of the former Party shall notify the master of the ship of the alleged violation.

(4) Upon receiving such evidence, the Administration so informed shall investigate the matter, and may request the other Party to furnish further or better evidence of the alleged contravention. If the Administration is satisfied that sufficient evidence is available to enable proceedings to be brought in respect of the alleged violation, it shall cause such proceedings to be taken in accordance with its law as soon as possible. The Administration shall promptly inform the Party which has reported the alleged violation, as well as the Organization, of the action taken.

(5) A Party may also inspect a ship to which the present Convention applies when it enters the ports or offshore terminals under its jurisdiction, if a request for an investigation is received from any Party together with sufficient evidence that the ship has discharged harmful substances or effluents containing such substances in any place. The report of such investigation shall be sent to the Party requesting it and to the Administration so that the appropriate action may be taken under the present Convention.

Article 7

Undue delay to ships

(1) All possible efforts shall be made to avoid a ship being unduly detained or delayed under articles 4, 5 or 6 of the present Convention.

(2) When a ship is unduly detained or delayed under articles 4, 5 or 6 of the present Convention, it shall be entitled to compensation for any loss or damage suffered.

Article 8

Reports on incidents involving harmful substances

(1) A report of an incident shall be made without delay to the fullest extent possible in accordance with the provisions of Protocol I to the present Convention.

(2) Each Party to the Convention shall:

(a) make all arrangements necessary for an appropriate officer or agency to receive and process all reports on incidents; and

(b) notify the Organization with complete details of such arrangements for circulation to other Parties and Member States of the Organization.

(3) Whenever a Party receives a report under the provisions of the present article, that Party shall relay the report without delay to:

(a) the Administration of the ship involved; and

(b) any other State which may be affected.

(4) Each Party to the Convention undertakes to issue instructions to its maritime inspection vessels and aircraft and to other appropriate services, to report to its authorities any incident referred to in Protocol I to the present Convention. That Party shall, if it considers it appropriate, report accordingly to the Organization and to any other Party concerned.

Article 9

Other treaties and interpretation

(1) Upon its entry into force, the present Convention supersedes the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, as amended, as between Parties to that Convention.

(2) Nothing in the present Convention shall prejudice the codification and development of the law of the sea by the United Nations Conference on the Law of the Sea convened pursuant to resolution 2750 C(XXV) of the General Assembly of the United Nations nor the present or future claims and legal views of any State concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.

(3) The term "jurisdiction" in the present Convention shall be construed in the light of international law in force at the time of application or interpretation of the present Convention.

Article 10
Settlement of disputes

Any dispute between two or more Parties to the Convention concerning the interpretation or application of the present Convention shall, if settlement by negotiation between the Parties involved has not been possible, and if these Parties do not otherwise agree, be submitted upon request of any of them to arbitration as set out in Protocol II to the present Convention.

Article 11
Communication of information

(1) The Parties to the Convention undertake to communicate to the Organization:

(a) the text of laws, orders, decrees and regulations and other instruments which have been promulgated on the various matters within the scope of the present Convention;

(b) a list of non-governmental agencies which are authorized to act on their behalf in matters relating to the design, construction and equipment of ships carrying harmful substances in accordance with the provisions of the regulations;*

(c) a sufficient number of specimens of their certificates issued under the provisions of the regulations;

(d) a list of reception facilities including their location, capacity and available facilities and other characteristics;

(e) official reports or summaries of official reports in so far as they show the results of the application of the present Convention; and

(f) an annual statistical report, in a form standardized by the Organization, of penalties actually imposed for infringement of the present Convention.

(2) The Organization shall notify Parties of the receipt of any communications under the present article and circulate to all Parties any information communicated to it under subparagraphs (1)(b) to (f) of the present article.

Article 12
Casualties to ships

(1) Each Administration undertakes to conduct an investigation of any casualty occurring to any of its ships subject to the provisions of the regulations if such casualty has produced a major deleterious effect upon the marine environment.

(2) Each Party to the Convention undertakes to supply the Organization with information concerning the findings of such investigation, when it judges that such information may assist in determining what changes in the present Convention might be desirable.

* The text of this subparagraph is replaced by that contained in article III of the 1978 Protocol.

Article 13
Signature, ratification, acceptance, approval and accession

(1) The present Convention shall remain open for signature at the Headquarters of the Organization from 15 January 1974 until 31 December 1974 and shall thereafter remain open for accession. States may become Parties to the present Convention by:

(a) signature without reservation as to ratification, acceptance or approval; or

(b) signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or

(c) accession.

(2) Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General of the Organization.

(3) The Secretary-General of the Organization shall inform all States which have signed the present Convention or acceded to it of any signature or of the deposit of any new instrument of ratification, acceptance, approval or accession and the date of its deposit.

Article 14
Optional Annexes

(1) A State may at the time of signing, ratifying, accepting, approving or acceding to the present Convention declare that it does not accept any one or all of Annexes III, IV and V (hereinafter referred to as "Optional Annexes") of the present Convention. Subject to the above, Parties to the Convention shall be bound by any Annex in its entirety.

(2) A State which has declared that it is not bound by an Optional Annex may at any time accept such Annex by depositing with the Organization an instrument of the kind referred to in article 13(2).

(3) A State which makes a declaration under paragraph (1) of the present article in respect of an Optional Annex and which has not subsequently accepted that Annex in accordance with paragraph (2) of the present article shall not be under any obligation nor entitled to claim any privileges under the present Convention in respect of matters related to such Annex and all references to Parties in the present Convention shall not include that State in so far as matters related to such Annex are concerned.

(4) The Organization shall inform the States which have signed or acceded to the present Convention of any declaration under the present article as well as the receipt of any instrument deposited in accordance with the provisions of paragraph (2) of the present article.

Article 15
Entry in force

(1) The present Convention shall enter into force 12 months after the date on which not less than 15 States, the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant shipping, have become parties to it in accordance with article 13.

(2) An Optional Annex shall enter into force 12 months after the date on which the conditions stipulated in paragraph (1) of the present article have been satisfied in relation to that Annex.

(3) The Organization shall inform the States which have signed the present Convention or acceded to it of the date on which it enters into force and of the date on which an Optional Annex enters into force in accordance with paragraph (2) of the present article.

(4) For States which have deposited an instrument of ratification, acceptance, approval or accession in respect of the present Convention or any Optional Annex after the requirements for entry into force thereof have been met but prior to the date of entry into force, the ratification, acceptance, approval or accession shall take effect on the date of entry into force of the Convention or such Annex or three months after the date of deposit of the instrument whichever is the later date.

(5) For States which have deposited an instrument of ratification, acceptance, approval or accession after the date on which the Convention or an Optional Annex entered into force, the Convention or the Optional Annex shall become effective three months after the date of deposit of the instrument.

(6) After the date on which all the conditions required under article 16 to bring an amendment to the present Convention or an Optional Annex into force have been fulfilled, any instrument of ratification, acceptance, approval or accession deposited shall apply to the Convention or Annex as amended.

Article 16
Amendments

(1) The present Convention may be amended by any of the procedures specified in the following paragraphs.

(2) Amendments after consideration by the Organization:

(a) any amendment proposed by a Party to the Convention shall be submitted to the Organization and circulated by its Secretary-General to all Members of the Organization and all Parties at least six months prior to its consideration;

(b) any amendment proposed and circulated as above shall be submitted to an appropriate body by the Organization for consideration;

(c) Parties to the Convention, whether or not Members of the Organization, shall be entitled to participate in the proceedings of the appropriate body;

(d) amendments shall be adopted by a two-thirds majority of only the Parties to the Convention present and voting;

(e) if adopted in accordance with subparagraph (d) above, amendments shall be communicated by the Secretary-General of the Organization to all the Parties to the Convention for acceptance;

(f) an amendment shall be deemed to have been accepted in the following circumstances:

(i) an amendment to an article of the Convention shall be deemed to have been accepted on the date on which it is accepted by two thirds of the Parties, the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet;

(ii) an amendment to an Annex to the Convention shall be deemed to have been accepted in accordance with the procedure specified in subparagraph (f)(iii) unless the appropriate body, at the time of its adoption, determines that the amendment shall be deemed to have been accepted on the date on which it is accepted by two thirds of the Parties, the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet. Nevertheless, at any time before the entry into force of an amendment to an Annex to the Convention, a Party may notify the Secretary-General of the Organization that its express approval will be necessary before the amendment enters into force for it. The latter shall bring such notification and the date of its receipt to the notice of Parties;

(iii) an amendment to an appendix to an Annex to the Convention shall be deemed to have been accepted at the end of a period to be determined by the appropriate body at the time of its adoption, which period shall be not less than ten months, unless within that period an objection is communicated to the Organization by not less than one third of the Parties or by the Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet whichever condition is fulfilled;

(iv) an amendment to Protocol I to the Convention shall be subject to the same procedures as for the amendments to the Annexes to the Convention, as provided for in subparagraphs (f)(ii) or (f)(iii) above;

(v) an amendment to Protocol II to the Convention shall be subject to the same procedures as for the amendments to an article of the Convention, as provided for in subparagraph (f)(i) above;

(g) the amendment shall enter into force under the following conditions:

(i) in the case of an amendment to an article of the Convention, to Protocol II, or to Protocol I or to an Annex to the Convention not under the procedure specified in subparagraph (f)(iii), the amendment accepted in conformity with the foregoing provisions shall enter into force six months after the date of its acceptance with respect to the Parties which have declared that they have accepted it;

(ii) in the case of an amendment to Protocol I, to an appendix to an Annex or to an Annex to the Convention under the procedure specified in subparagraph (f)(iii), the amendment deemed to have been accepted in accordance with the foregoing conditions shall enter into force six months after its acceptance for all the Parties with the exception of those which, before that date, have made a declaration that they do not accept it or a declaration under subparagraph (f)(ii), that their express approval is necessary.

(3) Amendment by a Conference:

(a) Upon the request of a Party, concurred in by at least one third of the Parties, the Organization shall convene a Conference of Parties to the Convention to consider amendments to the present Convention.

(b) Every amendment adopted by such a Conference by a two-thirds majority of those present and voting of the Parties shall be communicated by the Secretary-General of the Organization to all Contracting Parties for their acceptance.

(c) Unless the Conference decides otherwise, the amendment shall be deemed to have been accepted and to have entered into force in accordance with the procedures specified for that purpose in paragraph (2)(f) and (g) above.

(4) **(a)** In the case of an amendment to an Optional Annex, a reference in the present article to a "Party to the Convention" shall be deemed to mean a reference to a Party bound by that Annex.

(b) Any Party which has declined to accept an amendment to an Annex shall be treated as a non-Party only for the purpose of application of that amendment.

(5) The adoption and entry into force of a new Annex shall be subject to the same procedures as for the adoption and entry into force of an amendment to an article of the Convention.

(6) Unless expressly provided otherwise, any amendment to the present Convention made under this article, which relates to the structure of a ship, shall apply only to ships for which the building contract is placed, or in the absence of a building contract, the keel of which is laid, on or after the date on which the amendment comes into force.

(7) Any amendment to a Protocol or to an Annex shall relate to the substance of that Protocol or Annex and shall be consistent with the articles of the present Convention.

(8) The Secretary-General of the Organization shall inform all Parties of any amendments which enter into force under the present article, together with the date on which each such amendment enters into force.

(9) Any declaration of acceptance or of objection to an amendment under the present article shall be notified in writing to the Secretary-General of the Organization. The latter shall bring such notification and the date of its receipt to the notice of the Parties to the Convention.

Article 17
Promotion of technical co-operation

The Parties to the Convention shall promote, in consultation with the Organization and other international bodies, with assistance and co-ordination by the Executive Director of the United Nations Environment Programme, support for those Parties which request technical assistance for:

(a) the training of scientific and technical personnel;

(b) the supply of necessary equipment and facilities for reception and monitoring;

(c) the facilitation of other measures and arrangements to prevent or mitigate pollution of the marine environment by ships; and

(d) the encouragement of research;

preferably within the countries concerned, so furthering the aims and purposes of the present Convention.

Article 18
Denunciation

(1) The present Convention or any Optional Annex may be denounced by any Parties to the Convention at any time after the expiry of five years from the date on which the Convention or such Annex enters into force for that Party.

(2) Denunciation shall be effected by notification in writing to the Secretary-General of the Organization who shall inform all the other Parties of any such notification received and of the date of its receipt as well as the date on which such denunciation takes effect.

(3) A denunciation shall take effect 12 months after receipt of the notification of denunciation by the Secretary-General of the Organization or after the expiry of any other longer period which may be indicated in the notification.

Article 19
Deposit and registration

(1) The present Convention shall be deposited with the Secretary-General of the Organization who shall transmit certified true copies thereof to all States which have signed the present Convention or acceded to it.

(2) As soon as the present Convention enters into force, the text shall be transmitted by the Secretary-General of the Organization to the Secretary-General of the United Nations for registration and publication, in accordance with Article 102 of the Charter of the United Nations.

Article 20
Languages

The present Convention is established in a single copy in the English, French, Russian and Spanish languages, each text being equally authentic. Official translations in the Arabic, German, Italian and Japanese languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned* being duly authorized by their respective governments for that purpose have signed the present convention.

DONE AT LONDON this second day of November, one thousand nine hundred and seventy-three.

* Signatures omitted.

PŘEKLAD

Mezinárodní úmluva o zamezení znečištění moří z lodí, 1973

Mezinárodní úmluva o zamezení znečištění moří z lodí, 1973

SMLUVNÍ STRANY ÚMLUVY,

UVĚDOMUJÍCÍ SI nutnost chránit životní prostředí lidí obecně a zejména mořské prostředí,

UZNÁVAJÍCÍ, že vypouštění ropných látek a jiných škodlivých látek z lodí, ať již úmyslné, z nedbalosti či z důvodu nehody, představuje závažný zdroj znečištění.

UZNÁVAJÍCÍ ROVNĚŽ důležitost Mezinárodní úmluvy o zamezení znečištění moří ropnými látkami z roku 1954, jakožto první dojednaný multilaterální nástroj na ochranu životního prostředí jako prvotní cíl, a jsou si vědomy významného přínosu této úmluvy k ochraně prostředí v mořích a na pobřeží před znečišťováním,

PŘEJÍCÍ SI úplné odstranění úmyslného znečišťování mořského prostředí ropnými látkami a jinými škodlivými látkami a minimalizaci vypouštění těchto látek z důvodů nehod,

MAJÍCÍ ZA TO, že tohoto cíle lze nejlépe dosáhnout stanovením pravidel, která se neomezují jen na znečišťování ropnými látkami, ale s obecnějším záměrem,

se dohodly následovně:

Článek 1

Obecné povinnosti definované úmluvou,

(1) Smluvní strany této úmluvy se zavazují uskutečňovat ustanovení této úmluvy a ustanovení jejích příloh, kterými jsou vázány, aby bránily znečišťování mořského prostředí vypouštěním škodlivých látek nebo odpadních vod obsahujících takové látky v rozporu s touto úmluvou.

(2) Nebude-li výslovně uvedeno jinak, odkaz na tuto úmluvu současně představuje i odkaz na její protokoly a na její přílohy.

Článek 2

Definice

Pro účely této úmluvy, nebude-li výslovně uvedeno jinak:

(1) Termín *pravidlo* znamená pravidla obsažená v přílohách k této úmluvě.

(2) Termín *škodlivá látka* znamená jakoukoliv látku, která, pronikne-li do moře, může být pravděpodobným zdrojem ohrožení lidského zdraví, poškození živých zdrojů a mořského života, poškození vybavení nebo může bránit jiným legitimním použitím moře. Termín zahrnuje veškeré látky podléhající regulaci touto úmluvou.

(3) (a) Termín *vypouštění*, v souvislosti se škodlivými látkami nebo odpadními vodami obsahujícími takové látky, znamená jakékoliv vypouštění z lodi, z libovolné příčiny, a zahrnuje veškeré úniky, odstraňování, rozlití, úniky z netěsností, čerpání, vytékání nebo vyprazdňování;

(b) Termín *vypouštění* nezahrnuje:

(i) ukládání odpadu ve smyslu Úmluvy o zamezení znečištění moří odkládáním odpadů a jiných látek uzavřené v Londýně dne 13. listopadu 1972;

(ii) vypouštění škodlivých látek přímo způsobené výzkumem, využíváním a souvisejícím příbřežním zpracováním minerálních zdrojů z mořského dna; nebo

(iii) vypouštění škodlivých látek za účelem odůvodněného vědeckého výzkumu omezování nebo regulace znečišťování.

(4) Termín *loď* znamená plavidlo jakéhokoliv typu provozované v mořském prostředí a zahrnuje lodi na podvodních křídlech, vznášedla, ponorná plavidla, plavidla plovoucí na hladině a pevné či plovoucí plošiny.

(5) Termín *správní orgán* znamená vládu nebo stát pod jejíž/jehož správou je loď provozována. Pokud jde o loď oprávněnou plout pod vlajkou libovolného státu, je správním orgánem vláda daného státu. Pokud jde o pevné či plovoucí plošiny účastnící se průzkumu a využívání mořského dna a jeho půdního podloží sousedícího s pobřežím, na kterém pobřežní stát uplatňuje svá svrchovaná práva za účelem průzkumu a využívání jejich přírodních zdrojů, je správním orgánem vláda dotčeného pobřežního státu.

(6) Termín *mimořádná událost* znamená událost spojenou se skutečným nebo pravděpodobným vypuštěním škodlivé látky nebo odpadní vody obsahující tuto látku do moře.

(7) Termín *Organizace* znamená Mezivládní námořní poradní organizaci.*

Článek 3

Použití

(1) Tato úmluva se bude vztahovat na:

(a) lodě oprávněné plout pod vlajkou smluvní strany této úmluvy a

(b) lodě neoprávněné plout pod vlajkou vlajku smluvní strany této úmluvy, ale provozované pod dohledem smluvní strany.

(2) Nic v tomto článku nesmí být vykládáno jako odchylka od nebo rozšíření svrchovaných práv smluvních stran podle mezinárodního práva nad mořským dnem a jeho půdním podložím v blízkosti jejich pobřeží za účelem průzkumu a využívání jejich přírodních zdrojů.

(3) Tato úmluva se nebude vztahovat na veškerá válečná plavidla, námořní pomocné nebo jiné lodě vlastněné či provozované státem a využívané, dočasně, jen k vládní nekomerční službě. Každá smluvní strana však musí zajistit přijetím vhodných opatření neomezujících provoz nebo provozní vlastnosti těchto lodí jí vlastněných či provozovaných, že tyto lodě budou provozovány, nakolik je to přijatelné a proveditelné, v souladu s touto úmluvou.

Článek 4

Porušení

(1) Veškerá porušení podmínek této úmluvy budou zakázána a budou za ně stanoveny sankce na základě právních norem správního orgánu dotčené lodi, a to bez ohledu na místo, kde k porušení dojde. Je-li správní orgán o takovém porušení informován a je-li ujištěn, že je k dispozici dostatek důkazů k zahájení řízení týkajícího se tohoto domnělého porušení, zahájí toto řízení jakmile to bude možné, a to v souladu se svou legislativou.

(2) Veškerá porušení podmínek této úmluvy pod pravomocí libovolné smluvní strany této úmluvy budou zakázána a budou za ně stanoveny sankce na základě právních norem dané smluvní strany. Kdykoliv k takovému porušení dojde, daná smluvní strana musí buď:

(a) zahájit řízení v souladu se svou legislativou nebo

* Název Organizace byl změněn, na základě změn stanov Organizace, které vstoupily platnost dne 22. května 1982, na „Mezinárodní námořní organizace".

(b) poskytnout správnímu orgánu lodi informace a důkazy, které vlastní, o tom, že k porušení došlo.

(3) Tam, kde jsou informace či důkazy týkající se veškerých porušení této úmluvy lodí předány správnímu orgánu této lodi, musí tento správní orgán neprodleně informovat smluvní stranu, která tyto informace či důkazy poskytla, a Organizaci o podniknutých opatřeních.

(4) Pokuty uvedené v legislativě smluvní strany na základě tohoto článku musí být v takové přiměřené výši, která je dostačující k odrazení od porušování této úmluvy a musí mít stejnou výši bez ohledu na to, kde k porušení došlo.

Článek 5

Osvědčení a zvláštní pravidla pro prohlídky lodí

(1) Na základě ustanovení odstavce (2) tohoto článku libovolné osvědčení vystavené na základě pravomocí smluvní strany této úmluvy v souladu s ustanoveními pravidel musí být přijato i ostatními smluvními stranami a musí se považovat za to, že má, pokud jde o veškeré účely zahrnuté v této úmluvě, stejnou platnost jako osvědčení vystavená ostatními smluvními stranami.

(2) Loď, u které se vyžaduje vystavení osvědčení v souladu s ustanoveními pravidel podléhá, nachází-li se v přístavech nebo příbřežních terminálech pod pravomocí smluvní strany, prohlídkám ze strany úředníků zmocněných danou smluvní stranou. Veškeré tyto prohlídky se musí omezovat na ověření toho, zdali se na palubě nachází platné osvědčení, pokud však není opodstatněné podezření, že stav lodi nebo jejího vybavení do značné míry neodpovídá specifikacím daného osvědčení. V tomto případě, nebo pokud loď platné osvědčení nenese, smluvní strana provádějící prohlídku podnikne takové kroky, které zajistí, že daná loď neodpluje na moře aniž by představovala nepřiměřenou hrozbu poškození mořského prostředí. Tato smluvní strana však může takové lodi udělit povolení k opuštění přístavu nebo příbřežního terminálu za účelem plavby do nejbližší dostupné opravárenské loděnice.

(3) Pokud smluvní strana odepře zahraniční lodi vstup do přístavu či příbřežních terminálů ve své pravomoci nebo vůči takové lodi podnikne jakékoliv opatření z důvodu toho, že loď nesplňuje ustanovení této úmluvy, daná smluvní strana musí okamžitě uvědomit konzula nebo diplomatického zástupce smluvní strany, jejíž vlajku je daná loď oprávněna nést nebo, je-li to možné, správní orgán dotčené lodi. Před odepřením vstupu nebo přijetím těchto opatření si může smluvní strana vyžádat konzultaci se správním orgánem dotčené lodi. Správnímu orgánu musí být také poskytnuty informace o tom, že loď nenese platné osvědčení v souladu s ustanoveními pravidel.

(4) Pokud jde o lodě stran, které nejsou účastníky této úmluvy, musí smluvní strany uplatňovat podmínky této úmluvy, které mohou být nutné k zajištění toho, že s těmito loděmi nebude nakládáno za příznivějších podmínek.

Článek 6

Zjišťování porušení a vymáhání této úmluvy

(1) Smluvní strany této úmluvy musí při zjišťování porušení a vymáhání ustanovení této úmluvy spolupracovat, a to za použití všech přiměřených a proveditelných opatření ke zjišťování a sledování životního prostředí, přiměřených postupů ohlašování a shromažďování důkazů.

(2) Loď, na kterou se tato úmluva vztahuje může v jakémkoliv přístavu či příbřežním terminálu podléhat prohlídce ze strany úředníků zmocněných danou smluvní stranou za účelem ověření toho, zdali tato loď vypustila nějaké škodlivé látky v rozporu s ustanoveními pravidel. Pokud prohlídka naznačí, že k porušení této úmluvy došlo, správnímu orgánu musí být zaslána zpráva, aby mohl přijmout vhodné opatření.

(3) Každá smluvní strana musí poskytnout správnímu orgánu důkazy, pokud existují, že daná loď

vypustila škodlivé látky nebo odpadní vody obsahující tyto látky v rozporu s ustanoveními pravidel. Je-li to proveditelné, musí příslušný správní orgán dříve jmenované smluvní strany o domnělém porušení informovat kapitána dané lodi.

(4) Po přijetí těchto důkazů musí tímto informovaný správní orgán záležitost vyšetřit; může také vyzvat jinou smluvní stranu, aby přeložila další nebo lepší důkazy domnělého porušení. Je-li správní orgán přesvědčen, že má k dispozici dostatek důkazů k zahájení řízení týkajícího se tohoto domnělého porušení, zahájí toto řízení jakmile to bude možné, a to v souladu se svou legislativou. Správní orgán musí okamžitě informovat smluvní stranu, která domnělé porušení oznámila, a Organizaci o podniknutých opatřeních.

(5) Smluvní strana může také provést prohlídku lodě, na kterou se tato úmluva vztahuje, při jejím vstupu do přístavu nebo příbřežního terminálu pod její pravomocí, pokud obdrží žádost o vyšetření od jiné smluvní strany i s dostatečnými důkazy, že daná loď na libovolném místě vypustila škodlivé látky nebo odpadní vody obsahující tyto látky. Zpráva o vyšetřování musí být zaslána smluvní straně, která o vyšetřování zažádala a také správnímu orgánu, aby mohla být přijata příslušná opatření na základě této úmluvy.

Článek 7

Zbytečné zpoždění lodí

(1) Je nutné vynaložit veškeré možné úsilí, aby se zabránilo zbytečnému zadržování a zpožďování na základě článků 4, 5 nebo 6 této úmluvy.

(2) Je-li loď zbytečně zadržována nebo zpožďována na základě článků 4, 5 nebo 6 této úmluvy, bude mít nárok na odškodnění za veškeré vzniklé ztráty či škody.

Článek 8

Zprávy o mimořádných událostech zahrnujících škodlivé látky

(1) Zpráva o mimořádné události musí být vyhotovena bez prodlení, a to v co největším možném rozsahu v souladu s ustanoveními Protokolu I této úmluvy.

(2) Každá smluvní strana úmluvy musí:

(a) učinit veškerá opatření nezbytná k tomu, aby mohl příslušný úředník nebo agentura přijímat a zpracovávat veškeré zprávy o mimořádných událostech a

(b) oznámit Organizaci veškeré informace o těchto opatřeních, aby bylo možné je sdělit jiným smluvním stranám a členským státům Organizace.

(3) Kdykoliv smluvní strana obdrží zprávu na základě tohoto článku, tato strana musí tuto zprávu bez prodlení předat:

(a) správnímu orgánu dotčené lodi a

(b) všem ostatním členským státům, které mohou být ovlivněny.

(4) Každá smluvní strana této úmluvy se zavazuje vypracovat pokyny pro plavidla a letouny své námořní inspekce a jiným příslušným službám, aby mohly oznamovat svým orgánům veškeré mimořádné události uvedené v Protokolu I této úmluvy. Tato smluvní strana musí, pokud to považuje za vhodné, podávat řádným způsobem zprávy Organizaci i všem ostatním dotčeným smluvním stranám.

Článek 9

Další smlouvy a interpretace

(1) Po svém vstupu v platnost tato úmluva nahrazuje Mezinárodní úmluvu o zamezení znečištění moří ropnými látkami z roku 1954, ve znění pozdějších předpisů, mezi smluvními stranami oné úmluvy.

(2) Nic v této úmluvě nesmí ovlivnit kodifikaci a rozvoj námořního práva Konference Organizace spojených národů o Námořním právu svolanou na základě usnesení 2750 C (XXV) Valného shromáždění Organizace spojených národů, ani současné nebo budoucí nároky a právní názory libovolného státu, týkající se námořního práva a povahu a rozsah pravomoci pobřežního státu a státu vlajky.

(3) Termín „pravomoc" se bude v této úmluvě vykládat ve světle mezinárodního práva platného v době provádění a výkladu této úmluvy.

Článek 10

Řešení sporů

Veškeré spory mezi dvěma nebo více smluvními stranami této úmluvy týkající se výkladu nebo provádění této úmluvy musí být, pokud spor nemohl být vyřešen jednáním mezi zainteresovanými smluvními stranami, a pokud tyto smluvní strany jinak nesouhlasí, na žádost některé z nich předloženy k rozhodčímu řízení, jak je uvedeno v Protokolu II k této úmluvě.

Článek 11

Sdělování informací

(1) Smluvní strany této úmluvy se zavazují Organizaci sdělovat:

(a) znění zákonů, nařízení, vyhlášek a předpisů a dalších dokumentů, které byly zveřejněny ohledně různých záležitostí v rámci působnosti této úmluvy;

(b) seznam nevládních agentur, které jsou oprávněny jednat jejich jménem ve věcech týkajících se projektování, výstavby a vybavení lodí hromadně přepravujících škodlivé látky v souladu s ustanoveními pravidel;*

(c) dostatečný počet vzorků jejich osvědčení vydaných na základě ustanovení pravidel;

(d) seznam zařízení pro odevzdávání látek z lodí, včetně jejich umístění, kapacity a dostupných zařízení a dalších charakteristik;

(e) oficiální zprávy nebo shrnutí oficiálních zpráv, pokud uvádějí výsledky uplatňování této úmluvy a

(f) výroční statistickou zprávu, ve formě standardizované Organizací, o sankcích skutečně uložených za porušení této úmluvy.

(2) Organizace musí oznámit smluvním stranám přijetí veškerých sdělení na základě tohoto článku a rozešle všem smluvním stranám veškeré informace, které jí byly sděleny na základě písmen (1)(b) až (f) tohoto článku.

* Znění tohoto pododstavce se nahrazuje zněním, které je obsaženo v článku III protokolu z roku 1978.

Článek 12

Nehody lodí

(1) Každý správní orgán se zavazuje provést vyšetřování veškerých nehod, ke kterým dojde na jejích lodích spadajících do účinnosti ustanovení pravidla, pokud tyto nehody měly za následek významný nepříznivý vliv na mořské prostředí.

(2) Každá smluvní strana této úmluvy se zavazuje dodat Organizaci informace týkající se zjištění z tohoto vyšetřování, pokud se domnívá, že tyto informace mohou pomoci při určování toho, jaké změny v této úmluvě mohou být žádoucí.

Článek 13

Podpis, ratifikace, přijetí, schválení a přistoupení

(1) Tato úmluva bude otevřena k podpisu v sídle Organizace od 15. ledna 1974 do 31. prosince 1974 a poté zůstává otevřena k přistoupení. Státy se mohou stát smluvními stranami této úmluvy následovně:

(a) podpisem bez výhrady ratifikace, přijetí nebo schválení nebo

(b) podpisem podléhajícím ratifikaci, přijetí nebo schválení, po němž následuje ratifikace, přijetí nebo schválení nebo

(c) přistoupením.

(2) Ratifikace, přijetí, schválení nebo přistoupení se uskuteční uložením listiny v tomto smyslu u generálního tajemníka Organizace.

(3) Generální tajemník Organizace musí informovat veškeré státy, které podpsaly tuto úmluvu nebo k ní přistoupily, o každém podpisu nebo uložení každé nové listiny o ratifikaci, přijetí, schválení nebo přistoupení a o dnu jejího uložení.

Článek 14

Nepovinné přílohy

(1) Stát může v době podpisu, ratifikace, přijetí, schválení nebo přistoupení k této úmluvě prohlásit, že nepřijímá některou jednotlivou jednu nebo všechny Přílohy III, IV a V (dále jen „nepovinné přílohy") k této úmluvě. Na základě výše uvedeného, smluvní strany této úmluvy budou vázány jakoukoliv přílohou v plném rozsahu.

(2) Stát, který prohlásil, že není vázán nějakou nepovinnou přílohou může kdykoli tuto přílohu přijmout, a to uložením listiny daného typu uvedeného v článku 13(2) u Organizace.

(3) Stát, který učiní prohlášení podle odstavce (1) tohoto článku v souvislosti s nepovinnou přílohou a které následně tuto přílohu přijal v souladu s odstavcem (2) tohoto článku nesmí mít žádnou povinnost ani nárok na jakékoliv výsady založené na této úmluvě, pokud jde o záležitosti týkající se dané přílohy a všechny odkazy, pokud jde záležitosti dané přílohy, na smluvní strany této úmluvy nesmí zahrnovat tento stát.

(4) Organizace musí informovat státy, které podepsaly nebo přistoupily k této úmluvě o všech prohlášeních na základě tohoto článku, jakož i přijetí listiny uložené v souladu s ustanoveními odstavce (2) tohoto článku.

Článek 15

Vstup v platnost

(1) Tato úmluva vstupuje v platnost 12 měsíců po dni, kdy se stane jejími smluvními stranami v souladu s článkem 13 ne méně než 15 států, jejichž sloučená obchodní loďstva tvoří ne méně než 50 procent hrubé prostornosti světového obchodního loďstva.

(2) Nepovinná příloha vstoupí v platnost 12 měsíců po dni, kdy budou v souvislosti s touto přílohou splněny podmínky stanovené v odstavci (1) tohoto článku.

(3) Organizace musí informovat státy, které podepsaly tuto úmluvu nebo k ní přistoupily o datu, kdy vstoupí v platnost a o datu, kdy vstoupí v platnost nepovinná příloha v souladu s odstavcem (2) tohoto článku.

(4) U států, které uložily listiny o ratifikaci, přijetí, schválení nebo přistoupení, pokud jde o tuto úmluvu nebo libovolnou nepovinnou přílohu po té, co byly splněny požadavky pro jejich vstup v platnost, ale před datem vstupu v platnost, ratifikace, přijetí, schválení nebo přistoupení nabývá účinku dnem vstupu této úmluvy nebo této přílohy v platnost nebo tři měsíce po dni uložení dané listiny, přičemž rozhodné je pozdější datum.

(5) U států, které uložily listiny o ratifikaci, přijetí, schválení nebo přistoupení po dni, kdy tato úmluva nebo nepovinná příloha vstoupila v platnost, vstoupí úmluva nebo nepovinná příloha v platnost tři měsíce po dni uložení dané listiny.

(6) Po dni, kdy byly splněny všechny podmínky požadované na základě článku 16, aby vstoupila v platnost změna této úmluvy nebo nepovinné přílohy, jakákoliv uložená listina o ratifikaci, přijetí, schválení nebo přistoupení se bude vztahovat na tuto úmluvu nebo přílohy ve znění pozdějších úprav.

Článek 16

Změny

(1) Tuto úmluvu lze měnit prostřednictvím některého z postupů uvedených v následujících odstavcích.

(2) Změny po projednání Organizací:

(a) veškeré změny navržené smluvní stranou této úmluvy se předkládají Organizaci a její generální tajemník je rozesílá všem členům Organizace a všem smluvním stranám nejméně šest měsíců před jejím projednání;

(b) veškeré změny navržené a rozeslané výše uvedeným způsobem musí být Organizací předloženy příslušnému orgánu k projednání;

(c) smluvní strany této úmluvy, ať jsou či nejsou členy Organizace, budou oprávněny účastnit se jednání příslušného orgánu;

(d) změny se budou přijímat dvoutřetinovou většinou pouze přítomných a hlasujících smluvních stran této úmluvy;

(e) jsou-li změny přijaty v souladu s výše uvedeným pododstavcem (d), budou rozeslány generálním tajemníkem Organizace všem smluvním stranám této úmluvy k přijetí;

(f) změna se bude považovat za přijatou v následujících případech:

(i) změna článku této úmluvy se bude považovat za přijatou dnem, kdy bude přijata dvěma třetinami smluvních stran, jejichž sloučená obchodní loďstva tvoří ne méně než 50 procent hrubé prostornosti světového obchodního loďstva.

(ii) změna přílohy této úmluvy se bude považovat za přijatou v souladu s postupem uvedeným v pododstavci (f)(iii), pokud příslušný orgán nestanoví v době jejího

přijetí, že změna se bude považovat za přijatou ke dni, kdy je přijata dvěma třetinami smluvních stran, jejichž sloučená obchodní loďstva tvoří ne méně než 50 procent hrubé prostornosti světového obchodního loďstva. Nicméně, kdykoliv před vstupem změny přílohy této úmluvy v platnost může smluvní strana oznámit generálnímu tajemníkovi Organizace, že před vstupem této změny v platnost pro ní bude nutný její výslovný souhlas. Generální tajemník Organizace informuje o tomto oznámení a datu jeho přijetí smluvní strany;

(iii) změna dodatku přílohy této úmluvy se bude považovat za přijatou na konci lhůty stanovené příslušným orgánem v době jejího přijetí, přičemž tato lhůta nesmí být kratší než deset měsíců, nebude-li však Organizaci během této lhůty sdělena námitka ze strany ne méně než jedné třetiny smluvních stran, jejichž sloučená obchodní loďstva tvoří ne méně než 50 procent hrubé prostornosti světového obchodního loďstva, podle toho, která podmínka je splněna.

(iv) změna Protokolu I k této úmluvě podléhá stejným postupům, které platí pro změny příloh této úmluvy tak, jak je stanoveno ve výše uvedených pododstavcích (f)(ii) nebo (f)(iii).

(v) změna Protokolu II k této úmluvě podléhá stejným postupům, které platí pro změny článku této úmluvy tak, jak je stanoveno ve výše uvedeném pododstavci (f)(i).

(g) změna vstoupí v platnost za následujících podmínek:

(i) v případě změny článku této úmluvy, Protokolu II nebo Protokolu I nebo přílohy této úmluvy, která není přijata v souladu s postupem uvedeným v pododstavci (f)(iii), změna přijatá v souladu s výše ustanoveními vstoupí v platnost šest měsíců po dni jejího přijetí, pokud jde o smluvní strany, které prohlásily, že ji přijaly.

(ii) v případě změny Protokolu I, dodatku k příloze nebo přílohy k této úmluvě na základě postupu uvedeného v pododstavci (f)(iii), změna považovaná za přijatou v souladu s výše uvedenými podmínkami vstoupí v platnost šest měsíců po jejím přijetí pro všechny smluvní strany s výjimkou těch, které před tímto datem učinili prohlášení, že ji nepřijímají nebo prohlášení na základě pododstavce (f)(ii), že je nutné jejich výslovné schválení.

(3) Změna učiněná konferencí:

(a) Na žádost jedné z smluvních stran, odsouhlasené nejméně jednou třetinou smluvních stran, musí Organizace svolat konferenci smluvních stran této úmluvy, aby zvážila změny této úmluvy.

(b) Každá změna přijatá na uvedené konferenci dvoutřetinovou většinou přítomných a hlasujících smluvních stran musí být sdělena generálním tajemníkem Organizace všem smluvním stranám k přijetí.

(c) Pokud konference nerozhodne jinak, bude změna považována za přijatou a za to, že vstoupila v platnost v souladu s postupy uvedenými pro tento účel ve výše uvedených odstavcích (2)(f) a (g).

(4) (a) V případě změny nepovinné přílohy, odkaz v tomto článku na „smluvní stranu této úmluvy" se považuje za to, že znamená odkaz na smluvní stranu vázanou touto přílohou.

(b) S každou stranou, která odmítne změnu přílohy přijmout se bude jednat jako se stranou, která není účastníkem této úmluvy, pouze pro účely uplatňování této změny.

(5) Přijetí a vstup nové přílohy v platnost bude podléhat stejným postupům jako jsou postupy pro přijetí a vstup změny článku této úmluvy v platnost.

(6) Nebude-li výslovně uvedeno jinak, musí se jakákoliv změna této úmluvy učiněná na základě tohoto článku, která se týká struktury lodi, vztahovat pouze na lodě, u kterých je uzavřena smlouva o

stavbě nebo, v případě neexistence smlouvy o stavbě, jejichž kýl bude položen v den nebo po dni, kdy tato změna vstoupí v platnost.

(7) Každá změna protokolu nebo přílohy se bude vztahovat na podstatu tohoto protokolu nebo přílohy a musí být v souladu s články této úmluvy.

(8) Generální tajemník Organizace musí informovat všechny smluvní strany o všech změnách, které vstoupí v platnost na základě tohoto článku, a to spolu s datem, kdy každá taková změna vstoupí v platnost.

(9) Veškerá prohlášení o přijetí nebo o námitkách vůči změně na základě tohoto článku musí být sdělena písemnou formou generálnímu tajemníkovi Organizace. Generální tajemník Organizace informuje o tomto oznámení a datu jeho přijetí smluvní strany této úmluvy.

Článek 17

Podpora technické spolupráce

Smluvní strany této úmluvy musí prosazovat, ve spolupráci s Organizací a dalšími mezinárodními Organizacemi, s pomocí a při koordinaci ze strany výkonného ředitele Programu pro životní prostředí při Organizaci spojených národů, podporu těm smluvním stranám, které požadují technickou pomoc v/ve:

(a) školení vědeckého a technického personálu;

(b) dodávkách nutného zařízení a vybavení pro příjem a monitoring;

(c) usnadňování dalších opatření a plánů určených k zabránění nebo zmírnění znečišťování mořského prostředí z lodí a

(d) podpoře výzkumu;

pokud možno v rámci dotčených zemí tak podporovat cíle a záměry této úmluvy.

Článek 18

Výpověď

(1) Tato úmluva nebo kterákoliv nepovinná příloha může být vypovězena kteroukoliv smluvní stranou této úmluvy, a to kdykoli po uplynutí pěti let ode dne, kdy tato úmluva nebo taková příloha vstoupí v platnost pro danou smluvní stranu.

(2) Výpověď musí být provedena písemným oznámením generálnímu tajemníkovi Organizace, který uvědomí všechny ostatní smluvní strany o každém takovém obdrženém oznámení a o datu jeho přijetí, jakož i o datu, kdy tato výpověď nabývá účinnosti.

(3) Výpověď nabývá účinnosti 12 měsíců po obdržení (generálním tajemníkem Organizace) oznámení o výpovědi nebo po uplynutí jiné delší lhůty, která může být uvedena v daném oznámení.

Článek 19

Uložení a registrace

(1) Tato úmluva bude uložena u generálního tajemníka Organizace který rozešle ověřené opisy všem státům, které tuto úmluvu podepsaly nebo k ní přistoupily.

(2) Jakmile tato úmluva vstoupí v platnost, musí být její text předán generálním tajemníkem Organizace generálnímu tajemníkovi Organizace spojených národů k registraci a zveřejnění v souladu s Článkem 102 Charty Organizace spojených národů.

Článek 20

Jazyky

Tato úmluva je vypracována v jediném vyhotovení v jazyce anglickém, francouzském, ruském a španělském, přičemž všechna znění mají stejnou platnost. S podepsaným originálem musí být připraveny a uloženy oficiální překlady do arabštiny, němčiny, italštiny a japonštiny.

NA DŮKAZ ČEHOŽ níže podepsaní* řádně zmocněni svými příslušnými vládami k tomuto účelu tuto úmluvu podepsali.

UZAVŘENO V LONDÝNĚ dne druhého listopadu roku tisíc devět set sedmdesát tři.

* Podpisy vynechány.

Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973

Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973

THE PARTIES TO THE PRESENT PROTOCOL,

RECOGNIZING the significant contribution which can be made by the International Convention for the Prevention of Pollution from Ships, 1973, to the protection of the marine environment from pollution from ships,

RECOGNIZING ALSO the need to improve further the prevention and control of marine pollution from ships, particularly oil tankers,

RECOGNIZING FURTHER the need for implementing the regulations for the prevention of pollution by oil contained in Annex I of that Convention as early and as widely as possible,

ACKNOWLEDGING HOWEVER the need to defer the application of Annex II of that Convention until certain technical problems have been satisfactorily resolved,

CONSIDERING that these objectives may best be achieved by the conclusion of a Protocol relating to the International Convention for the Prevention of Pollution from Ships, 1973,

HAVE AGREED as follows:

Article I
General obligations

1 The Parties to the present Protocol undertake to give effect to the provisions of:

(a) the present Protocol and the Annex hereto which shall constitute an integral part of the present Protocol; and

(b) the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as "the Convention"), subject to the modifications and additions set out in the present Protocol.

2 The provisions of the Convention and the present Protocol shall be read and interpreted together as one single instrument.

3 Every reference to the present Protocol constitutes at the same time a reference to the Annex hereto.

Article II
Implementation of Annex II of the Convention

1 Notwithstanding the provisions of article 14(1) of the Convention, the Parties to the present Protocol agree that they shall not be bound by the provisions of Annex II of the Convention for a period of three years from the date of entry into force of the present Protocol or for such longer period as may be decided by a two-thirds majority of the Parties to the present Protocol in the Marine Environment Protection Committee (hereinafter referred to as "the Committee") of the Inter-Governmental Maritime Consultative Organization (hereinafter referred to as "the Organization").*

* The name of the Organization was changed to "International Maritime Organization" by virtue of amendments to the Organization's Convention which entered into force on 22 May 1982.

2 During the period specified in paragraph 1 of this article, the Parties to the present Protocol shall not be under any obligations nor entitled to claim any privileges under the Convention in respect of matters relating to Annex II of the Convention and all reference to Parties in the Convention shall not include the Parties to the present Protocol in so far as matters relating to that Annex are concerned.

Article III

Communication of information

The text of article 11(1)(b) of the Convention is replaced by the following:

> "a list of nominated surveyors or recognized organizations which are authorized to act on their behalf in the administration of matters relating to the design, construction, equipment and operation of ships carrying harmful substances in accordance with the provisions of the regulations for circulation to the Parties for information of their officers. The Administration shall therefore notify the Organization of the specific responsibilities and conditions of the authority delegated to nominated surveyors or recognized organizations;".

Article IV

Signature, ratification, acceptance, approval and accession

1 The present Protocol shall be open for signature at the Headquarters of the Organization from 1 June 1978 to 31 May 1979 and shall thereafter remain open for accession. States may become Parties to the present Protocol by:

(a) signature without reservation as to ratification, acceptance or approval; or

(b) signature, subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or

(c) accession.

2 Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General of the Organization.

Article V

Entry into force

1 The present Protocol shall enter into force 12 months after the date on which not less than 15 States, the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant shipping, have become Parties to it in accordance with article IV of the present Protocol.

2 Any instrument of ratification, acceptance, approval or accession deposited after the date on which the present Protocol enters into force shall take effect three months after the date of deposit.

3 After the date on which an amendment to the present Protocol is deemed to have been accepted in accordance with article 16 of the Convention, any instrument of ratification, acceptance, approval or accession deposited shall apply to the present Protocol as amended.

Article VI

Amendments

The procedures set out in article 16 of the Convention in respect of amendments to the articles, an Annex and an appendix to an Annex of the Convention shall apply respectively to amendments to the articles, the Annex and an appendix to the Annex of the present Protocol.

Article VII
Denunciation

1 The present Protocol may be denounced by any Party to the present Protocol at any time after the expiry of five years from the date on which the Protocol enters into force for that Party.

2 Denunciation shall be effected by the deposit of an instrument of denunciation with the Secretary-General of the Organization.

3 A denunciation shall take effect 12 months after receipt of the notification by the Secretary-General of the Organization or after the expiry of any other longer period which may be indicated in the notification.

Article VIII
Depositary

1 The present Protocol shall be deposited with the Secretary-General of the Organization (hereinafter referred to as "the Depositary").

2 The Depositary shall:

(a) inform all States which have signed the present Protocol or acceded thereto of:

(i) each new signature or deposit of an instrument of ratification, acceptance, approval or accession, together with the date thereof;

(ii) the date of entry into force of the present Protocol;

(iii) the deposit of any instrument of denunciation of the present Protocol together with the date on which it was received and the date on which the denunciation takes effect;

(iv) any decision made in accordance with article II(1) of the present Protocol;

(b) transmit certified true copies of the present Protocol to all States which have signed the present Protocol or acceded thereto.

3 As soon as the present Protocol enters into force, a certified true copy thereof shall be transmitted by the Depositary to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

Article IX
Languages

The present Protocol is established in a single original in the English, French, Russian and Spanish languages, each text being equally authentic. Official translations in the Arabic, German, Italian and Japanese languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned* being duly authorized by their respective governments for that purpose have signed the present protocol.

DONE AT LONDON this seventeenth day of February one thousand nine hundred and seventy-eight.

* Signatures omitted.

Protocol I

Provisions concerning reports on incidents involving harmful substances

Protocol I

Provisions concerning reports on incidents involving harmful substances *(in accordance with article 8 of the Convention)*

Article I
Duty to report

(1) The master or other person having charge of any ship involved in an incident referred to in article II of this Protocol shall report the particulars of such incident without delay and to the fullest extent possible in accordance with the provisions of this Protocol.

(2) In the event of the ship referred to in paragraph (1) of this article being abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the owner, charterer, manager or operator of the ship, or their agent shall, to the fullest extent possible, assume the obligations placed upon the master under the provisions of this Protocol.

Article II
When to make reports

(1) The report shall be made when an incident involves:

(a) a discharge above the permitted level or probable discharge of oil or of noxious liquid substances for whatever reason including those for the purpose of securing the safety of the ship or for saving life at sea; or

(b) a discharge or probable discharge of harmful substances in packaged form, including those in freight containers, portable tanks, road and rail vehicles and shipborne barges; or

(c) damage, failure or breakdown of a ship of 15 metres in length or above which:

(i) affects the safety of the ship; including but not limited to collision, grounding, fire, explosion, structural failure, flooding and cargo shifting; or

(ii) results in impairment of the safety of navigation; including but not limited to, failure or breakdown of steering gear, propulsion plant, electrical generating system, and essential shipborne navigational aids; or

(d) a discharge during the operation of the ship of oil or noxious liquid substances in excess of the quantity or instantaneous rate permitted under the present Convention.

(2) For the purposes of this Protocol:

(a) *Oil* referred to in subparagraph (1)(a) of this article means oil as defined in regulation 1.1 of Annex I of the Convention.

(b) *Noxious liquid substances* referred to in subparagraph (1)(a) of this article means noxious liquid substances as defined in regulation 1.10 of Annex II of the Convention.

(c) *Harmful substances* in packaged form referred to in subparagraph (1)(b) of this article means substances which are identified as marine pollutants in the International Maritime Dangerous Goods Code (IMDG Code).

Article III
Contents of report

Reports shall in any case include:

(a) identity of ships involved;

(b) time, type and location of incident;

(c) quantity and type of harmful substance involved;

(d) assistance and salvage measures.

Article IV
Supplementary report

Any person who is obliged under the provisions of this Protocol to send a report shall, when possible:

(a) supplement the initial report, as necessary, and provide information concerning further developments; and

(b) comply as fully as possible with requests from affected States for additional information.

Article V
Reporting procedures

(1) Reports shall be made by the fastest telecommunications channels available with the highest possible priority to the nearest coastal State.

(2) In order to implement the provisions of this Protocol, Parties to the present Convention shall issue, or cause to be issued, regulations or instructions on the procedures to be followed in reporting incidents involving harmful substances, based on guidelines developed by the Organization.*

* Refer to the General Principles for Ship Reporting Systems and Ship Reporting Requirements, including Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants adopted by the Organization by resolution A.851(20), as amended by resolution MEPC.138(53); see IMO publication, sales number IA516E.

Protocol II

Arbitration

Protocol II

Arbitration
(in accordance with article 10 of the Convention)

Article I

Arbitration procedure, unless the Parties to the dispute decide otherwise, shall be in accordance with the rules set out in this Protocol.

Article II

(1) An Arbitration Tribunal shall be established upon the request of one Party to the Convention addressed to another in application of article 10 of the present Convention. The request for arbitration shall consist of a statement of the case together with any supporting documents.

(2) The requesting Party shall inform the Secretary-General of the Organization of the fact that it has applied for the establishment of a Tribunal, of the names of the Parties to the dispute, and of the articles of the Convention or Regulations over which there is in its opinion disagreement concerning their interpretation or application. The Secretary-General shall transmit this information to all Parties.

Article III

The Tribunal shall consist of three members: one Arbitrator nominated by each Party to the dispute and a third Arbitrator who shall be nominated by agreement between the two first named, and shall act as its Chairman.

Article IV

(1) If, at the end of a period of 60 days from the nomination of the second Arbitrator, the Chairman of the Tribunal shall not have been nominated, the Secretary-General of the Organization upon request of either Party shall within a further period of 60 days proceed to such nomination, selecting him from a list of qualified persons previously drawn up by the Council of the Organization.

(2) If, within a period of 60 days from the date of the receipt of the request, one of the Parties shall not have nominated the member of the Tribunal for whose designation it is responsible, the other Party may directly inform the Secretary-General of the Organization who shall nominate the Chairman of the Tribunal within a period of 60 days, selecting him from the list prescribed in paragraph (1) of the present article.

(3) The Chairman of the Tribunal shall, upon nomination, request the Party which has not provided an Arbitrator, to do so in the same manner and under the same conditions. If the Party does not make the required nomination, the Chairman of the Tribunal shall request the Secretary-General of the Organization to make the nomination in the form and conditions prescribed in the preceding paragraph.

(4) The Chairman of the Tribunal, if nominated under the provisions of the present article, shall not be or have been a national of one of the Parties concerned, except with the consent of the other Party.

(5) In the case of the decease or default of an Arbitrator for whose nomination one of the Parties is responsible, the said Party shall nominate a replacement within a period of 60 days from the date of decease or default. Should the said Party not make the nomination, the arbitration shall proceed under the remaining Arbitrators. In case of the decease or default of the Chairman of the Tribunal, a replacement shall be nominated in accordance with the provisions of article III above, or in the absence of agreement between the members of the Tribunal within a period of 60 days of the decease or default, according to the provisions of the present article.

Article V

The Tribunal may hear and determine counter-claims arising directly out of the subject matter of the dispute.

Article VI

Each Party shall be responsible for the remuneration of its Arbitrator and connected costs and for the costs entailed by the preparation of its own case. The remuneration of the Chairman of the Tribunal and of all general expenses incurred by the Arbitration shall be borne equally by the Parties. The Tribunal shall keep a record of all its expenses and shall furnish a final statement thereof.

Article VII

Any Party to the Convention which has an interest of a legal nature and which may be affected by the decision in the case may, after giving written notice to the Parties which have originally initiated the procedure, join in the arbitration procedure with the consent of the Tribunal.

Article VIII

Any Arbitration Tribunal established under the provisions of the present Protocol shall decide its own rules of procedure.

Article IX

(1) Decisions of the Tribunal both as to its procedure and its place of meeting and as to any question laid before it, shall be taken by majority votes of its members; the absence or abstention of one of the members of the Tribunal for whose nomination the Parties were responsible, shall not constitute an impediment to the Tribunal reaching a decision. In cases of equal voting, the vote of the Chairman shall be decisive.

(2) The Parties shall facilitate the work of the Tribunal and in particular, in accordance with their legislation, and using all means at their disposal:

(a) provide the Tribunal with the necessary documents and information;

(b) enable the Tribunal to enter their territory, to hear witnesses or experts, and to visit the scene.

(3) Absence or default of one Party shall not constitute an impediment to the procedure.

Article X

(1) The Tribunal shall render its award within a period of five months from the time it is established unless it decides, in the case of necessity, to extend the time limit for a further period not exceeding three months. The award of the Tribunal shall be accompanied by a statement of reasons. It shall be final and without appeal and shall be communicated to the Secretary-General of the Organization. The Parties shall immediately comply with the award.

(2) Any controversy which may arise between the Parties as regards interpretation or execution of the award may be submitted by either Party for judgment to the Tribunal which made the award, or, if it is not available to another Tribunal constituted for this purpose, in the same manner as the original Tribunal.

PŘEKLAD

Protokol z roku 1978 týkající se Mezinárodní úmluvy o zamezení znečištění moří z lodí, 1973

SMLUVNÍ STRANY TOHOTO PROTOKOLU,

UZNÁVAJÍCÍ význam, který mohla Mezinárodní úmluva o zamezení znečištění moří z lodí z roku 1973, k ochraně mořského prostředí před znečištěním z lodí,

UZNÁVAJÍCÍ ROVNĚŽ, že je třeba dále zlepšovat prevenci a omezování znečištění moří z lodí, zejména z ropných tankerů,

UZNÁVAJÍCÍ DÁLE potřebu provádění pravidel pro zamezení znečištění ropnými látkami obsažených v Příloze I dané úmluvy, a to co nejdříve a do co největší míry,

UZNÁVAJÍCÍ však, že je třeba odložit uplatňování Přílohy II dané úmluvy, dokud nebudou uspokojivě vyřešeny některé technické problémy,

a VZHLEDEM K TOMU, že těchto cílů lze nejlépe dosáhnout uzavřením protokolu týkajícího se Mezinárodní úmluvy o zamezení znečištění moří z lodí, z roku 1973

SE DOHODLY následovně:

Článek I

Všeobecné povinnosti

1 Smluvní strany tohoto protokolu se zavazují k provedení následujících ustanovení:

(a) tohoto protokolu a jeho přílohy, která tvoří nedílnou součást tohoto protokolu a

(b) Mezinárodní úmluvy o zamezení znečištění moří z lodí z roku 1973 (dále jen „úmluva"), s výhradou změn a doplnění uvedených v tomto protokolu.

2 Ustanovení úmluvy, a tohoto protokolu musí být chápány a vykládány společně jako jediný dokument.

3 Každý odkaz na tento protokol současně představuje i odkaz na jeho přílohy.

Článek II

Provádění Přílohy II k úmluvě

1 Bez ohledu na ustanovení článku 14(1) úmluvy, smluvní strany tohoto protokolu se dohodly, že nebudou vázány ustanoveními Přílohy II k úmluvě, a to na dobu tří let ode dne vstupu tohoto protokolu v platnost nebo na takovou delší dobu, která může být dohodnuta dvoutřetinovou většinou smluvních stran tohoto protokolu ve Výboru na ochranu životního prostředí v mořích (dále jen „výbor") Mezivládní námořní poradní organizace (dále jen „Organizace").*

2 Během lhůty uvedené v odstavci 1 tohoto článku nebudou smluvní strany tohoto protokolu vázány ani oprávněny vyžadovat jakékoliv výsady založené na úmluvě, pokud jde o záležitosti týkající se Přílohy II k úmluvě a všechny odkazy na smluvní strany úmluvy nesmí zahrnovat smluvní strany tohoto protokolu, pokud se týká záležitostí dané přílohy.

Článek III

Sdělování informací

Text článku 11 (1)(b) úmluvy se nahrazuje následujícím textem:

* Název Organizace byl změněn, na základě změn stanov Organizace, které vstoupily platnost dne 22. května 1982, na „Mezinárodní námořní Organizace".

„seznam jmenovaných inspektorů nebo uznaných subjektů, které jsou oprávněny jednat jejich jménem ve správních záležitostech týkajících se projektování, konstrukce, vybavení a provozu lodí přepravujících škodlivé látky v souladu s ustanoveními pravidel pro rozšiřování informací pro úředníky smluvních stran. Správní orgán proto uvědomí Organizaci o konkrétních odpovědnostech a podmínkách oprávnění delegovaného na inspektory nebo uznané subjekty."

Článek IV

Podpis, ratifikace, přijetí, schválení a přistoupení

1 Tento protokol bude otevřen k podpisu v sídle Organizace od 1. června 1978 do 31. května 1979 a poté zůstává otevřena k přistoupení. Státy se mohou stát smluvními stranami tohoto protokolu následovně:

(a) podpisem bez výhrady ratifikace, přijetí nebo schválení nebo

(b) podpisem podléhajícím ratifikaci, přijetí nebo schválení, po němž následuje ratifikace, přijetí nebo schválení nebo

(c) přistoupením.

2 Ratifikace, přijetí, schválení nebo přistoupení se uskuteční uložením listiny v tomto smyslu u generálního tajemníka Organizace.

Článek V

Vstup v platnost

1 Tento protokol vstupuje v platnost 12 měsíců po dni, kdy se stane jeho smluvními stranami v souladu s článkem IV tohoto protokolu ne méně než 15 států, jejichž sloučená obchodní loďstva tvoří ne méně než 50 procent hrubé prostornosti světové obchodního loďstva.

2 Veškeré listiny o ratifikaci, přijetí, schválení nebo přistoupení uložené po dni, kdy tento protokol vstoupil v platnost, vstoupí v platnost tři měsíce po dni uložení dané listiny.

3 Po dni, kdy se změna tohoto protokolu bude považovat za přijatou v souladu s článkem 16 úmluvy, se budou veškeré uložené listiny o ratifikaci, přijetí, schválení nebo přistoupení vztahovat na tento protokol ve znění pozdějších úprav.

Článek VI

Změny

Postupy uvedené v článku 16 úmluvy a týkající se změn článků, přílohy a dodatku k příloze této úmluvy se budou vztahovat i na příslušné změny článků, přílohy a dodatku k příloze k tomuto protokolu.

Článek VII

Výpověď

1 Tento protokol může být vypovězen kteroukoliv smluvní stranou tohoto protokolu, a to kdykoli po uplynutí pěti let ode dne, kdy tento protokol vstoupí v platnost pro danou smluvní stranu.

2 Výpověď se uskuteční uložením listiny v tomto smyslu u generálního tajemníka Organizace.

3 Výpověď nabývá účinnosti 12 měsíců po obdržení (generálním tajemníkem Organizace) oznámení o výpovědi nebo po uplynutí jiné delší lhůty, která může být uvedena v daném oznámení.

Článek VIII

Depozitář

1 Tento protokol bude uložen u generálního tajemníka Organizace (dále jen „depozitář").

2 Depozitář musí:

(a) informovat státy, které podepsaly tento protokol nebo k němu přistoupily o:

(i) každém novém podpisu nebo uložení listiny o ratifikaci, přijetí, schválení nebo přistoupení i s jeho datem;

(ii) datum vstupu tohoto protokolu v platnost;

(iii) uložení libovolné listiny o výpovědi tohoto protokolu i s datem jejího uložení a s datem, kdy tato výpověď nabývá účinnosti;

(iv) veškerých rozhodnutích v souladu se článkem 11(1) tohoto protokolu;

(b) předávat ověřené kopie tohoto Protokolu všem státům, které tento Protokol podepsaly nebo k němu přistoupily.

3 Jakmile tento protokol vstoupí v platnost, musí být jeho ověřená kopie předána depozitářem Sekretariátu Organizace spojených národů k registraci a zveřejnění v souladu s Článkem 102 Charty Organizace spojených národů.

Článek IX

Jazyky

Tento protokol je vyhotoven v jediném vyhotovení v jazyce anglickém, francouzském, ruském a španělském, přičemž všechna znění mají stejnou platnost. S podepsaným originálem musí být připraveny a uloženy oficiální překlady do arabštiny, němčiny, italštiny a japonštiny.

NA DŮKAZ ČEHOŽ níže podepsaní* řádně zmocněni svými příslušnými vládami k tomuto účelu tento protokol podepsali.

UZAVŘENO V LONDÝNĚ dne sedmnáctého února roku tisíc devět set sedmdesát osm.

* Podpisy vynechány.

Protokol I

Ustanovení regulující zprávy o mimořádných událostech zahrnujících škodlivé látky

Protokol I

Ustanovení regulující zprávy o mimořádných událostech zahrnující škodlivé látky (v souladu s článkem 8 úmluvy)

Článek I

Ohlašovací povinnost

(1) Kapitán nebo jiná osoba, která má na starosti loď účastnící se mimořádné události uvedeného v článku II 01 tohoto protokolu musí oznámit podrobné údaje o této mimořádné události, a to bez prodlení a v co největším možném rozsahu v souladu s ustanoveními tohoto protokolu.

(2) V případě, že loď uvedená v odstavci (1) tohoto článku je opuštěna nebo v případě, že zpráva z této lodi je neúplná nebo nedosažitelná, vlastník, nájemce nebo provozovatel lodě nebo jejich zástupce musí převzít v co největším možném rozsahu, povinnosti uložené kapitánovi na základě ustanovení tohoto protokolu.

Článek II

Kdy vyhotovit zprávu

(1) Zprávu je nutné vyhotovit, když se mimořádná událost týká:

(a) vypuštění ropných látek nebo škodlivých kapalných látek nad povolenou mez nebo pravděpodobného vypuštění, a to z jakéhokoli důvodu, včetně vypuštění za účelem zajištění bezpečnosti lodi nebo pro záchranu života na moři nebo

(b) vypuštění nebo pravděpodobného vypuštění škodlivých látek v balené formě, včetně látek v nákladních kontejnerech, přemístitelných tancích, silničních a železničních vozidlech a člunech přepravovaných na lodích nebo

(c) poškození, selhání nebo porucha lodi o délce vyšší než 15 metrů, které:

(i) má vliv na bezpečnost lodi, včetně, ale nikoli výlučně, kolizí, najetí na pevninu, požáru, výbuchu, konstrukčního selhání, zaplavení a posunutí nákladu nebo

(ii) má za následek snížení bezpečnosti plavby, včetně, ale nikoli výlučně, selhání nebo poruchu kormidelního zařízení, pohonného zařízení, systému výroby elektrické energie a základních palubních navigačních pomůcek nebo

(d) vypuštění ropných látek nebo škodlivých kapalných látek během provozu lodi v množstvích přesahujících hodnoty nebo okamžité průtoky povolené za základě této úmluvy.

(2) Pro účely tohoto protokolu:

(a) *Ropné látky* uvedené v pododstavci (1)(a) tohoto článku, znamenají ropné látky definované v pravidle 1.1 Přílohy I úmluvy.

(b) *Škodlivé kapalné látky* uvedené v pododstavci (1)(a) tohoto článku, znamenají škodlivé kapalné látky definované v pravidle 1.10 Přílohy I úmluvy.

(c) *Škodlivé látky* v balené formě uvedené v pododstavci (1)(b) tohoto článku, znamenají látky, které jsou v předpisu o Mezinárodní námořní přepravě nebezpečných věcí (IMDG Code) označeny jako látky znečišťující moře.

Článek III

Obsah zprávy

Zprávy musí v každém případě obsahovat:

(a) totožnost zúčastněných lodí;

(b) čas, druh a místo mimořádné události;

(c) množství a typ škodlivých látek v mimořádné události;

(d) opatření na pomoc a záchranu.

Článek IV

Doplňující zpráva

Každá osoba, která je povinna v souladu s ustanoveními tohoto protokolu zaslat zprávu musí, pokud je to možné:

(a) doplnit podle potřeby první zprávu a poskytnout informace týkající se dalšího vývoje a

(b) vyhovět v nejvyšší možné míře žádosti od dotčených států o dodatečné informace.

Článek V

Postupy pro podávání zpráv

(1) Zprávy musí být podávány do nejbližšího pobřežního státu prostřednictvím co nejrychlejších dostupných telekomunikačních kanálů s nejvyšší možnou prioritou.

(2) Za účelem provádění ustanovení tohoto protokolu musí smluvní strany této úmluvy vydat, nebo nechat vydat, předpisy nebo pokyny k postupům, které je třeba dodržovat při hlášení mimořádných událostí zahrnujících škodlivé látky, a to na základě pokynů vypracovaných Organizací.*

* Viz Obecné zásady pro systém hlášení z lodí a požadavky na hlášení z lodí, včetně Pokynů pro hlášení mimořádných událostí zahrnujících nebezpečné věci, škodlivé látky anebo moře znečišťující látky přijaté usnesením Organizace A.851(20), ve znění usnesení MEPC.138(53); viz publikaci IMO, prodejní číslo IA516F.

Protokol II

Rozhodčí řízení

Protokol II

Rozhodčí řízení
(v souladu se článkem 10 úmluvy)

Článek I

Rozhodčí řízení, pokud se smluvní strany sporu nedohodnou jinak, musí být vedeno v souladu s pravidly stanovenými v tomto protokolu.

Článek II

(1) Rozhodčí senát bude zřízen na žádost jedné smluvní strany úmluvy zaslané jiné straně za použití článku 10 této úmluvy. Žádost o rozhodčí řízení musí obsahovat popis případu společně s veškerými podpůrnými dokumenty.

(2) Žádající strana musí uvědomit generálního tajemníka Organizace o skutečnosti, že podala žádost o zřízení senátu, jména smluvních stran sporu, a články úmluvy nebo pravidel, o kterých panuje, podle jejího stanoviska, nesouhlas týkající se jejich výkladu nebo použití. Generální tajemník předá tyto informace všem smluvním stranám.

Článek III

Rozhodčí senát se bude skládat ze tří členů: po jednom rozhodci jmenuje každá strana účastnící se sporu a třetí rozhodce bude jmenován na základě dohody mezi dvěma prvně jmenovanými a musí jednat jako jeho předseda.

Článek IV

(1) Pokud na konci 60-denní lhůty od jmenování druhého rozhodce není předseda senátu jmenován, musí generální tajemník Organizace, na žádost některé ze smluvních stran, v další lhůtě o délce 60 dnů přistoupit k tomuto jmenování zvolením ho ze seznamu kvalifikovaných osob již dříve vypracovaného Radou Organizace.

(2) Pokud ve lhůtě 60 dnů ode dne obdržení žádosti jedna ze smluvních stran člena senátu, za jehož jmenování nese odpovědnost, nejmenuje, může druhá strana informovat přímo generálního tajemníka Organizace, který se jmenuje předsedu senátu ve lhůtě 60 dnů zvolením ho ze seznamu uvedeného v odstavci (1) tohoto článku.

(3) Předseda senátu musí po jmenování požádat smluvní stranu, která rozhodce neposkytla, aby tak učinila stejným způsobem a za stejných podmínek. Pokud smluvní strana požadované jmenování neprovede, musí předseda senátu požádat generálního tajemníka Organizace, aby jmenování provedl ve formě a za podmínek stanovených v předchozím odstavci.

(4) Předseda senátu, je-li jmenován podle ustanovení tohoto článku, nesmí být, ani v minulosti, státním příslušníkem jedné z dotčených smluvních stran, vyjma je-li tak odsouhlaseno druhou smluvní stranou.

(5) V případě úmrtí nebo nedostavení se rozhodce, za jehož jmenování nese odpovědnost jedna ze smluvních stran, daná strana musí jmenovat náhradníka, a to ve lhůtě 60 dnů ode dne úmrtí nebo nedostavení se. Pokud daná strana jmenování neprovede, rozhodčí řízení musí pokračovat se zbývajícími rozhodci. V případě úmrtí nebo nedostavení se předsedy senátu, musí být náhradník jmenován v souladu s ustanoveními výše uvedeného článku III nebo, v případě neexistence dohody mezi členy senátu ve lhůtě 60 dnů ode dne úmrtí nebo nedostavení se, podle ustanovení tohoto článku.

Článek V

Senát může vyslechnout a prošetřit protinávrhy vyvstávající v přímé souvislosti s předmětem sporu.

Článek VI

Každá smluvní strana ponese odpovědnost za odměnu svého rozhodce a související nákladů a za náklady spojené s přípravou svého vlastního případu. Odměnu pro předsedu senátu a všechny režijní náklady, které vzniknou v souvislosti s rozhodčím řízením uhradí obě smluvní strany rovným dílem. Senát musí vést záznamy o všech svých nákladech a musí předložit jejich závěrečný přehled.

Článek VII

Každá smluvní strana úmluvy, která má zájem právní povahy a která může být rozhodnutím v tomto případě ovlivněna se může se souhlasem senátu, po vydání písemného oznámení smluvním stranám, které původně řízení zahájily, k tomuto rozhodčímu řízení připojit.

Článek VIII

Každý rozhodčí senát zřízený na základě ustanovení tohoto protokolu musí učinit rozhodnutí ohledně svého jednacího řádu.

Článek IX

(1) Rozhodnutí senátu, jak ohledně jeho postupu a místo jeho setkávání, tak ohledně veškerých před něj předložených otázek, musí být přijata většinou hlasů všech svých členů. Nepřítomnost nebo zdržení se hlasování ze strany jednoho z členů senátu, za jehož jmenování byly odpovědné smluvní strany, nezakládá překážku při dosažení rozhodnutí senátem. V případě rovnosti hlasů rozhoduje hlas předsedy.

(2) Smluvní strany musí práci senátu usnadňovat a zejména, v souladu se svou legislativou a za použití všech prostředků, které mají k dispozici:

(a) poskytnout senátu potřebné doklady a informace;

(b) umožnit senátu vstup na své území, vyslýchat svědky či znalce a navštěvovat místo události.

(3) Nepřítomnost nebo nedostavení se jedné smluvní strany nezakládá překážku řízení.

Článek X

(1) Senát vynese svůj nález ve lhůtě pěti měsíců od okamžiku, kdy je zřízen, pokud se nerozhodne, v případě nutnosti, prodloužit tuto lhůtu o další období nepřesahující tři měsíce. K nálezu senátu musí být přiloženo odůvodnění. Musí být konečný a bez možnosti odvolání a musí být sdělen generálnímu tajemníkovi Organizace. Smluvní strany se nálezu okamžitě podřídí.

(2) Veškeré spory, které mohou vzniknout mezi smluvními stranami, pokud jde o výklad nebo provádění rozhodčího nálezu, může být kteroukoli smluvní stranou předložen k rozhodnutí rozhodčímu senátu, který nález vynesl, nebo, pokud ten již není k dispozici, jinému senátu ustavenému k tomuto účelu, a to stejným způsobem jako původní senát.

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SDĚLENÍ

Ministerstva zahraničních věcí

Ministerstvo zahraničních věcí sděluje, že dne 26. září 1997 byl v Londýně přijat Protokol z roku 1997 pozměňující Mezinárodní úmluvu o zamezení znečištění moří z lodí[1]).

S Protokolem vyslovil souhlas Parlament České republiky.

Listina o přístupu České republiky k Protokolu, podepsaná prezidentem republiky dne 13. července 2015, byla uložena u generálního tajemníka Mezinárodní námořní organizace, depozitáře Protokolu, dne 27. srpna 2015.

Protokol vstoupil v platnost na základě svého článku 6 odst. 1 dne 19. května 2005. Pro Českou republiku vstoupil v platnost v souladu s ustanovením odstavce 2 téhož článku dne 27. listopadu 2015.

Anglické znění Protokolu a jeho překlad do českého jazyka se vyhlašují současně.

[1]) Mezinárodní úmluva o zamezení znečištění moří z lodí (MARPOL), přijatá v Londýně dne 2. listopadu 1973 a Protokol z roku 1978 týkající se Mezinárodní úmluvy o zamezení znečištění moří z lodí, přijatý v Londýně dne 17. února 1978, byly vyhlášeny pod č. 52/2015 Sb. m. s.

Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto

Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto

THE PARTIES TO THE PRESENT PROTOCOL,

BEING parties to the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973,

RECOGNIZING the need to prevent and control air pollution from ships,

RECALLING principle 15 of the Rio Declaration on Environment and Development which calls for the application of a precautionary approach,

CONSIDERING that this objective could best be achieved by the conclusion of a Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto,

HAVE AGREED as follows:

Article 1
Instrument to be amended

The instrument which the present Protocol amends is 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").

Article 2
Addition of Annex VI to the Convention

Annex VI entitled Regulations for the prevention of air pollution from ships, the text of which is set out in the annex to the present Protocol, is added.

Article 3
General obligations

1 The Convention and the present Protocol shall, as between the Parties to the present Protocol, be read and interpreted together as one single instrument.

2 Every reference to the present Protocol constitutes at the same time a reference to the annex hereto.

Article 4
Amendment procedure

In applying article 16 of the Convention to an amendment to Annex VI and its appendices, the reference to "a Party to the Convention" shall be deemed to mean the reference to a Party bound by that Annex.

FINAL CLAUSES

Article 5
Signature, ratification, acceptance, approval and accession

1 The present Protocol shall be open for signature at the Headquarters of the International Maritime Organization (hereinafter referred to as the "Organization") from 1 January 1998 until 31 December 1998 and shall thereafter remain open for accession. Only Contracting States to the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") may become Parties to the present Protocol by:

(a) signature without reservation as to ratification, acceptance or approval; or

(b) signature, subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or

(c) accession.

2 Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General of the Organization (hereinafter referred to as the "Secretary-General").

Article 6
Entry into force

1 The present Protocol shall enter into force twelve months after the date on which not less than fifteen States, the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant shipping, have become Parties to it in accordance with article 5 of the present Protocol.

2 Any instrument of ratification, acceptance, approval or accession deposited after the date on which the present Protocol enters into force shall take effect three months after the date of deposit.

3 After the date on which an amendment to the present Protocol is deemed to have been accepted in accordance with article 16 of the Convention, any instrument of ratification, acceptance, approval or accession deposited shall apply to the present Protocol as amended.

Article 7
Denunciation

1 The present Protocol may be denounced by any Party to the present Protocol at any time after the expiry of five years from the date on which the Protocol enters into force for that Party.

2 Denunciation shall be effected by the deposit of an instrument of denunciation with the Secretary-General.

3 A denunciation shall take effect twelve months after receipt of the notification by the Secretary-General or after the expiry of any other longer period which may be indicated in the notification.

4 A denunciation of the 1978 Protocol in accordance with article VII thereof shall be deemed to include a denunciation of the present Protocol in accordance with this article. Such denunciation shall take effect on the date on which denunciation of the 1978 Protocol takes effect in accordance with article VII of that Protocol.

Article 8
Depositary

1 The present Protocol shall be deposited with the Secretary-General (hereinafter referred to as the "Depositary").

2 The Depositary shall:

(a) inform all States which have signed the present Protocol or acceded thereto of:

(i) each new signature or deposit of an instrument of ratification, acceptance, approval or accession, together with the date thereof;

(ii) the date of entry into force of the present Protocol; and

(iii) the deposit of any instrument of denunciation of the present Protocol, together with the date on which it was received and the date on which the denunciation takes effect; and

(b) transmit certified true copies of the present Protocol to all States which have signed the present Protocol or acceded thereto.

3 As soon as the present Protocol enters into force, a certified true copy thereof shall be transmitted by the Depositary to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

Article 9
Languages

THE PRESENT PROTOCOL is established in a single copy in the Arabic, Chinese, English, French, Russian and Spanish languages, each text being equally authentic.

IN WITNESS WHEREOF the undersigned, being duly authorized by their respective governments for that purpose, have signed* the present protocol.

DONE AT LONDON this twenty-sixth day of September, one thousand nine hundred and ninety-seven.

* Signatures omitted.

MARPOL Annex I

Regulations for the prevention of pollution by oil

MARPOL Annex I

Regulations for the prevention of pollution by oil

Chapter 1 – General

Regulation 1
Definitions

For the purposes of this Annex:

1 *Oil* means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products (other than those petrochemicals which are subject to the provisions of Annex II of the present Convention) and, without limiting the generality of the foregoing, includes the substances listed in appendix I to this Annex.

SEE INTERPRETATION 1.1

2 *Crude oil* means any liquid hydrocarbon mixture occurring naturally in the earth whether or not treated to render it suitable for transportation and includes:

.1 crude oil from which certain distillate fractions may have been removed; and

.2 crude oil to which certain distillate fractions may have been added.

3 *Oily mixture* means a mixture with any oil content.

4 *Oil fuel* means any oil used as fuel in connection with the propulsion and auxiliary machinery of the ship in which such oil is carried.

5 *Oil tanker* means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers, any "NLS tanker" as defined in Annex II of the present Convention and any gas carrier as defined in regulation 3.20 of chapter II-1 of SOLAS 74 (as amended), when carrying a cargo or part cargo of oil in bulk.

SEE INTERPRETATION 1.2

6 *Crude oil tanker* means an oil tanker engaged in the trade of carrying crude oil.

7 *Product carrier* means an oil tanker engaged in the trade of carrying oil other than crude oil.

8 *Combination carrier* means a ship designed to carry either oil or solid cargoes in bulk.

9 *Major conversion*:

SEE INTERPRETATION 2

.1 means a conversion of a ship:

.1.1 which substantially alters the dimensions or carrying capacity of the ship; or

.1.2 which changes the type of the ship; or

.1.3 the intent of which in the opinion of the Administration is substantially to prolong its life; or

.1.4 which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of the present Convention not applicable to it as an existing ship.

.2 Notwithstanding the provisions of this definition:

.2.1 conversion of an oil tanker of 20,000 tonnes deadweight and above delivered on or before 1 June 1982, as defined in regulation 1.28.3, to meet the requirements of regulation 18 of this Annex shall not be deemed to constitute a major conversion for the purpose of this Annex; and

.2.2 conversion of an oil tanker delivered before 6 July 1996, as defined in regulation 1.28.5, to meet the requirements of regulation 19 or 20 of this Annex shall not be deemed to constitute a major conversion for the purpose of this Annex.

10 *Nearest land.* The term "from the nearest land" means from the baseline from which the territorial sea of the territory in question is established in accordance with international law, except that, for the purposes of the present Convention "from the nearest land" off the north-eastern coast of Australia shall mean from a line drawn from a point on the coast of Australia in:

latitude 11°00′ S, longitude 142°08′ E
to a point in latitude 10°35′ S, longitude 141°55′ E,
thence to a point latitude 10°00′ S, longitude 142°00′ E,
thence to a point latitude 09°10′ S, longitude 143°52′ E,
thence to a point latitude 09°00′ S, longitude 144°30′ E,
thence to a point latitude 10°41′ S, longitude 145°00′ E,
thence to a point latitude 13°00′ S, longitude 145°00′ E,
thence to a point latitude 15°00′ S, longitude 146°00′ E,
thence to a point latitude 17°30′ S, longitude 147°00′ E,
thence to a point latitude 21°00′ S, longitude 152°55′ E,
thence to a point latitude 24°30′ S, longitude 154°00′ E,
thence to a point on the coast of Australia
in latitude 24°42′ S, longitude 153°15′ E.

11 *Special area* means a sea area where for recognized technical reasons in relation to its oceanographical and ecological condition and to the particular character of its traffic the adoption of special mandatory methods for the prevention of sea pollution by oil is required.

For the purposes of this Annex, the special areas are defined as follows:

.1 *the Mediterranean Sea area* means the Mediterranean Sea proper including the gulfs and seas therein with the boundary between the Mediterranean and the Black Sea constituted by the 41° N parallel and bounded to the west by the Straits of Gibraltar at the meridian of 005°36′ W;

.2 *the Baltic Sea area* means the Baltic Sea proper with the Gulf of Bothnia, the Gulf of Finland and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at 57°44′.8 N;

.3 *the Black Sea area* means the Black Sea proper with the boundary between the Mediterranean Sea and the Black Sea constituted by the parallel 41° N;

.4 *the Red Sea area* means the Red Sea proper including the Gulfs of Suez and Aqaba bounded at the south by the rhumb line between Ras si Ane (12°28′.5 N, 043°19′.6 E) and Husn Murad (12°40′.4 N, 043°30′.2 E);

.5 *the Gulfs area* means the sea area located north-west of the rhumb line between Ras al Hadd (22°30′ N, 059°48′ E) and Ras al Fasteh (25°04′ N, 061° 25′ E);

.6 *the Gulf of Aden area* means that part of the Gulf of Aden between the Red Sea and the Arabian Sea bounded to the west by the rhumb line between Ras si Ane (12°28′.5 N, 043°19′.6 E) and Husn Murad (12°40′.4 N, 043°30′.2 E) and to the east by the rhumb line between Ras Asir (11°50′ N, 051°16′.9 E) and the Ras Fartak (15°35′ N, 052°13′.8 E);

.7 *the Antarctic area* means the sea area south of latitude 60° S; and

.8 *the North West European waters* include the North Sea and its approaches, the Irish Sea and its approaches, the Celtic Sea, the English Channel and its approaches and part of the North East Atlantic immediately to the west of Ireland. The area is bounded by lines joining the following points:

48°27′ N on the French coast
48°27′ N; 006°25′ W
49°52′ N; 007°44′ W
50°30′ N; 012° W
56°30′ N; 012° W
62° N; 003° W
62° N on the Norwegian coast
57°44′.8 N on the Danish and Swedish coasts

.9 *the Oman area of the Arabian Sea* means 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

.10 *the Southern South African waters* means the sea area enclosed by the following coordinates:

31°14′ S; 017°50′ E
31°30′ S; 017°12′ E
32°00′ S; 017°06′ E
32°32′ S; 016°52′ E
34°06′ S; 017°24′ E
36°58′ S; 020°54′ E
36°00′ S; 022°30′ E
35°14′ S; 022°54′ E
34°30′ S; 026°00′ E
33°48′ S; 027°25′ E
33°27′ S; 027°12′ E

12 *Instantaneous rate of discharge of oil content* means the rate of discharge of oil in litres per hour at any instant divided by the speed of the ship in knots at the same instant.

13 *Tank* means an enclosed space which is formed by the permanent structure of a ship and which is designed for the carriage of liquid in bulk.

14 *Wing tank* means any tank adjacent to the side shell plating.

15 *Centre tank* means any tank inboard of a longitudinal bulkhead.

16 *Slop tank* means a tank specifically designated for the collection of tank drainings, tank washings and other oily mixtures.

17 *Clean ballast* means the ballast in a tank which, since oil was last carried therein, has been so cleaned that effluent therefrom if it were discharged from a ship which is stationary into clean calm water on a clear day would not produce visible traces of oil on the surface of the water or on adjoining shorelines or cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines. If the ballast is discharged through an oil discharge monitoring and control system approved by the Administration, evidence based on such a system to the effect that the oil content of the effluent did not exceed 15 ppm shall be determinative that the ballast was clean, notwithstanding the presence of visible traces.

18 *Segregated ballast* means the ballast water introduced into a tank which is completely separated from the cargo oil and oil fuel system and which is permanently allocated to the carriage of ballast or to the carriage of ballast or cargoes other than oil or noxious liquid substances as variously defined in the Annexes of the present Convention.

SEE INTERPRETATION 3

19 *Length* (*L*) means 96% of the total length on a waterline at 85% of the least moulded depth measured from the top of the keel, or the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline. The length (*L*) shall be measured in metres.

20 *Forward and after perpendiculars* shall be taken at the forward and after ends of the length (*L*). The forward perpendicular shall coincide with the foreside of the stem on the waterline on which the length is measured.

21 *Amidships* is at the middle of the length (*L*).

22 *Breadth* (*B*) means the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material. The breadth (*B*) shall be measured in metres.

23 *Deadweight* (*DW*) means the difference in tonnes between the displacement of a ship in water of a relative density of 1.025 at the load waterline corresponding to the assigned summer freeboard and the lightweight of the ship.

24 *Lightweight* means the displacement of a ship in tonnes without cargo, fuel, lubricating oil, ballast water, fresh water and feed water in tanks, consumable stores, and passengers and crew and their effects.

25 *Permeability* of a space means the ratio of the volume within that space which is assumed to be occupied by water to the total volume of that space.

26 *Volumes and areas* in a ship shall be calculated in all cases to moulded lines.

27 *Anniversary date* means the day and the month of each year, which will correspond to the date of expiry of the International Oil Pollution Prevention Certificate.

28.1 *Ship delivered on or before 31 December 1979* means a ship:

.1 for which the building contract is placed on or before 31 December 1975; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or before 30 June 1976; or

.3 the delivery of which is on or before 31 December 1979; or

.4 which has undergone a major conversion:

.4.1 for which the contract is placed on or before 31 December 1975; or

.4.2 in the absence of a contract, the construction work of which is begun on or before 30 June 1976; or

.4.3 which is completed on or before 31 December 1979.

SEE INTERPRETATIONS 4 AND 5

28.2 *Ship delivered after 31 December 1979* means a ship:

.1 for which the building contract is placed after 31 December 1975; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction after 30 June 1976; or

.3 the delivery of which is after 31 December 1979; or

.4 which has undergone a major conversion:

.4.1 for which the contract is placed after 31 December 1975; or

.4.2 in the absence of a contract, the construction work of which is begun after 30 June 1976; or

.4.3 which is completed after 31 December 1979.

SEE INTERPRETATIONS 5 AND 6

28.3 *Oil tanker delivered on or before 1 June 1982* means an oil tanker:

.1 for which the building contract is placed on or before 1 June 1979; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or before 1 January 1980; or

.3 the delivery of which is on or before 1 June 1982; or

.4 which has undergone a major conversion:

.4.1 for which the contract is placed on or before 1 June 1979; or

.4.2 in the absence of a contract, the construction work of which is begun on or before 1 January 1980; or

.4.3 which is completed on or before 1 June 1982

28.4 *Oil tanker delivered after 1 June 1982* means an oil tanker:

.1 for which the building contract is placed after 1 June 1979; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction after 1 January 1980; or

.3 the delivery of which is after 1 June 1982; or

.4 which has undergone a major conversion:

.4.1 for which the contract is placed after 1 June 1979; or

.4.2 in the absence of a contract, the construction work of which is begun after 1 January 1980; or

.4.3 which is completed after 1 June 1982.

SEE INTERPRETATIONS 5 AND 6

28.5 *Oil tanker delivered before 6 July 1996* means an oil tanker:

.1 for which the building contract is placed before 6 July 1993; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction before 6 January 1994; or

.3 the delivery of which is before 6 July 1996; or

.4 which has undergone a major conversion:

.4.1 for which the contract is placed before 6 July 1993; or

.4.2 in the absence of a contract, the construction work of which is begun before 6 January 1994; or

.4.3 which is completed before 6 July 1996.

28.6 *Oil tanker delivered on or after 6 July 1996* means an oil tanker:

.1 for which the building contract is placed on or after 6 July 1993; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 6 January 1994; or

.3 the delivery of which is on or after 6 July 1996; or

.4 which has undergone a major conversion:

.4.1 for which the contract is placed on or after 6 July 1993; or

.4.2 in the absence of a contract, the construction work of which is begun on or after 6 January 1994; or

.4.3 which is completed on or after 6 July 1996.

SEE INTERPRETATIONS 5 AND 6

28.7 *Oil tanker delivered on or after 1 February 2002* means an oil tanker:

.1 for which the building contract is placed on or after 1 February 1999; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 August 1999; or

.3 the delivery of which is on or after 1 February 2002; or

.4 which has undergone a major conversion:

.4.1 for which the contract is placed on or after 1 February 1999; or

.4.2 in the absence of a contract, the construction work of which is begun on or after 1 August 1999; or

.4.3 which is completed on or after 1 February 2002.

SEE INTERPRETATIONS 5 AND 6

28.8 *Oil tanker delivered on or after 1 January 2010* means an oil tanker:

.1 for which the building contract is placed on or after 1 January 2007; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2007; or

.3 the delivery of which is on or after 1 January 2010; or

.4 which has undergone a major conversion:

.4.1 for which the contract is placed on or after 1 January 2007; or

.4.2 in the absence of a contract, the construction work of which is begun on or after 1 July 2007; or

.4.3 which is completed on or after 1 January 2010.

SEE INTERPRETATIONS 5 AND 6

28.9 *Ship delivered on or after 1 August 2010* means a ship:

.1 for which the building contract is placed on or after 1 August 2007; or

.2 in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1 February 2008; or

.3 the delivery of which is on or after 1 August 2010; or

.4 which have undergone a major conversion:*

.4.1 for which the contract is placed after 1 August 2007; or

.4.2 in the absence of contract, the construction work of which is begun after 1 February 2008; or

.4.3 which is completed after 1 August 2010.

SEE INTERPRETATIONS 5 AND 6

29 *Parts per million (ppm)* means parts of oil per million parts of water by volume.

30 *Constructed* means a ship the keel of which is laid or which is at a similar stage of construction.

SEE INTERPRETATION 5

31 *Oil residue (sludge)* means the residual waste oil products generated during the normal operation of a ship such as those resulting from the purification of fuel or lubricating oil for main or auxiliary machinery, separated waste oil from oil filtering equipment, waste oil collected in drip trays, and waste hydraulic and lubricating oils.

32 *Oil residue (sludge) tank* means a tank which holds oil residue (sludge) from which sludge may be disposed directly through the standard discharge connection or any other approved means of disposal.

33 *Oily bilge water* means water which may be contaminated by oil resulting from things such as leakage or maintenance work in machinery spaces. Any liquid entering the bilge system including bilge wells, bilge piping, tank top or bilge holding tanks is considered oily bilge water.

34 *Oily bilge water holding tank* means a tank collecting oily bilge water prior to its discharge, transfer or disposal.

Regulation 2
Application

1 Unless expressly provided otherwise, the provisions of this Annex shall apply to all ships.

2 In ships other than oil tankers fitted with cargo spaces which are constructed and utilized to carry oil in bulk of an aggregate capacity of 200 m^3 or more, the requirements of regulations 16, 26.4, 29, 30, 31, 32, 34 and 36 of this Annex for oil tankers shall also apply to the construction and operation of those spaces, except that where such aggregate capacity is less than 1,000 m^3 the requirements of regulation 34.6 of this Annex may apply in lieu of regulations 29, 31 and 32.

* MEPC 59 agreed (MEPC 59/24, paragraph 6.18) that the clarification of the requirements of MARPOL Annex I regulation 12A is also applicable to major conversions as defined in regulation 1.28.9.

3 Where a cargo subject to the provisions of Annex II of the present Convention is carried in a cargo space of an oil tanker, the appropriate requirements of Annex II of the present Convention shall also apply.

4 The requirements of regulations 29, 31 and 32 of this Annex shall not apply to oil tankers carrying asphalt or other products subject to the provisions of this Annex, which through their physical properties inhibit effective product/water separation and monitoring, for which the control of discharge under regulation 34 of this Annex shall be effected by the retention of residues on board with discharge of all contaminated washings to reception facilities.

SEE INTERPRETATION 7

5 Subject to the provisions of paragraph 6 of this regulation, regulations 18.6 to 18.8 of this Annex shall not apply to an oil tanker delivered on or before 1 June 1982, as defined in regulation 1.28.3, solely engaged in specific trades between:

.1 ports or terminals within a State Party to the present Convention; or

.2 ports or terminals of States Parties to the present Convention, where:

.2.1 the voyage is entirely within a Special Area; or

.2.2 the voyage is entirely within other limits designated by the Organization.

6 The provisions of paragraph 5 of this regulation shall only apply when the ports or terminals where cargo is loaded on such voyages are provided with reception facilities adequate for the reception and treatment of all the ballast and tank washing water from oil tankers using them and all the following conditions are complied with:

.1 subject to the exceptions provided for in regulation 4 of this Annex, all ballast water, including clean ballast water, and tank washing residues are retained on board and transferred to the reception facilities and the appropriate entry in the Oil Record Book Part II referred to in regulation 36 of this Annex is endorsed by the competent Port State Authority;

.2 agreement has been reached between the Administration and the Governments of the Port States referred to in paragraphs 5.1 or 5.2 of this regulation concerning the use of an oil tanker delivered on or before 1 June 1982, as defined in regulation 1.28.3, for a specific trade;

.3 the adequacy of the reception facilities in accordance with the relevant provisions of this Annex at the ports or terminals referred to above, for the purpose of this regulation, is approved by the Governments of the States Parties to the present Convention within which such ports or terminals are situated; and

.4 the International Oil Pollution Prevention Certificate is endorsed to the effect that the oil tanker is solely engaged in such specific trade.

Regulation 3
Exemptions and waivers

1 Any ship such as hydrofoil, air-cushion vehicle, near-surface craft and submarine craft etc., whose constructional features are such as to render the application of any of the provisions of chapters 3 and 4 of this Annex relating to construction and equipment unreasonable or impracticable may be exempted by the Administration from such provisions, provided that the construction and equipment of that ship provides equivalent protection against pollution by oil, having regard to the service for which it is intended.

2 Particulars of any such exemption granted by the Administration shall be indicated in the Certificate referred to in regulation 7 of this Annex.

3 The Administration which allows any such exemption shall, as soon as possible, but not more than 90 days thereafter, communicate to the Organization particulars of same and the reasons therefor, which the Organization shall circulate to the Parties to the present Convention for their information and appropriate action, if any.

4 The Administration may waive the requirements of regulations 29, 31 and 32 of this Annex, for any oil tanker which engages exclusively on voyages both of 72 h or less in duration and within 50 nautical miles from the nearest land, provided that the oil tanker is engaged exclusively in trades between ports or terminals within a State Party to the present Convention. Any such waiver shall be subject to the requirement that the oil tanker shall retain on board all oily mixtures for subsequent discharge to reception facilities and to the determination by the Administration that facilities available to receive such oily mixtures are adequate.

SEE INTERPRETATIONS 8, 9 AND 10

5 The Administration may waive the requirements of regulations 31 and 32 of this Annex for oil tankers other than those referred to in paragraph 4 of this regulation in cases where:

.1 the tanker is an oil tanker delivered on or before 1 June 1982, as defined in regulation 1.28.3, of 40,000 tonnes deadweight or above, as referred to in regulation 2.5 of this Annex, solely engaged in specific trades, and the conditions specified in regulation 2.6 of this Annex are complied with; or

.2 the tanker is engaged exclusively in one or more of the following categories of voyages:

.2.1 voyages within special areas; or

.2.2 voyages within 50 nautical miles from the nearest land outside special areas where the tanker is engaged in:

.2.2.1 trades between ports or terminals of a State Party to the present Convention; or

.2.2.2 restricted voyages as determined by the Administration, and of 72 h or less in duration;

SEE INTERPRETATION 9

provided that all of the following conditions are complied with:

.2.3 all oily mixtures are retained on board for subsequent discharge to reception facilities;

SEE INTERPRETATION 10

.2.4 for voyages specified in paragraph 5.2.2 of this regulation, the Administration has determined that adequate reception facilities are available to receive such oily mixtures in those oil loading ports or terminals the tanker calls at;

.2.5 the International Oil Pollution Prevention Certificate, when required, is endorsed to the effect that the ship is exclusively engaged in one or more of the categories of voyages specified in paragraphs 5.2.1 and 5.2.2.2 of this regulation; and

.2.6 the quantity, time and port of discharge are recorded in the Oil Record Book.

SEE INTERPRETATION 8

Regulation 4
Exceptions

Regulations 15 and 34 of this Annex shall not apply to:

.1 the discharge into the sea of oil or oily mixture necessary for the purpose of securing the safety of a ship or saving life at sea; or

.2 the discharge into the sea of oil or oily mixture resulting from damage to a ship or its equipment:

.2.1 provided that all reasonable precautions have been taken after the occurrence of the damage or discovery of the discharge for the purpose of preventing or minimizing the discharge; and

.2.2 except if the owner or the master acted either with intent to cause damage, or recklessly and with knowledge that damage would probably result; or

.3 the discharge into the sea of substances containing oil, approved by the Administration, when being used for the purpose of combating specific pollution incidents in order to minimize the damage from pollution. Any such discharge shall be subject to the approval of any Government in whose jurisdiction it is contemplated the discharge will occur.

Regulation 5
Equivalents

SEE INTERPRETATION 11

1 The Administration may allow any fitting, material, appliance or apparatus to be fitted in a ship as an alternative to that required by this Annex if such fitting, material, appliance or apparatus is at least as effective as that required by this Annex. This authority of the Administration shall not extend to substitution of operational methods to effect the control of discharge of oil as equivalent to those design and construction features which are prescribed by regulations in this Annex.

2 The Administration which allows a fitting, material, appliance or apparatus to be fitted in a ship as an alternative to that required by this Annex shall communicate particulars thereof to the Organization for circulation to the Parties to the Convention for their information and appropriate action, if any.

Chapter 2 – Surveys and certification

Regulation 6
Surveys

1 Every oil tanker of 150 gross tonnage and above, and every other ship of 400 gross tonnage and above shall be subject to the surveys specified below:

.1 an initial survey before the ship is put in service or before the Certificate required under regulation 7 of this Annex is issued for the first time, which shall include a complete survey of its structure, equipment, systems, fittings, arrangements and material in so far as the ship is covered by this Annex. This survey shall be such as to ensure that the structure, equipment, systems, fittings, arrangements and material fully comply with the applicable requirements of this Annex;

.2 a renewal survey at intervals specified by the Administration, but not exceeding five years, except where regulation 10.2.2, 10.5, 10.6 or 10.7 of this Annex is applicable. The renewal survey shall be such as to ensure that the structure, equipment, systems, fittings, arrangements and material fully comply with applicable requirements of this Annex;

.3 an intermediate survey within three months before or after the second anniversary date or within three months before or after the third anniversary date of the Certificate which shall take the place of one of the annual surveys specified in paragraph 1.4 of this regulation. The intermediate survey shall be such as to ensure that the equipment and associated pump and piping systems, including oil discharge monitoring and control systems, crude oil washing systems, oily-water separating equipment and oil filtering systems, fully comply with the applicable requirements of this Annex and are in good working order. Such intermediate surveys shall be endorsed on the Certificate issued under regulation 7 or 8 of this Annex;

SEE INTERPRETATION 12

.4 an annual survey within three months before or after each anniversary date of the Certificate, including a general inspection of the structure, equipment, systems, fittings, arrangements and material referred to in paragraph 1.1 of this regulation to ensure that they have been maintained in accordance with paragraphs 4.1 and 4.2 of this regulation and that they remain satisfactory for the service for which the ship is intended. Such annual surveys shall be endorsed on the Certificate issued under regulation 7 or 8 of this Annex; and

SEE INTERPRETATION 12

.5 an additional survey either general or partial, according to the circumstances, shall be made after a repair resulting from investigations prescribed in paragraph 4.3 of this regulation, or whenever any important repairs or renewals are made. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory and that the ship complies in all respects with the requirements of this Annex.

2 The Administration shall establish appropriate measures for ships which are not subject to the provisions of paragraph 1 of this regulation in order to ensure that the applicable provisions of this Annex are complied with.

3.1 Surveys of ships as regards the enforcement of the provisions of this Annex shall be carried out by officers of the Administration. The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it. Such organizations shall comply with the guidelines adopted by the Organization by resolution A.739(18), as may be amended by the Organization, and the specifications adopted by the Organization by resolution A.789(19), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article 16 of the present Convention concerning the amendment procedures applicable to this Annex.

3.2 An Administration nominating surveyors or recognizing organizations to conduct surveys as set forth in paragraph 3.1 of this regulation shall, as a minimum, empower any nominated surveyor or recognized organization to:

.1 require repairs to a ship; and

.2 carry out surveys, if requested by the appropriate authorities of a port State.

The Administration shall notify the Organization of the specific responsibilities and conditions of the authority delegated to the nominated surveyors or recognized organizations, for circulation to Parties to the present Convention for the information of their officers.

3.3 When a nominated surveyor or recognized organization determines that the condition of the ship or its equipment does not correspond substantially with the particulars of the Certificate or is such that the ship is not fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment, such surveyor or organization shall immediately ensure that corrective action is taken and shall in due course notify the Administration. If such corrective action is not taken the Certificate shall be withdrawn and the Administration shall be notified immediately; and if the ship is in a port of another Party, the appropriate authorities of the port State shall also be notified immediately. When an officer of the Administration, a nominated surveyor or a recognized organization has notified the appropriate authorities of the port State, the Government of the port State concerned shall give such officer, surveyor or organization any necessary assistance to carry out their obligations under this regulation. When applicable, the Government of the port State concerned shall take such steps as will ensure that the ship shall not sail until it can proceed to sea or leave the port for the purpose of proceeding to the nearest appropriate repair yard available without presenting an unreasonable threat of harm to the marine environment.

3.4 In every case, the Administration concerned shall fully guarantee the completeness and efficiency of the survey and shall undertake to ensure the necessary arrangements to satisfy this obligation.

4.1 The condition of the ship and its equipment shall be maintained to conform with the provisions of the present Convention to ensure that the ship in all respects will remain fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment.

4.2 After any survey of the ship under paragraph 1 of this regulation has been completed, no change shall be made in the structure, equipment, systems, fittings, arrangements or material covered by the survey, without the sanction of the Administration, except the direct replacement of such equipment and fittings.

4.3 Whenever an accident occurs to a ship or a defect is discovered which substantially affects the integrity of the ship or the efficiency or completeness of its equipment covered by this Annex the master or owner of the ship shall report at the earliest opportunity to the Administration, the recognized organization or the nominated surveyor responsible for issuing the relevant Certificate, who shall cause investigations to be initiated to determine whether a survey as required by paragraph 1 of this regulation is necessary. If the ship is in a port of another Party, the master or owner shall also report immediately to the appropriate authorities of the port State and the nominated surveyor or recognized organization shall ascertain that such report has been made.

Regulation 7
Issue or endorsement of certificate

SEE INTERPRETATION 13

1 An International Oil Pollution Prevention Certificate shall be issued, after an initial or renewal survey in accordance with the provisions of regulation 6 of this Annex, to any oil tanker of 150 gross tonnage and above and any other ships of 400 gross tonnage and above which are engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the present Convention.

2 Such certificate shall be issued or endorsed as appropriate either by the Administration or by any persons or organization duly authorized by it. In every case the Administration assumes full responsibility for the certificate.

Regulation 8
Issue or endorsement of certificate by another Government

1 The Government of a Party to the present Convention may, at the request of the Administration, cause a ship to be surveyed and, if satisfied that the provisions of this Annex are complied with, shall issue or authorize the issue of an International Oil Pollution Prevention Certificate to the ship and, where appropriate, endorse or authorize the endorsement of that certificate on the ship in accordance with this Annex.

2 A copy of the certificate and a copy of the survey report shall be transmitted as soon as possible to the requesting Administration.

3 A certificate so issued shall contain a statement to the effect that it has been issued at the request of the Administration and it shall have the same force and receive the same recognition as the certificate issued under regulation 7 of this Annex.

4 No International Oil Pollution Prevention Certificate shall be issued to a ship which is entitled to fly the flag of a State which is not a Party.

Regulation 9
Form of certificate

SEE INTERPRETATION 14

The International Oil Pollution Prevention Certificate shall be drawn up in the form corresponding to the model given in appendix II to this Annex and shall be in at least 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.

Regulation 10
Duration and validity of certificate

SEE INTERPRETATION 15

1 An International Oil Pollution Prevention Certificate shall be issued for a period specified by the Administration, which shall not exceed five years.

2.1 Notwithstanding the requirements of paragraph 1 of this regulation, when the renewal survey is completed within three months before the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing certificate.

2.2 When the renewal survey is completed after the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing certificate.

2.3 When the renewal survey is completed more than three months before the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of completion of the renewal survey.

3 If a certificate is issued for a period of less than five years, the Administration may extend the validity of the certificate beyond the expiry date to the maximum period specified in paragraph 1 of this regulation, provided that the surveys referred to in regulations 6.1.3 and 6.1.4 of this Annex applicable when a certificate is issued for a period of five years are carried out as appropriate.

4 If a renewal survey has been completed and a new certificate cannot be issued or placed on board the ship before the expiry date of the existing certificate, the person or organization authorized by the Administration may endorse the existing certificate and such a certificate shall be accepted as valid for a further period which shall not exceed five months from the expiry date.

5 If a ship at the time when a certificate expires is not in a port in which it is to be surveyed, the Administration may extend the period of validity of the certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so. No certificate shall be extended for a period longer than three months, and a ship to which an extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port without having a new certificate. When the renewal survey is completed, the new certificate shall be valid to a date not exceeding five years from the date of expiry of the existing certificate before the extension was granted.

6 A certificate issued to a ship engaged on short voyages which has not been extended under the foregoing provisions of this regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it. When the renewal survey is completed, the new certificate shall be valid to a date not exceeding five years from the date of expiry of the existing certificate before the extension was granted.

7 In special circumstances, as determined by the Administration, a new certificate need not be dated from the date of expiry of the existing certificate as required by paragraphs 2.2, 5 or 6 of this regulation. In these special circumstances, the new certificate shall be valid to a date not exceeding five years from the date of completion of the renewal survey.

8 If an annual or intermediate survey is completed before the period specified in regulation 6 of this Annex, then:

.1 the anniversary date shown on the certificate shall be amended by endorsement to a date which shall not be more than three months later than the date on which the survey was completed;

.2 the subsequent annual or intermediate survey required by regulation 6.1 of this Annex shall be completed at the intervals prescribed by that regulation using the new anniversary date; and

.3 the expiry date may remain unchanged provided one or more annual or intermediate surveys, as appropriate, are carried out so that the maximum intervals between the surveys prescribed by regulation 6.1 of this Annex are not exceeded.

9 A certificate issued under regulation 7 or 8 of this Annex shall cease to be valid in any of the following cases:

.1 if the relevant surveys are not completed within the periods specified under regulation 6.1 of this Annex;

.2 if the certificate is not endorsed in accordance with regulation 6.1.3 or 6.1.4 of this Annex; or

.3 upon transfer of the ship to the flag of another State. A new certificate shall only be issued when the Government issuing the new certificate is fully satisfied that the ship is in compliance with the requirements of regulations 6.4.1 and 6.4.2 of this Annex. In the case of a transfer between Parties, if requested within three months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.

Regulation 11
Port State control on operational requirements[*]

1 A ship when in a port or an offshore terminal of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by oil.

2 In the circumstances given in paragraph 1 of this regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex.

3 Procedures relating to the port State control prescribed in article 5 of the present Convention shall apply to this regulation.

4 Nothing in this regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

[*] Refer to the Procedures for port State control, adopted by the Organization by resolution A.787(19), as amended by resolution A.882(21); see IMO publication, sales number IA650E.

Chapter 3 – Requirements for machinery spaces of all ships

Part A – Construction

Regulation 12
Tanks for oil residues (sludge)

1 Every ship of 400 gross tonnage and above shall be provided with a tank or tanks of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oil residues (sludge) which cannot be dealt with otherwise in accordance with the requirements of this Annex.

SEE INTERPRETATION 16

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.

SEE INTERPRETATION 17

3 Piping to and from oil residue (sludge) tanks shall have no direct connection overboard, other than the standard discharge connection referred to in regulation 13.

SEE INTERPRETATION 18

4 In ships delivered after 31 December 1979, as defined in regulation 1.28.2, tanks for oil residues shall be designed and constructed so as to facilitate their cleaning and the discharge of residues to reception facilities. Ships delivered on or before 31 December 1979, as defined in regulation 1.28.1, shall comply with this requirement as far as is reasonable and practicable.

SEE INTERPRETATION 19

Regulation 12A*
Oil fuel tank protection

1 This regulation shall apply to all ships with an aggregate oil fuel capacity of 600 m^3 and above which are delivered on or after 1 August 2010, as defined in regulation 1.28.9 of this Annex.

2 The application of this regulation in determining the location of tanks used to carry oil fuel does not govern over the provisions of regulation 19 of this Annex.

* MEPC 58 decided (MEPC 58/23, paragraph 6.10) that, with regard to conversions from single hull oil tankers to bulk/ore carriers, regulation 12A should be applied to the entire bulk/ore carrier, i.e., all new and existing fuel oil tanks.

3 For the purpose of this regulation, the following definitions shall apply:

.1 *Oil fuel* means any oil used as fuel oil in connection with the propulsion and auxiliary machinery of the ship in which such oil is carried.

.2 *Load line draught* (d_S) is the vertical distance, in metres, from the moulded baseline at mid-length to the waterline corresponding to the summer freeboard draught to be assigned to the ship.

.3 *Light ship draught* is the moulded draught amidships corresponding to the lightweight.

.4 *Partial load line draught* (d_P) is the light ship draught plus 60% of the difference between the light ship draught and the load line draught (d_S). The partial load line draught (d_P) shall be measured in metres.

.5 *Waterline* (d_B) is the vertical distance, in metres, from the moulded baseline at mid-length to the waterline corresponding to 30% of the depth D_S.

.6 *Breadth* (B_S) is the greatest moulded breadth of the ship, in metres, at or below the deepest load line draught d_S.

.7 *Breadth* (B_B) is the greatest moulded breadth of the ship, in metres, at or below the waterline d_B.

.8 *Depth* (D_S) is the moulded depth, in metres, measured at mid-length to the upper deck at side. For the purpose of the application, "upper deck" means the highest deck to which the watertight transverse bulkheads except aft peak bulkheads extend.

.9 *Length (L)* means 96% of the total length on a waterline at 85% of the least moulded depth measured from the top of the keel, or the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline. The length (*L*) shall be measured in metres.

.10 *Breadth (B)* means the maximum breadth of the ship, in metres, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material.

.11 *Oil fuel tank* means a tank in which oil fuel is carried, but excludes those tanks which would not contain oil fuel in normal operation, such as overflow tanks.

.12 *Small oil fuel tank* is an oil fuel tank with a maximum individual capacity not greater than 30 m^3.

.13 *C* is the ship's total volume of oil fuel, including that of the small oil fuel tanks, in cubic metres, at 98% tank filling.

.14 *Oil fuel capacity* means the volume of a tank in cubic metres, at 98% filling.

4 The provisions of this regulation shall apply to all oil fuel tanks except small oil fuel tanks, as defined in 3.12, provided that the aggregate capacity of such excluded tanks is not greater than 600 m^3.

5 Individual oil fuel tanks shall not have a capacity of over 2,500 m^3.

6 For ships, other than self-elevating drilling units, having an aggregate oil fuel capacity of 600 m^3 and above, oil fuel tanks shall be located above the moulded line of the bottom shell plating nowhere less than the distance *h* as specified below:

$h = \frac{B}{20}$ (m) or

$h = 2.0$ m, whichever is the lesser.

The minimum value of $h = 0.76$ m.

In the turn of the bilge area and at locations without a clearly defined turn of the bilge, the oil fuel tank boundary line shall run parallel to the line of the midship flat bottom as shown in figure 1.

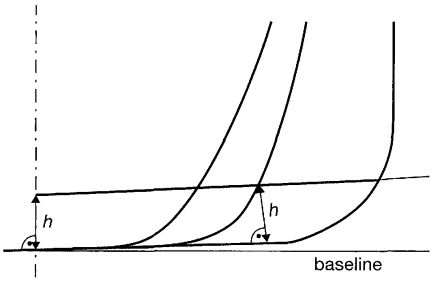

Figure 1 – *Oil fuel tank boundary lines*

7 For ships having an aggregate oil fuel capacity of 600 m^3 or more but less than 5,000 m^3, oil fuel tanks shall be located inboard of the moulded line of the side shell plating, nowhere less than the distance *w* which, as shown in figure 2, is measured at any cross-section at right angles to the side shell, as specified below:

$$w = 0.4 + \frac{2.4C}{20{,}000} \text{ (m)}$$

The minimum value of $w = 1.0$ m; however, for individual tanks with an oil fuel capacity of less than 500 m^3 the minimum value is 0.76 m.

8 For ships having an aggregate oil fuel capacity of 5,000 m^3 and over, oil fuel tanks shall be located inboard of the moulded line of the side shell plating, nowhere less than the distance *w* which, as shown in figure 2, is measured at any cross-section at right angles to the side shell, as specified below:

$$w = 0.5 + \frac{C}{20{,}000} \text{ (m) or}$$

$w = 2.0$ m, whichever is the lesser.

The minimum value of $w = 1.0$ m.

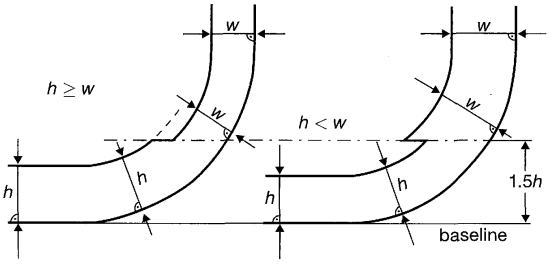

Figure 2 – *Oil fuel tank boundary lines*

9 Lines of oil fuel piping located at a distance from the ship's bottom of less than *h*, as defined in paragraph 6, or from the ship's side less than *w*, as defined in paragraphs 7 and 8, shall be fitted with valves or similar closing devices within or immediately adjacent to the oil fuel tank. These valves shall be capable of being brought into operation from a readily accessible enclosed space the location of which is accessible from the navigation bridge or propulsion machinery control position without traversing exposed freeboard or superstructure decks. The valves shall close in case of remote control system failure (fail in a closed position) and shall be kept closed at sea at any time when the tank contains oil fuel except that they may be opened during oil fuel transfer operations.

10 Suction wells in oil fuel tanks may protrude into the double bottom below the boundary line defined by the distance *h* provided that such wells are as small as practicable and the distance between the well bottom and the bottom shell plating is not less than 0.5*h*.

11 Alternatively to paragraphs 6 and either 7 or 8, ships shall comply with the accidental oil fuel outflow performance standard specified below:

.1 The level of protection against oil fuel pollution in the event of collision or grounding shall be assessed on the basis of the mean oil outflow parameter as follows:

$O_M \leq 0.0157 - 1.14E - 6C$ for 600 $m^3 \leq C < 5{,}000$ m^3

$O_M \leq 0.010$ for $C \geq 5{,}000$ m^3

where:

O_M = mean oil outflow parameter;

C = total oil fuel volume.

.2 The following general assumption shall apply when calculating the mean oil outflow parameter:

.2.1 the ship shall be assumed loaded to the partial load line draught (d_p) without trim or heel;

.2.2 all oil fuel tanks shall be assumed loaded to 98% of their volumetric capacity;

.2.3 the nominal density of the oil fuel (ρ_n) shall generally be taken as 1,000 kg/m^3. If the density of the oil fuel is specifically restricted to a lesser value, the lesser value may be applied; and

.2.4 for the purpose of these outflow calculations, the permeability of each oil fuel tank shall be taken as 0.99, unless proven otherwise.

.3 The following assumptions shall be used when combining the oil outflow parameters:

.3.1 The mean oil outflow shall be calculated independently for side damage and for bottom damage and then combined into a non-dimensional oil outflow parameter O_M, as follows:

$$O_M = \frac{0.4O_{MS} + 0.6O_{MB}}{C}$$

where:

O_{MS} = mean outflow for side damage, in m^3

O_{MB} = mean outflow for bottom damage, in m^3

C = total oil fuel volume.

.3.2 For bottom damage, independent calculations for mean outflow shall be done for 0 m and 2.5 m tide conditions, and then combined as follows:

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

where:

$O_{MB(0)}$ = mean outflow for 0 m tide condition, and

$O_{MB(2.5)}$ = mean outflow for minus 2.5 m tide condition, in m^3.

.4 The mean outflow for side damage O_{MS} shall be calculated as follows:

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

where:

i = each oil fuel tank under consideration;

n = total number of oil fuel tanks;

$P_{S(i)}$ = the probability of penetrating oil fuel tank i from side damage, calculated in accordance with paragraph 11.6 of this regulation;

$O_{S(i)}$ = the outflow, in m^3, from side damage to oil fuel tank i, which is assumed equal to the total volume in oil fuel tank i at 98% filling.

.5 The mean outflow for bottom damage shall be calculated for each tidal condition as follows:

.5.1 $O_{MB(0)} = \sum_{i}^{n} P_{B(i)} O_{B(i)} C_{DB(i)}$ (m^3)

where:

i = each oil fuel tank under consideration;

n = total number of oil fuel tanks;

$P_{B(i)}$ = the probability of penetrating oil fuel tank i from bottom damage, calculated in accordance with paragraph 11.7 of this regulation;

$O_{B(i)}$ = the outflow from oil fuel tank i, in m^3, calculated in accordance with paragraph 11.5.3 of this regulation; and

$C_{DB(i)}$ = factor to account for oil capture as defined in paragraph 11.5.4.

.5.2 $O_{MB(2.5)} = \sum_{i}^{n} P_{B(i)} O_{B(i)} C_{DB(i)}$ (m^3)

where:

i, n, $P_{B(i)}$ and $C_{DB(i)}$ = as defined in subparagraph .5.1 above

$O_{B(i)}$ = the outflow from oil fuel tank i, in m^3, after tidal change.

.5.3 The oil outflow $O_{B(i)}$ for each oil fuel tank shall be calculated based on pressure balance principles, in accordance with the following assumptions:

.5.3.1 The ship shall be assumed stranded with zero trim and heel, with the stranded draught prior to tidal change equal to the partial load line draught d_P.

.5.3.2 The oil fuel level after damage shall be calculated as follows:

$$h_F = \frac{(d_P + t_c - Z_l)\rho_s}{\rho_n}$$

where:

h_F = the height of the oil fuel surface above Z_l, in metres;

t_c = the tidal change, in metres. Reductions in tide shall be expressed as negative values;

Z_l = the height of the lowest point in the oil fuel tank above the baseline, in metres;

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

ρ_n = nominal density of the oil fuel, as defined in 11.2.3.

.5.3.3 The oil outflow $O_{B(i)}$ for any tank bounding the bottom shell plating shall be taken not less than the following formula, but no more than the tank capacity:

$$O_{B(i)} = H_W \cdot A$$

where:

H_W = 1.0 m, when $Y_B = 0$

H_W = $\frac{B_B}{50}$ but not greater than 0.4 m, when Y_B is greater than $\frac{B_B}{5}$ or 11.5 m, whichever is less

H_W is to be measured upwards from the midship flat bottom line. In the turn of the bilge area and at locations without a clearly defined turn of the bilge, H_W is to be measured from a line parallel to the midship flat bottom, as shown for distance h in figure 1.

For Y_B values outboard $\frac{B_B}{5}$ or 11.5 m, whichever is less, H_W is to be linearly interpolated.

Y_B = the minimum value of Y_B over the length of the oil fuel tank, where at any given location, Y_B is the transverse distance between the side shell at waterline d_B and the tank at or below waterline d_B.

A = the maximum horizontal projected area of the oil fuel tank up to the level of H_W from the bottom of the tank.

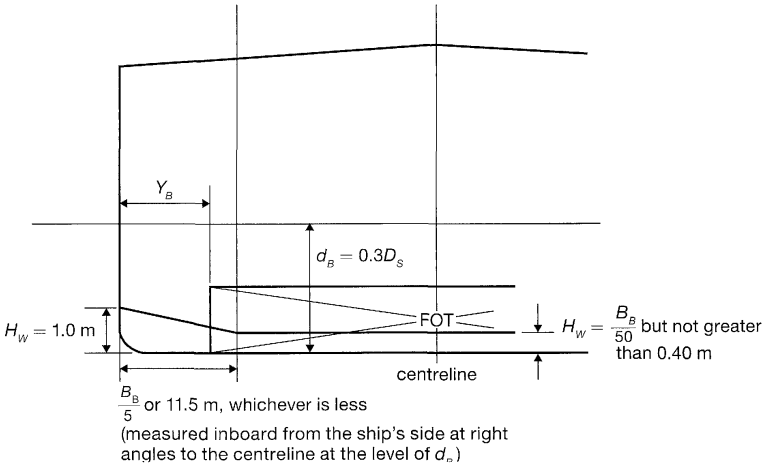

Figure 3 – *Dimensions for calculation of the minimum oil outflow*

.5.4 In the case of bottom damage, a portion from the outflow from an oil fuel tank may be captured by non-oil compartments. This effect is approximated by application of the factor $C_{DB(i)}$ for each tank, which shall be taken as follows:

$C_{DB(i)}$ = 0.6 for oil fuel tanks bounded from below by non-oil compartments;

$C_{DB(i)}$ = 1 otherwise.

.6 The probability P_S of breaching a compartment from side damage shall be calculated as follows:

.6.1 $P_S = P_{SL} \cdot P_{SV} \cdot P_{ST}$

where:

$P_{SL} = (1 - P_{Sf} - P_{Sa})$ = probability the damage will extend into the longitudinal zone bounded by X_a and X_f;

$P_{SV} = (1 - P_{Su} - P_{Sl})$ = probability the damage will extend into the vertical zone bounded by Z_l and Z_u;

$P_{ST} = (1 - P_{Sy})$ = probability the damage will extend transversely beyond the boundary defined by y;

.6.2 P_{Sa}, P_{Sf}, P_{Su} and P_{Sl} shall be determined by linear interpolation from the tables of probabilities for side damage provided in 11.6.3, and P_{Sy} shall be calculated from the formulas provided in 11.6.3, where:

P_{Sa} = the probability the damage will lie entirely aft of location $\frac{X_a}{L}$;

P_{Sf} = the probability the damage will lie entirely forward of location $\frac{X_f}{L}$;

P_{Sl} = probability the damage will lie entirely below the tank;

P_{Su} = probability the damage will lie entirely above the tank; and

P_{Sy} = probability the damage will lie entirely outboard the tank.

Compartment boundaries X_a, X_f, Z_l, Z_u and y shall be developed as follows:

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

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

Z_l = the vertical distance from the moulded baseline to the lowest point on the compartment being considered, in metres. Where Z_l is greater than D_S, Z_l shall be taken as D_S;

Z_u = the vertical distance from the moulded baseline to the highest point on the compartment being considered, in metres. Where Z_u is greater than D_S, Z_u shall be taken as D_S; and

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

In way of the turn of the bilge, y need not to be considered below a distance h above baseline, where h is lesser of $\frac{B}{10}$, 3 m or the top of the tank.

.6.3 Tables of probabilities for side damage

$\frac{X_a}{L}$	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

$\frac{X_f}{L}$	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

$\frac{Z_l}{D_S}$	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

$\frac{Z_u}{D_S}$	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

P_{Sy} shall be calculated as follows:

$$P_{Sy} = \left(\frac{24.96 - 199.6y}{B_S}\right)\left(\frac{y}{B_S}\right) \quad \text{for } \frac{y}{B_S} \leq 0.05$$

$$P_{Sy} = 0.749 + \left(5 - 44.4\left(\frac{y}{B_S} - 0.05\right)\left(\frac{y}{B_S}\right) - 0.05\right) \quad \text{for } 0.05 < \frac{y}{B_S} < 0.1$$

$$P_{Sy} = 0.888 + 0.56\left(\frac{y}{B_S} - 0.1\right) \quad \text{for } \frac{y}{B_S} \geq 0.1$$

P_{Sy} is not to be taken greater than 1.

.7 The probability P_B of breaching a compartment from bottom damage shall be calculated as follows:

.7.1 $P_B = P_{BL} \cdot P_{BT} \cdot P_{BV}$

where:

$P_{BL} = (1 - P_{Bf} - P_{Ba})$ = probability the damage will extend into the longitudinal zone bounded by X_a and X_f;

* For symmetrical tank arrangements, damages are considered for one ship only, in which case all "y" dimensions are to be measured from that side. For asymmetrical arrangements, reference is made to the Explanatory Notes on matters related to the accidental oil outflow performance, adopted by the Organization by resolution MEPC.122(52), as amended.

$P_{BT} = (1 - P_{Bp} - P_{Bs})$ = probability the damage will extend into transverse zone bounded by Y_p and Y_s; and

$P_{BV} = (1 - P_{Bz})$ = probability the damage will extend vertically above the boundary defined by z;

.7.2 P_{Ba}, P_{Bf}, P_{Bp} and P_{Bs} shall be determined by linear interpolation from the tables of probabilities for bottom damage provided in 11.7.3, and P_{Bz} shall be calculated from the formulas provided in 11.7.3, where:

P_{Ba} = the probability the damage will lie entirely aft of location $\frac{X_a}{L}$;

P_{Bf} = the probability the damage will lie entirely forward of location $\frac{X_f}{L}$;

P_{Bp} = probability the damage will lie entirely to port of the tank;

P_{Bs} = probability the damage will lie entirely to starboard of the tank; and

P_{Bz} = probability the damage will lie entirely below the tank.

Compartment boundaries X_a, X_f, Y_p, Y_s and z shall be developed as follows:

X_a and X_f as defined in 11.6.2;

Y_p = the transverse distance from the port-most point on the compartment located at or below the waterline d_B, to a vertical plane located $\frac{B_B}{2}$ to starboard of the ship's centreline;

Y_s = the transverse distance from the starboard-most point on the compartment located at or below the waterline d_B, to a vertical plane located $\frac{B_B}{2}$ to starboard of the ship's centreline; and

z = 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.

.7.3 Tables of probabilities for bottom damage

$\frac{X_a}{L}$	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
0.70	0.289
0.75	0.344
0.80	0.409
0.85	0.482
0.90	0.565
0.95	0.658
1.00	0.761

$\frac{X_f}{L}$	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
0.70	0.413
0.75	0.333
0.80	0.252
0.85	0.170
0.90	0.089
0.95	0.026
1.00	0.000

$\frac{Y_p}{B_B}$	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
0.70	0.171
0.75	0.133
0.80	0.097
0.85	0.063
0.90	0.032
0.95	0.009
1.00	0.000

$\frac{Y_s}{B_B}$	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	0.544
0.75	0.594
0.80	0.644
0.85	0.694
0.90	0.744
0.95	0.794
1.00	0.844

P_{Bz} shall be calculated as follows:

$$P_{Bz} = \left(14.5 - \frac{67z}{D_S}\right)\left(\frac{z}{D_S}\right) \quad \text{for } \frac{z}{D_S} \leq 0.1,$$

$$P_{Bz} = 0.78 + 1.1\left(\frac{z}{D_S} - 0.1\right) \quad \text{for } \frac{z}{D_S} > 0.1.$$

P_{Bz} is not to be taken greater than 1.

.8 For the purpose of maintenance and inspection, any oil fuel tanks that do not border the outer shell plating shall be located no closer to the bottom shell plating than the minimum value of *h* in paragraph 6 and no closer to the side shell plating than the applicable minimum value of *w* in paragraph 7 or 8.

12 In approving the design and construction of ships to be built in accordance with this regulation, Administrations shall have due regard to the general safety aspects, including the need for maintenance and inspection of wing and double bottom tanks or spaces.

SEE INTERPRETATIONS 20, 21 AND 22

Regulation 13
Standard discharge connection

To enable pipes of reception facilities to be connected with the ship's discharge pipeline for residues from machinery bilges and from oil residue (sludge) tanks, both lines shall be fitted with a standard discharge connection in accordance with the following table:

Standard dimensions of flanges for discharge connections

Description	Dimension
Outside diameter	215 mm
Inner diameter	According to pipe outside diameter
Bolt circle diameter	183 mm
Slots in flange	6 holes 22 mm in diameter equidistantly placed on a bolt circle of the above diameter, slotted to the flange periphery. The slot width to be 22 mm
Flange thickness	20 mm
Bolts and nuts: quantity, diameter	6, each of 20 mm in diameter and of suitable length
The flange is designed to accept pipes up to a maximum internal diameter of 125 mm and shall be of steel or other equivalent material having a flat face. This flange, together with a gasket of oil-proof material, shall be suitable for a service pressure of 600 kPa.	

Part B – Equipment

Regulation 14
Oil filtering equipment

SEE INTERPRETATION 23

1 Except as specified in paragraph 3 of this regulation, any ship of 400 gross tonnage and above but less than 10,000 gross tonnage shall be fitted with oil filtering equipment complying with paragraph 6 of this regulation. Any such ship which may discharge into the sea ballast water retained in oil fuel tanks in accordance with regulation 16.2 shall comply with paragraph 2 of this regulation.

SEE INTERPRETATIONS 24 AND 25

2 Except as specified in paragraph 3 of this regulation, any ship of 10,000 gross tonnage and above shall be fitted with oil filtering equipment complying with paragraph 7 of this regulation.

SEE INTERPRETATION 25

3 Ships, such as hotel ships, storage vessels, etc., which are stationary except for non-cargo-carrying relocation voyages need not be provided with oil filtering equipment. Such ships shall be provided with a holding tank having a volume adequate, to the satisfaction of the Administration, for the total retention on board of the oily bilge water. All oily bilge water shall be retained on board for subsequent discharge to reception facilities.

4 The Administration shall ensure that ships of less than 400 gross tonnage are equipped, as far as practicable, to retain on board oil or oily mixtures or discharge them in accordance with the requirements of regulation 15.6 of this Annex.

5 The Administration may waive the requirements of paragraphs 1 and 2 of this regulation for:

.1 any ship engaged exclusively on voyages within special areas, or

.2 any ship certified under the International Code of Safety for High-Speed Craft (or otherwise within the scope of this Code with regard to size and design) engaged on a scheduled service with a turn-around time not exceeding 24 h and covering also non-passenger/cargo-carrying relocation voyages for these ships,

.3 with regard to the provision of subparagraphs .1 and .2 above, the following conditions shall be complied with:

.3.1 the ship is fitted with a holding tank having a volume adequate, to the satisfaction of the Administration, for the total retention on board of the oily bilge water;

.3.2 all oily bilge water is retained on board for subsequent discharge to reception facilities;

.3.3 the Administration has determined that adequate reception facilities are available to receive such oily bilge water in a sufficient number of ports or terminals the ship calls at;

.3.4 the International Oil Pollution Prevention Certificate, when required, is endorsed to the effect that the ship is exclusively engaged on the voyages within special areas or has been accepted as a high-speed craft for the purpose of this regulation and the service is identified; and

SEE INTERPRETATION 26

.3.5 the quantity, time, and port of the discharge are recorded in the Oil Record Book Part I.

SEE INTERPRETATION 8

6 Oil filtering equipment referred to in paragraph 1 of this regulation shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15 ppm. In considering the design of such equipment, the Administration shall have regard to the specification recommended by the Organization.*

7 Oil filtering equipment referred to in paragraph 2 of this regulation shall comply with paragraph 6 of this regulation. In addition, it shall be provided with alarm arrangements to indicate when this level cannot be maintained. The system shall also be provided with arrangements to ensure that any discharge of oily mixtures is automatically stopped when the oil content of the effluent exceeds 15 ppm. In considering the design of such equipment and approvals, the Administration shall have regard to the specification recommended by the Organization.*

* Refer to the Recommendation on international performance and test specification for oily-water separating equipment and oil content meters, adopted by the Organization by Assembly resolution A.393(X), or the Guidelines and specifications for pollution prevention equipment for machinery space bilges of ships, adopted by the Marine Environment Protection Committee by resolution MEPC.60(33), or the 2011 *Guidelines and specifications for add-on equipment for upgrading* resolution MEPC.60(33) – compliant oil filtering equipment, adopted by resolution MEPC.205(62), or the Revised guidelines and specification for pollution prevention equipment for machinery space bilges of ships, adopted by the Marine Environment Protection Committee by resolution MEPC.107(49).

Part C – Control of operational discharge of oil

Regulation 15
Control of discharge of oil

SEE INTERPRETATIONS 23 AND 27

1 Subject to the provisions of regulation 4 of this Annex and paragraphs 2, 3, and 6 of this regulation, any discharge into the sea of oil or oily mixtures from ships shall be prohibited.

A Discharges outside special areas

2 Any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above shall be prohibited except when all the following conditions are satisfied:

.1 the ship is proceeding *en route*;

SEE INTERPRETATION 28

.2 the oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14 of this Annex;

.3 the oil content of the effluent without dilution does not exceed 15 ppm;

.4 the oily mixture does not originate from cargo pump-room bilges on oil tankers; and

.5 the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

B Discharges in special areas

3 Any discharge into the sea of oil or oily mixtures from ships of 400 gross tonnage and above shall be prohibited except when all of the following conditions are satisfied:

.1 the ship is proceeding *en route*;

.2 the oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14.7 of this Annex;

.3 the oil content of the effluent without dilution does not exceed 15 ppm;

.4 the oily mixture does not originate from cargo pump-room bilges on oil tankers; and

.5 the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

4 In respect of the Antarctic area, any discharge into the sea of oil or oily mixtures from any ship shall be prohibited.

5 Nothing in this regulation shall prohibit a ship on a voyage only part of which is in a special area from discharging outside a special area in accordance with paragraph 2 of this regulation.

C Requirements for ships of less than 400 gross tonnage in all areas except the Antarctic area

6 In the case of a ship of less than 400 gross tonnage, oil and all oily mixtures shall either be retained on board for subsequent discharge to reception facilities or discharged into the sea in accordance with the following provisions:

.1 the ship is proceeding *en route*;

.2 the ship has in operation equipment of a design approved by the Administration that ensures that the oil content of the effluent without dilution does not exceed 15 ppm;

.3 the oily mixture does not originate from cargo pump-room bilges on oil tankers; and

.4 the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

D General requirements

7 Whenever visible traces of oil are observed on or below the surface of the water in the immediate vicinity of a ship or its wake, Governments of Parties to the present Convention should, to the extent they are reasonably able to do so, promptly investigate the facts bearing on the issue of whether there has been a violation of the provisions of this regulation. The investigation should include, in particular, the wind and sea conditions, the track and speed of the ship, other possible sources of the visible traces in the vicinity, and any relevant oil discharge records.

8 No discharge into the sea shall contain chemicals or other substances in quantities or concentrations which are hazardous to the marine environment or chemicals or other substances introduced for the purpose of circumventing the conditions of discharge specified in this regulation.

9 The oil residues which cannot be discharged into the sea in compliance with this regulation shall be retained on board for subsequent discharge to reception facilities.

Regulation 16
Segregation of oil and water ballast and carriage of oil in forepeak tanks

1 Except as provided in paragraph 2 of this regulation, in ships delivered after 31 December 1979, as defined in regulation 1.28.2, of 4,000 gross tonnage and above other than oil tankers, and in oil tankers delivered after 31 December 1979, as defined in regulation 1.28.2, of 150 gross tonnage and above, no ballast water shall be carried in any oil fuel tank.

2 Where the need to carry large quantities of oil fuel render it necessary to carry ballast water which is not a clean ballast in any oil fuel tank, such ballast water shall be discharged to reception facilities or into the sea in compliance with regulation 15 of this Annex using the equipment specified in regulation 14.2 of this Annex, and an entry shall be made in the Oil Record Book to this effect.

SEE INTERPRETATION 29

3 In a ship of 400 gross tonnage and above, for which the building contract is placed after 1 January 1982 or, in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction after 1 July 1982, oil shall not be carried in a forepeak tank or a tank forward of the collision bulkhead.

4 All ships other than those subject to paragraphs 1 and 3 of this regulation shall comply with the provisions of those paragraphs as far as is reasonable and practicable.

SEE INTERPRETATION 30

Regulation 17
Oil Record Book Part I – Machinery space operations

1 Every oil tanker of 150 gross tonnage and above and every ship of 400 gross tonnage and above other than an oil tanker shall be provided with an Oil Record Book Part I (Machinery space operations). The Oil Record Book, whether as a part of the ship's official log-book or otherwise, shall be in the form specified in appendix III to this Annex.

2 The Oil Record Book Part I shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following machinery space operations takes place in the ship:

.1 ballasting or cleaning of oil fuel tanks;

.2 discharge of dirty ballast or cleaning water from oil fuel tanks;

.3 collection and disposal of oil residues (sludge);

.4 discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces; and

.5 bunkering of fuel or bulk lubricating oil.

3 In the event of such discharge of oil or oily mixture as is referred to in regulation 4 of this Annex or in the event of accidental or other exceptional discharge of oil not excepted by that regulation, a statement shall be made in the Oil Record Book Part I of the circumstances of, and the reasons for, the discharge.

4 Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the Oil Record Book Part I, so that all entries in the book appropriate to that operation are completed. Each completed operation shall be signed by the officer or officers in charge of the operations concerned and each completed page shall be signed by the master of ship. The entries in the Oil Record Book Part I, for ships holding an International Oil Pollution Prevention Certificate, shall be at least in English, French or Spanish. Where entries in an official national 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.

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

6 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.

7 The competent authority of the Government of a Party to the present 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 ship's Oil Record Book Part I shall be made admissible in any judicial 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.

Chapter 4 – Requirements for the cargo area of oil tankers

Part A – Construction

Regulation 18
Segregated ballast tanks

SEE INTERPRETATION 31

Oil tankers of 20,000 tonnes deadweight and above delivered after 1 June 1982

1 Every crude oil tanker of 20,000 tonnes deadweight and above and every product carrier of 30,000 tonnes deadweight and above delivered after 1 June 1982, as defined in regulation 1.28.4, shall be provided with segregated ballast tanks and shall comply with paragraphs 2, 3 and 4, or 5 as appropriate, of this regulation.

2 The capacity of the segregated ballast tanks shall be so determined that the ship may operate safely on ballast voyages without recourse to the use of cargo tanks for water ballast except as provided for in paragraph 3 or 4 of this regulation. In all cases, however, the capacity of segregated ballast tanks shall be at least such that, in any ballast condition at any part of the voyage, including the conditions consisting of lightweight plus segregated ballast only, the ship's draughts and trim can meet the following requirements:

.1 the moulded draught amidships (d_m) in metres (without taking into account any ship's deformation) shall not be less than:

$$d_m = 2.0 + 0.02L$$

.2 the draughts at the forward and after perpendiculars shall correspond to those determined by the draught amidships (d_m) as specified in paragraph 2.1 of this regulation, in association with the trim by the stern of not greater than $0.015L$; and

.3 in any case the draught at the after perpendicular shall not be less than that which is necessary to obtain full immersion of the propeller(s).

3 In no case shall ballast water be carried in cargo tanks, except:

.1 on those rare voyages when weather conditions are so severe that, in the opinion of the master, it is necessary to carry additional ballast water in cargo tanks for the safety of the ship; and

.2 in exceptional cases where the particular character of the operation of an oil tanker renders it necessary to carry ballast water in excess of the quantity required under paragraph 2 of this regulation, provided that such operation of the oil tanker falls under the category of exceptional cases as established by the Organization.

SEE INTERPRETATION 32

Such additional ballast water shall be processed and discharged in compliance with regulation 34 of this Annex and an entry shall be made in the Oil Record Book Part II referred to in regulation 36 of this Annex.

4 In the case of crude oil tankers, the additional ballast permitted in paragraph 3 of this regulation shall be carried in cargo tanks only if such tanks have been crude oil washed in accordance with regulation 35 of this Annex before departure from an oil unloading port or terminal.

5 Notwithstanding the provisions of paragraph 2 of this regulation, the segregated ballast conditions for oil tankers less than 150 m in length shall be to the satisfaction of the Administration.

SEE INTERPRETATION 33

Crude oil tankers of 40,000 tonnes deadweight and above delivered on or before 1 June 1982

6 Subject to the provisions of paragraph 7 of this regulation, every crude oil tanker of 40,000 tonnes deadweight and above delivered on or before 1 June 1982, as defined in regulation 1.28.3, shall be provided with segregated ballast tanks and shall comply with the requirements of paragraphs 2 and 3 of this regulation.

7 Crude oil tankers referred to in paragraph 6 of this regulation may, in lieu of being provided with segregated tanks, operate with a cargo tank cleaning procedure using crude oil washing in accordance with regulations 33 and 35 of this Annex unless the crude oil tanker is intended to carry crude oil which is not suitable for crude oil washing.

SEE INTERPRETATION 34

Product carriers of 40,000 tonnes deadweight and above delivered on or before 1 June 1982

8 Every product carrier of 40,000 tonnes deadweight and above delivered on or before 1 June 1982, as defined in regulation 1.28.3, shall be provided with segregated ballast tanks and shall comply with the requirements of paragraphs 2 and 3 of this regulation, or alternatively operate with dedicated clean ballast tanks in accordance with the following provisions:

.1 The product carrier shall have adequate tank capacity, dedicated solely to the carriage of clean ballast as defined in regulation 1.17 of this Annex, to meet the requirements of paragraphs 2 and 3 of this regulation.

.2 The arrangements and operational procedures for dedicated clean ballast tanks shall comply with the requirements established by the Administration. Such requirements shall contain at least all the provisions of the revised Specifications for Oil Tankers with Dedicated Clean Ballast Tanks adopted by the Organization by resolution A.495(XII).

.3 The product carrier shall be equipped with an oil content meter, approved by the Administration on the basis of specifications recommended by the Organization, to enable supervision of the oil content in ballast water being discharged.*

SEE INTERPRETATION 36

.4 Every product carrier operating with dedicated clean ballast tanks shall be provided with a Dedicated Clean Ballast Tank Operation Manual† detailing the system and specifying operational procedures. Such a Manual shall be to the satisfaction of the Administration and shall contain all the information set out in the Specifications referred to in subparagraph 8.2 of this regulation. If an alteration affecting the dedicated clean ballast tank system is made, the Operation Manual shall be revised accordingly.

SEE INTERPRETATIONS 34 AND 35

* For oil content meters installed on oil tankers built prior to 2 October 1986, refer to the Recommendation on international performance and test specifications for oily-water separating equipment and oil content meters adopted by the Organization by resolution A.393(X). For oil content meters as part of discharge monitoring and control systems installed on oil tankers built on or after 2 October 1986, refer to the Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution A.586(14). For oil content meters as part of discharge monitoring and control systems installed on oil tankers built on or after 1 January 2005, refer to the revised Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution MEPC.108(49).

† See resolution A.495(XII) for the standard format of the Manual.

An oil tanker qualified as a segregated ballast oil tanker

9 Any oil tanker which is not required to be provided with segregated ballast tanks in accordance with paragraphs 1, 6 or 8 of this regulation may, however, be qualified as a segregated ballast tanker, provided that it complies with the requirements of paragraphs 2 and 3 or 5, as appropriate, of this regulation.

Oil tankers delivered on or before 1 June 1982 having special ballast arrangements

10 Oil tankers delivered on or before 1 June 1982, as defined in regulation 1.28.3, having special ballast arrangements:

.1 Where an oil tanker delivered on or before 1 June 1982, as defined in regulation 1.28.3, is so constructed or operates in such a manner that it complies at all times with the draught and trim requirements set out in paragraph 2 of this regulation without recourse to the use of ballast water, it shall be deemed to comply with the segregated ballast tank requirements referred to in paragraph 6 of this regulation, provided that all of the following conditions are complied with:

.1.1 operational procedures and ballast arrangements are approved by the Administration;

.1.2 agreement is reached between the Administration and the Governments of the port States Parties to the present Convention concerned when the draught and trim requirements are achieved through an operational procedure; and

.1.3 the International Oil Pollution Prevention Certificate is endorsed to the effect that the oil tanker is operating with special ballast arrangements.

.2 In no case shall ballast water be carried in oil tanks except on those rare voyages when weather conditions are so severe that, in the opinion of the master, it is necessary to carry additional ballast water in cargo tanks for the safety of the ship. Such additional ballast water shall be processed and discharged in compliance with regulation 34 of this Annex and in accordance with the requirements of regulations 29, 31 and 32 of this Annex, and an entry shall be made in the Oil Record Book referred to in regulation 36 of this Annex.

.3 An Administration which has endorsed a Certificate in accordance with subparagraph 10.1.3 of this regulation shall communicate to the Organization the particulars thereof for circulation to the Parties to the present Convention.

Oil tankers of 70,000 tonnes deadweight and above delivered after 31 December 1979

11 Oil tankers of 70,000 tonnes deadweight and above delivered after 31 December 1979, as defined in regulation 1.28.2, shall be provided with segregated ballast tanks and shall comply with paragraphs 2, 3 and 4 or paragraph 5 as appropriate of this regulation.

Protective location of segregated ballast

12 *Protective location of segregated ballast spaces*

In every crude oil tanker of 20,000 tonnes deadweight and above and every product carrier of 30,000 tonnes deadweight and above delivered after 1 June 1982, as defined in regulation 1.28.4, except those tankers that meet regulation 19, the segregated ballast tanks required to provide the capacity to comply with the requirements of paragraph 2 of this regulation, which are located within the cargo tank length, shall be arranged in accordance with the requirements of paragraphs 13, 14 and 15 of this regulation to provide a measure of protection against oil outflow in the event of grounding or collision.

SEE INTERPRETATION 37

13 Segregated ballast tanks and spaces other than oil tanks within the cargo tanks length (L_t) shall be so arranged as to comply with the following requirement:

$$\sum PA_c + \sum PA_s \geq J[L_t(B + 2D)]$$

where:

PA_c = the side shell area in square metres for each segregated ballast tank or space other than an oil tank based on projected moulded dimensions,

PA_s = the bottom shell area in square metres for each such tank or space based on projected moulded dimensions,

L_t = length in metres between the forward and after extremities of the cargo tanks,

B = maximum breadth of the ship in metres as defined in regulation 1.22 of this Annex,

D = moulded depth in metres measured vertically from the top of the keel to the top of the freeboard deck beam at side amidships. In ships having rounded gunwales, the moulded depth shall be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwale were of angular design,

J = 0.45 for oil tankers of 20,000 tonnes deadweight, 0.30 for oil tankers of 200,000 tonnes deadweight and above, subject to the provisions of paragraph 14 of this regulation.

For intermediate values of deadweight the value of J shall be determined by linear interpolation.

Whenever symbols given in this paragraph appear in this regulation, they have the meaning as defined in this paragraph.

SEE INTERPRETATION 37

14 For tankers of 200,000 tonnes deadweight and above the value of J may be reduced as follows:

$$J_{reduced} = J - \left(a - \frac{O_c + O_s}{4O_A}\right) \quad \text{or 0.2 whichever is greater}$$

where:

a = 0.25 for oil tankers of 200,000 tonnes deadweight,

a = 0.40 for oil tankers of 300,000 tonnes deadweight,

a = 0.50 for oil tankers of 420,000 tonnes deadweight and above.

For intermediate values of deadweight the value of a shall be determined by linear interpolation.

O_c = as defined in regulation 25.1.1 of this Annex,

O_s = as defined in regulation 25.1.2 of this Annex,

O_A = the allowable oil outflow as required by regulation 26.2 of this Annex.

SEE INTERPRETATION 37

15 In the determination of PA_c and PA_s for segregated ballast tanks and spaces other than oil tanks the following shall apply:

.1 the minimum width of each wing tank or space either of which extends for the full depth of the ship's side or from the deck to the top of the double bottom shall be not less than 2 m. The width shall be measured inboard from the ship's side at right angles to the centreline. Where a lesser width is provided, the wing tank or space shall not be taken into account when calculating the protecting area PA_c; and

.2 the minimum vertical depth of each double bottom tank or space shall be $\frac{B}{15}$ or 2 m, whichever is the lesser. Where a lesser depth is provided, the bottom tank or space shall not be taken into account when calculating the protecting area PA_s.

The minimum width and depth of wing tanks and double bottom tanks shall be measured clear of the bilge area and, in the case of minimum width, shall be measured clear of any rounded gunwale area.

SEE INTERPRETATION 37

Regulation 19
Double hull and double bottom requirements for oil tankers[*]
delivered on or after 6 July 1996

SEE INTERPRETATIONS 13, 31 AND 38

1 This regulation shall apply to oil tankers of 600 tonnes deadweight and above delivered on or after 6 July 1996, as defined in regulation 1.28.6, as follows:

2 Every oil tanker of 5,000 tonnes deadweight and above shall:

.1 in lieu of paragraphs 12 to 15 of regulation 18, as applicable, comply with the requirements of paragraph 3 of this regulation unless it is subject to the provisions of paragraphs 4 and 5 of this regulation; and

.2 comply, if applicable, with the requirements of regulation 28.6.

3 The entire cargo tank length shall be protected by ballast tanks or spaces other than tanks that carry oil as follows:

.1 *Wing tanks or spaces*

Wing tanks or spaces shall extend either for the full depth of the ship's side or from the top of the double bottom to the uppermost deck, disregarding a rounded gunwale where fitted. They shall be arranged such that the cargo tanks are located inboard of the moulded line of the side shell plating nowhere less than the distance *w*, which, as shown in figure 1, is measured at any cross-section at right angles to the side shell, as specified below:

$$w = 0.5 + \frac{DW}{20{,}000} \text{ (m) or}$$

$w = 2.0$ m, whichever is the lesser.

The minimum value of $w = 1.0$ m.

.2 *Double bottom tanks or spaces*

At any cross-section, the depth of each double bottom tank or space shall be such that the distance *h* between the bottom of the cargo tanks and the moulded line of the bottom shell plating measured at right angles to the bottom shell plating as shown in figure 1 is not less than specified below:

$$h = \frac{B}{15} \text{ (m) or}$$

$h = 2.0$ m, whichever is the lesser.

The minimum value of $h = 1.0$ m.

.3 *Turn of the bilge area or at locations without a clearly defined turn of the bilge*

When the distances *h* and *w* are different, the distance *w* shall have preference at levels exceeding 1.5*h* above the baseline as shown in figure 1.

SEE INTERPRETATION 39

[*] Refer to MSC-MEPC.5/Circ.5 on Unified Interpretations on measurement of distances.

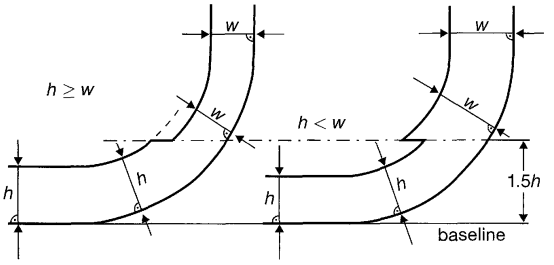

Figure 1 – *Cargo tank boundary lines*

.4 *The aggregate capacity of ballast tanks*

On crude oil tankers of 20,000 tonnes deadweight and above and product carriers of 30,000 tonnes deadweight and above, the aggregate capacity of wing tanks, double bottom tanks, forepeak tanks and after peak tanks shall not be less than the capacity of segregated ballast tanks necessary to meet the requirements of regulation 18 of this Annex. Wing tanks or spaces and double bottom tanks used to meet the requirements of regulation 18 shall be located as uniformly as practicable along the cargo tank length. Additional segregated ballast capacity provided for reducing longitudinal hull girder bending stress, trim, etc. may be located anywhere within the ship.

.5 *Suction wells in cargo tanks*

Suction wells in cargo tanks may protrude into the double bottom below the boundary line defined by the distance h provided that such wells are as small as practicable and the distance between the well bottom and bottom shell plating is not less than $0.5h$.

.6 *Ballast and cargo piping*

Ballast piping and other piping such as sounding and vent piping to ballast tanks shall not pass through cargo tanks. Cargo piping and similar piping to cargo tanks shall not pass through ballast tanks. Exemptions to this requirement may be granted for short lengths of piping, provided that they are completely welded or equivalent.

4 The following applies for double bottom tanks or spaces:

.1 Double bottom tanks or spaces as required by paragraph 3.2 of this regulation may be dispensed with, provided that the design of the tanker is such that the cargo and vapour pressure exerted on the bottom shell plating forming a single boundary between the cargo and the sea does not exceed the external hydrostatic water pressure, as expressed by the following formula:

$$f \times h_c \times \rho_c \times g + p \leq d_n \times \rho_s \times g$$

where:

h_c = height of cargo in contact with the bottom shell plating in metres

ρ_c = maximum cargo density in kg/m^3

d_n = minimum operating draught under any expected loading condition in metres

ρ_s = density of seawater in kg/m^3

p = maximum set pressure above atmospheric pressure (gauge pressure) of pressure/vacuum valve provided for the cargo tank in pascals

f = safety factor = 1.1

g = standard acceleration of gravity (9.81 m/s^2).

.2 Any horizontal partition necessary to fulfil the above requirements shall be located at a height not less than $\frac{B}{6}$ or 6 m, whichever is the lesser, but not more than $0.6D$, above the baseline where D is the moulded depth amidships.

.3 The location of wing tanks or spaces shall be as defined in paragraph 3.1 of this regulation except that, below a level 1.5*h* above the baseline where *h* is as defined in paragraph 3.2 of this regulation, the cargo tank boundary line may be vertical down to the bottom plating, as shown in figure 2.

SEE INTERPRETATION 40

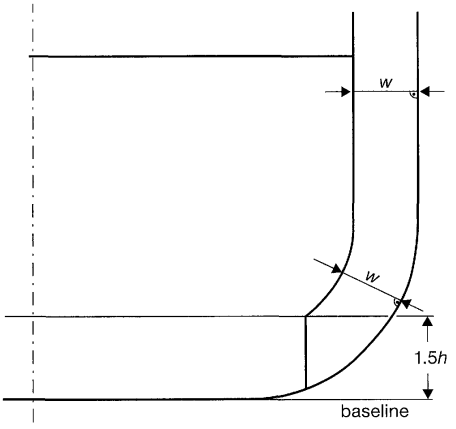

Figure 2 – *Cargo tank boundary lines*

5 Other methods of design and construction of oil tankers may also be accepted as alternatives to the requirements prescribed in paragraph 3 of this regulation, provided that such methods ensure at least the same level of protection against oil pollution in the event of collision or stranding and are approved in principle by the Marine Environment Protection Committee based on guidelines developed by the Organization.*

6 Every oil tanker of less than 5,000 tonnes deadweight shall comply with paragraphs 3 and 4 of this regulation, or shall:

.1 at least be fitted with double bottom tanks or spaces having such a depth that the distance *h* specified in paragraph 3.2 of this regulation complies with the following:

$$h = \frac{B}{15} \text{ (m)}$$

with a minimum value of $h = 0.76$ m;

in the turn of the bilge area and at locations without a clearly defined turn of the bilge, the cargo tank boundary line shall run parallel to the line of the midship flat bottom as shown in figure 3; and

.2 be provided with cargo tanks so arranged that the capacity of each cargo tank does not exceed 700 m^3 unless wing tanks or spaces are arranged in accordance with paragraph 3.1 of this regulation, complying with the following:

$$w = 0.4 + \frac{2.4DW}{20{,}000} \text{ (m)}$$

with a minimum value of $w = 0.76$ m.

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* 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 Organization by resolution MEPC.110(49).

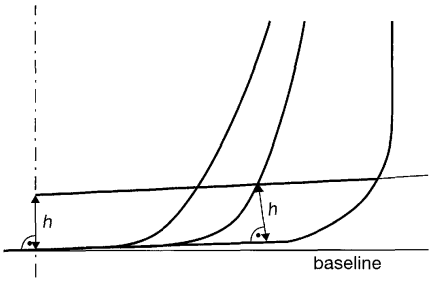

Figure 3 – *Cargo tank boundary lines*

7 Oil shall not be carried in any space extending forward of a collision bulkhead located in accordance with regulation II-1/11 of the International Convention for the Safety of Life at Sea, 1974, as amended.* An oil tanker that is not required to have a collision bulkhead in accordance with that regulation shall not carry oil in any space extending forward of the transverse plane perpendicular to the centreline that is located as if it were a collision bulkhead located in accordance with that regulation.

8 In approving the design and construction of oil tankers to be built in accordance with the provisions of this regulation, Administrations shall have due regard to the general safety aspects, including the need for the maintenance and inspections of wing and double bottom tanks or spaces.

Regulation 20
Double hull and double bottom requirements for oil tankers delivered before 6 July 1996

SEE INTERPRETATION 31

1 Unless expressly provided otherwise this regulation shall:

.1 apply to oil tankers of 5,000 tonnes deadweight and above, which are delivered before 6 July 1996, as defined in regulation 1.28.5 of this Annex; and

.2 not apply to oil tankers complying with regulation 19 and regulation 28 in respect of paragraph 28.6, which are delivered before 6 July 1996, as defined in regulation 1.28.5 of this Annex; and

.3 not apply to oil tankers covered by subparagraph 1 above which comply with regulation 19.3.1 and 19.3.2 or 19.4 or 19.5 of this Annex, except that the requirement for minimum distances between the cargo tank boundaries and the ship side and bottom plating need not be met in all respects. In that event, the side protection distances shall not be less than those specified in the International Bulk Chemical Code for type 2 cargo tank location and the bottom protection distances at centreline shall comply with regulation 18.15.2 of this Annex.

2 For the purpose of this regulation:

.1 *Heavy diesel oil* means diesel oil other than those distillates of which more than 50% by volume distils at a temperature not exceeding 340°C when tested by the method acceptable to the Organization.†

.2 *Fuel oil* means heavy distillates or residues from crude oil or blends of such materials intended for use as a fuel for the production of heat or power of a quality equivalent to the specification acceptable to the Organization.‡

* Refer to 2006 (Chapters II-1, II-2, III and XII and appendix) amendments, adopted by the Organization by resolution MSC.216(82).

† Refer to the American Society for Testing and Materials' Standard Test Method (Designation D86).

‡ Refer to the American Society for Testing and Materials' Specification for Number Four Fuel Oil (Designation D396) or heavier.

3 For the purpose of this regulation, oil tankers are divided into the following categories:

.1 *Category 1 oil tanker* means an oil tanker of 20,000 tonnes deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tonnes deadweight and above carrying oil other than the above, which does not comply with the requirements for oil tankers delivered after 1 June 1982, as defined in regulation 1.28.4 of this Annex;

.2 *Category 2 oil tanker* means an oil tanker of 20,000 tonnes deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tonnes deadweight and above carrying oil other than the above, which complies with the requirements for oil tankers delivered after 1 June 1982, as defined in regulation 1.28.4 of this Annex; and

SEE INTERPRETATION 42

.3 *Category 3 oil tanker* means an oil tanker of 5,000 tonnes deadweight and above but less than that specified in subparagraph 1 or 2 of this paragraph.

4 An oil tanker to which this regulation applies shall comply with the requirements of paragraphs 2 to 5, 7 and 8 of regulation 19 and regulation 28 in respect of paragraph 28.6 of this Annex not later than 5 April 2005 or the anniversary of the date of delivery of the ship on the date or in the year specified in the following table:

Category of oil tanker	Date or year
Category 1	5 April 2005 for ships delivered on 5 April 1982 or earlier
	2005 for ships delivered after 5 April 1982
Category 2 and Category 3	5 April 2005 for ships delivered on 5 April 1977 or earlier
	2005 for ships delivered after 5 April 1977 but before 1 January 1978
	2006 for ships delivered in 1978 and 1979
	2007 for ships delivered in 1980 and 1981
	2008 for ships delivered in 1982
	2009 for ships delivered in 1983
	2010 for ships delivered in 1984 or later

SEE INTERPRETATION 43

5 Notwithstanding the provisions of paragraph 4 of this regulation, in the case of a Category 2 or 3 oil tanker fitted with only double bottoms or double sides not used for the carriage of oil and extending to the entire cargo tank length or double hull spaces which are not used for the carriage of oil and extend to the entire cargo tank length, but which does not fulfil conditions for being exempted from the provisions of paragraph 1.3 of this regulation, the Administration may allow continued operation of such a ship beyond the date specified in paragraph 4 of this regulation, provided that:

.1 the ship was in service on 1 July 2001;

.2 the Administration is satisfied by verification of the official records that the ship complied with the conditions specified above;

.3 the conditions of the ship specified above remain unchanged; and

.4 such continued operation does not go beyond the date on which the ship reaches 25 years after the date of its delivery.

6 A Category 2 or 3 oil tanker of 15 years and over after the date of its delivery shall comply with the Condition Assessment Scheme adopted by the Marine Environment Protection Committee by resolution MEPC.94(46), as amended, provided that such amendments shall be adopted, brought into force and take effect in accordance with the provisions of article 16 of the present Convention relating to amendment procedures applicable to an appendix to an Annex.

SEE INTERPRETATION 44

7 The Administration may allow continued operation of a Category 2 or 3 oil tanker beyond the date specified in paragraph 4 of this regulation, if satisfactory results of the Condition Assessment Scheme warrant that, in the opinion of the Administration, the ship is fit to continue such operation, provided that the operation shall not go beyond the anniversary of the date of delivery of the ship in 2015 or the date on which the ship reaches 25 years after the date of its delivery, whichever is the earlier date.

8.1 The Administration of a Party to the present Convention which allows the application of paragraph 5 of this regulation, or allows, suspends, withdraws or declines the application of paragraph 7 of this regulation, to a ship entitled to fly its flag shall forthwith communicate to the Organization for circulation to the Parties to the present Convention particulars thereof, for their information and appropriate action, if any.

8.2 A Party to the present Convention shall be entitled to deny entry into the ports or offshore terminals under its jurisdiction of oil tankers operating in accordance with the provisions of:

.1 paragraph 5 of this regulation beyond the anniversary of the date of delivery of the ship in 2015; or

.2 paragraph 7 of this regulation.

In such cases, that Party shall communicate to the Organization for circulation to the Parties to the present Convention particulars thereof for their information.

Regulation 21

Prevention of oil pollution from oil tankers carrying heavy grade oil as cargo

1 This regulation shall:

.1 apply to oil tankers of 600 tonnes deadweight and above carrying heavy grade oil as cargo regardless of the date of delivery; and

.2 not apply to oil tankers covered by subparagraph 1 above which comply with regulations 19.3.1 and 19.3.2 or 19.4 or 19.5 of this Annex, except that the requirement for minimum distances between the cargo tank boundaries and the ship side and bottom plating need not be met in all respects. In that event, the side protection distances shall not be less than those specified in the International Bulk Chemical Code for type 2 cargo tank location and the bottom protection distances at centreline shall comply with regulation 18.15.2 of this Annex.

2 For the purpose of this regulation *heavy grade oil* means any of the following:

.1 crude oils having a density at 15°C higher than 900 kg/m^3;

.2 oils, other than crude oils, having either a density at 15°C higher than 900 kg/m^3 or a kinematic viscosity at 50°C higher than 180 mm^2/s; or

.3 bitumen, tar and their emulsions.

3 An oil tanker to which this regulation applies shall comply with the provisions of paragraphs 4 to 8 of this regulation in addition to complying with the applicable provisions of regulation 20.

4 Subject to the provisions of paragraphs 5, 6 and 7 of this regulation, an oil tanker to which this regulation applies shall:

.1 if 5,000 tonnes deadweight and above, comply with the requirements of regulation 19 of this Annex not later than 5 April 2005; or

.2 if 600 tonnes deadweight and above but less than 5,000 tonnes deadweight, be fitted with both double bottom tanks or spaces complying with the provisions of regulation 19.6.1 of this Annex, and wing tanks or spaces arranged in accordance with regulation 19.3.1 and complying with the requirement for distance *w* as referred to in regulation 19.6.2, not later than the anniversary of the date of delivery of the ship in the year 2008.

5 In the case of an oil tanker of 5,000 tonnes deadweight and above, carrying heavy grade oil as cargo fitted with only double bottoms or double sides not used for the carriage of oil and extending to the entire cargo tank length or double hull spaces which are not used for the carriage of oil and extend to the entire cargo tank length, but which does not fulfil conditions for being exempted from the provisions of paragraph 1.2 of this regulation, the Administration may allow continued operation of such a ship beyond the date specified in paragraph 4 of this regulation, provided that:

.1 the ship was in service on 4 December 2003;

.2 the Administration is satisfied by verification of the official records that the ship complied with the conditions specified above;

.3 the conditions of the ship specified above remain unchanged; and

.4 such continued operation does not go beyond the date on which the ship reaches 25 years after the date of its delivery.

6.1 The Administration may allow continued operation of an oil tanker of 5,000 tonnes deadweight and above, carrying crude oil having a density at 15°C higher than 900 kg/m^3 but lower than 945 kg/m^3, beyond the date specified in paragraph 4.1 of this regulation, if satisfactory results of the Condition Assessment Scheme referred to in regulation 20.6 warrant that, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship and provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

SEE INTERPRETATION 45

6.2 The Administration may allow continued operation of an oil tanker of 600 tonnes deadweight and above but less than 5,000 tonnes deadweight, carrying heavy grade oil as cargo, beyond the date specified in paragraph 4.2 of this regulation, if, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship, provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

7 The Administration of a Party to the present Convention may exempt an oil tanker of 600 tonnes deadweight and above carrying heavy grade oil as cargo from the provisions of this regulation if the oil tanker:

.1 either is engaged in voyages exclusively within an area under its jurisdiction, or operates as a floating storage unit of heavy grade oil located within an area under its jurisdiction; or

.2 either is engaged in voyages exclusively within an area under the jurisdiction of another Party, or operates as a floating storage unit of heavy grade oil located within an area under the jurisdiction of another Party, provided that the Party within whose jurisdiction the oil tanker will be operating agrees to the operation of the oil tanker within an area under its jurisdiction.

8.1 The Administration of a Party to the present Convention which allows, suspends, withdraws or declines the application of paragraph 5, 6 or 7 of this regulation to a ship entitled to fly its flag shall forthwith communicate to the Organization for circulation to the Parties to the present Convention particulars thereof, for their information and appropriate action, if any.

8.2 Subject to the provisions of international law, a Party to the present Convention shall be entitled to deny entry of oil tankers operating in accordance with the provisions of paragraph 5 or 6 of this regulation into the ports or offshore terminals under its jurisdiction, or deny ship-to-ship transfer of heavy grade oil in areas under its jurisdiction except when this is necessary for the purpose of securing the safety of a ship or saving life at sea. In such cases, that Party shall communicate to the Organization for circulation to the Parties to the present Convention particulars thereof for their information.

Regulation 22
Pump-room bottom protection

1 This regulation applies to oil tankers of 5,000 tonnes deadweight and above constructed on or after 1 January 2007.

2 The pump-room shall be provided with a double bottom such that at any cross-section the depth of each double bottom tank or space shall be 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 less than specified below:

$h = \frac{B}{15}$ (m) or

$h = 2$ m, whichever is the lesser.

The minimum value of $h = 1$ m.

3 In case of pump-rooms whose bottom plate is located above the baseline by at least the minimum height required in paragraph 2 above (e.g., gondola stern designs), there will be no need for a double bottom construction in way of the pump-room.

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

5 Notwithstanding the provisions of paragraphs 2 and 3 above, where the flooding of the pump-room would not render the ballast or cargo pumping system inoperative, a double bottom need not be fitted.

SEE INTERPRETATION 46

Regulation 23
Accidental oil outflow performance

1 This regulation shall apply to oil tankers delivered on or after 1 January 2010, as defined in regulation 1.28.8.

2 For the purpose of this regulation, the following definitions shall apply:

.1 *Load line draught* (d_S) is 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. Calculations pertaining to this regulation should be based on draught d_S, notwithstanding assigned draughts that may exceed d_S, such as the tropical load line.

.2 *Waterline* (d_B) is the vertical distance, in metres, from the moulded baseline at mid-length to the waterline corresponding to 30% of the depth D_S.

.3 *Breadth* (B_S) is the greatest moulded breadth of the ship, in metres, at or below the deepest load line draught d_S.

.4 *Breadth* (B_B) is the greatest moulded breadth of the ship, in metres, at or below the waterline d_B.

.5 *Depth* (D_S) is the moulded depth, in metres, measured at mid-length to the upper deck at side.

.6 *Length* (L) and *deadweight* (DW) are as defined in regulations 1.19 and 1.23, respectively.

3 To provide adequate protection against oil pollution in the event of collision or stranding, the following shall be complied with:

.1 for oil tankers of 5,000 tonnes deadweight (DWT) and above, the mean oil outflow parameter shall be as follows:

$$O_M \leq 0.015 \text{ for } C \leq 200{,}000 \text{ m}^3$$

$$O_M \leq 0.012 + \frac{0.003}{200{,}000}(400{,}000 - C)$$

$$\text{for } 200{,}000 \text{ m}^3 < C < 400{,}000 \text{ m}^3$$

$$O_M \leq 0.012 \text{ for } C \geq 400{,}000 \text{ m}^3$$

for combination carriers between 5,000 tonnes deadweight (DWT) and 200,000 m^3 capacity, the mean oil outflow parameter may be applied, provided calculations are submitted to the satisfaction of the Administration, demonstrating that, after accounting for its increased structural strength, the combination carrier has at least equivalent oil outflow performance to a standard double hull tanker of the same size having a $O_M \leq 0.015$.

$$O_M \leq 0.021 \text{ for } C \leq 100{,}000 \text{ m}^3$$

$$O_M \leq 0.015 + \left(\frac{0.006}{100{,}000}\right)(200{,}000 - C)$$

$$\text{for } 100{,}000 \text{ m}^3 < C \leq 200{,}000 \text{ m}^3$$

where:

O_M = mean oil outflow parameter

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

.2 for oil tankers of less than 5,000 tonnes deadweight (DWT), the length of each cargo tank shall not exceed 10 m or one of the following values, whichever is the greater:

.2.1 where no longitudinal bulkhead is provided inside the cargo tanks:

$$\left(0.5\,\frac{b_i}{B} + 0.1\right)L \text{ but not to exceed } 0.2L$$

.2.2 where a centreline longitudinal bulkhead is provided inside the cargo tanks:

$$\left(0.25\,\frac{b_i}{B} + 0.15\right)L$$

.2.3 where two or more longitudinal bulkheads are provided inside the cargo tanks:

.2.3.1 for wing cargo tanks: $0.2L$

.2.3.2 for centre cargo tanks:

.2.3.2.1 if $\frac{b_i}{B} \geq 0.2L$: $0.2L$

.2.3.2.2 if $\frac{b_i}{B} < 0.2L$:

.2.3.2.2.1 where no centreline longitudinal bulkhead is provided:

$$\left(0.5\,\frac{b_i}{B} + 0.1\right)L$$

.2.3.2.2.2 where a centreline longitudinal bulkhead is provided:

$$\left(0.25\,\frac{b_i}{B} + 0.15\right)L$$

b_i is 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 centreline at the level corresponding to the assigned summer freeboard.

4 The following general assumptions shall apply when calculating the mean oil outflow parameter:

.1 The cargo block length extends between the forward and aft extremities of all tanks arranged for the carriage of cargo oil, including slop tanks.

.2 Where this regulation refers to cargo tanks, it shall be understood to include all cargo tanks, slop tanks and fuel tanks located within the cargo block length.

.3 The ship shall be assumed loaded to the load line draught d_S without trim or heel.

.4 All cargo oil tanks shall be assumed loaded to 98% of their volumetric capacity. The nominal density of the cargo oil (ρ_n) shall be calculated as follows:

$$\rho_n = \frac{1{,}000(DWT)}{C} \text{ (kg/m}^3\text{)}$$

.5 For the purposes of these outflow calculations, the permeability of each space within the cargo block, including cargo tanks, ballast tanks and other non-oil spaces, shall be taken as 0.99, unless proven otherwise.

.6 Suction wells may be neglected in the determination of tank location provided that such wells are as small as practicable and the distance between the well bottom and bottom shell plating is not less than $0.5h$, where h is the height as defined in regulation 19.3.2.

5 The following assumptions shall be used when combining the oil outflow parameters:

.1 The mean oil outflow shall be calculated independently for side damage and for bottom damage and then combined into the non-dimensional oil outflow parameter O_M, as follows:

$$O_M = \frac{0.4O_{MS} + 0.6O_{MB}}{C}$$

where:

O_{MS} = mean outflow for side damage, in m^3; and

O_{MB} = mean outflow for bottom damage, in m^3.

.2 For bottom damage, independent calculations for mean outflow shall be done for 0 m and minus 2.5 m tide conditions, and then combined as follows:

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

where:

$O_{MB(0)}$ = mean outflow for 0 m tide condition; and

$O_{MB(2.5)}$ = mean outflow for minus 2.5 m tide condition, in m^3.

6 The mean outflow for side damage O_{MS} shall be calculated as follows:

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

where:

i represents each cargo tank under consideration;

n = total number of cargo tanks;

$P_{S(i)}$ = the probability of penetrating cargo tank i from side damage, calculated in accordance with paragraph 8.1 of this regulation;

$O_{S(i)}$ = the outflow, in m^3, from side damage to cargo tank i, which is assumed equal to the total volume in cargo tank i at 98% filling, unless it is proven through the application of the Guidelines referred to in regulation 19.5 that any significant cargo volume will be retained; and

C_3 = 0.77 for ships having two longitudinal bulkheads inside the cargo tanks, provided these bulkheads are continuous over the cargo block and $P_{S(i)}$ is developed in accordance with this regulation. C_3 equals 1.0 for all other ships or when $P_{S(i)}$ is developed in accordance with paragraph 10 of this regulation.

7 The mean outflow for bottom damage shall be calculated for each tidal condition as follows:

.1 $O_{MB(0)} = \sum_{i}^{n} P_{B(i)} O_{B(i)} C_{DB(i)}$ (m^3)

where:

i represents each cargo tank under consideration;

n = the total number of cargo tanks;

$P_{B(i)}$ = the probability of penetrating cargo tank i from bottom damage, calculated in accordance with paragraph 9.1 of this regulation;

$O_{B(i)}$ = the outflow from cargo tank i, in m^3, calculated in accordance with paragraph 7.3 of this regulation; and

$C_{DB(i)}$ = factor to account for oil capture as defined in paragraph 7.4 of this regulation

.2 $O_{MB(2.5)} = \sum_{i}^{n} P_{B(i)} O_{B(i)} C_{DB(i)}$ (m^3)

where:

i, n, $P_{B(i)}$ and $C_{DB(i)}$ = as defined in subparagraph .1 above;

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

.3 The oil outflow $O_{B(i)}$ for each cargo oil tank shall be calculated based on pressure-balance principles, in accordance with the following assumptions:

.3.1 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.

.3.2 The cargo level after damage shall be calculated as follows:

$$h_c = \frac{(d_S + t_c - Z_l)(\rho_s) - \frac{1{,}000p}{g}}{\rho_n}$$

where:

h_c = the height of the cargo oil above Z_l, in metres;

t_c = the tidal change, in metres. Reductions in tide shall be expressed as negative values;

Z_l = the height of the lowest point in the cargo tank above baseline, in metres;

ρ_s = density of seawater, to be taken as 1025 kg/m^3;

p = if an inert gas system is fitted, the normal overpressure, in kilopascals, to be taken as not less than 5 kPa; if an inert gas system is not fitted, the overpressure may be taken as 0;

SEE INTERPRETATION 47

g = the acceleration of gravity, to be taken as 9.81 m/s^2; and

ρ_n = nominal density of cargo oil, calculated in accordance with paragraph 4.4 of this regulation.

.3.3 For cargo tanks bounded by the bottom shell, unless proven otherwise, oil outflow $O_{B(i)}$ shall be taken 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.

.4 In the case of bottom damage, a portion from the outflow from a cargo tank may be captured by non-oil compartments. This effect is approximated by application of the factor $C_{DB(i)}$ for each tank, which shall be taken as follows:

$C_{DB(i)}$ = 0.6 for cargo tanks bounded from below by non-oil compartments;

$C_{DB(i)}$ = 1.0 for cargo tanks bounded by the bottom shell.

8 The probability P_S of breaching a compartment from side damage shall be calculated as follows:

.1 $P_S = P_{SL} \cdot P_{SV} \cdot P_{ST}$

where:

$P_{SL} = 1 - P_{Sf} - P_{Sa}$ = probability the damage will extend into the longitudinal zone bounded by X_a and X_f;

$P_{SV} = 1 - P_{Su} - P_{Sl}$ = probability the damage will extend into the vertical zone bounded by Z_l and Z_u; and

$P_{ST} = 1 - P_{Sy}$ = probability the damage will extend transversely beyond the boundary defined by y.

.2 P_{Sa}, P_{Sf}, P_{Sl}, P_{Su} and P_{Sy} shall be determined by linear interpolation from the tables of probabilities for side damage provided in paragraph 8.3 of this regulation, where:

P_{Sa} = the probability the damage will lie entirely aft of location $\frac{X_a}{L}$;

P_{Sf} = the probability the damage will lie entirely forward of location $\frac{X_f}{L}$;

P_{Sl} = the probability the damage will lie entirely below the tank;

P_{Su} = the probability the damage will lie entirely above the tank; and

P_{Sy} = the probability the damage will lie entirely outboard of the tank.

Compartment boundaries X_a, X_f, Z_l, Z_u and y shall be developed as follows:

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

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

Z_l = the vertical distance from the moulded baseline to the lowest point on the compartment being considered, in metres;

Z_u = the vertical distance from the moulded baseline to the highest point on the compartment being considered, in metres. Z_u is not to be taken greater than D_S; and

y = 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, reference is made to the Explanatory Notes on matters related to the accidental oil outflow performance, adopted by the Organization by resolution MEPC.122(52), as amended.

.3 Tables of probabilities for side damage

$\frac{X_a}{L}$	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

$\frac{X_f}{L}$	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

$\frac{Z_l}{D_S}$	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

$\frac{Z_u}{D_S}$	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

P_{Sy} shall be calculated as follows:

$$P_{Sy} = \left(24.96 - \frac{199.6y}{B_S}\right)\left(\frac{y}{B_S}\right) \quad \text{for } \frac{y}{B_S} \leq 0.05$$

$$P_{Sy} = 0.749 + \left(5 - 44.4\left(\frac{y}{B_S} - 0.05\right)\right)\left(\frac{y}{B_S} - 0.05\right) \quad \text{for } 0.05 < \frac{y}{B_S} < 0.1$$

$$P_{Sy} = 0.888 + 0.56\left(\frac{y}{B_S} - 0.1\right) \quad \text{for } \frac{y}{B_S} \geq 0.1$$

P_{Sy} shall not be taken greater than 1.

9 The probability P_B of breaching a compartment from bottom damage shall be calculated as follows:

.1 $P_B = P_{BL}\, P_{BT}\, P_{BV}$

where:

$P_{BL} = 1 - P_{Bf} - P_{Ba}$ = probability the damage will extend into the longitudinal zone bounded by X_a and X_f;

$P_{BT} = 1 - P_{Bp} - P_{Bs}$ = probability the damage will extend into the transverse zone bounded by Y_p and Y_s; and

$P_{BV} = 1 - P_{Bz}$ = probability the damage will extend vertically above the boundary defined by z.

.2 P_{Ba}, P_{Bf}, P_{Bp}, P_{Bs}, and P_{Bz} shall be determined by linear interpolation from the tables of probabilities for bottom damage provided in paragraph 9.3 of this regulation, where:

P_{Ba} = the probability the damage will lie entirely aft of location $\frac{X_a}{L}$;

P_{Bf} = the probability the damage will lie entirely forward of location X_f/L;

P_{Bp} = the probability the damage will lie entirely to port of the tank;

P_{Bs} = the probability the damage will lie entirely to starboard of the tank; and

P_{Bz} = the probability the damage will lie entirely below the tank.

Compartment boundaries X_a, X_f, Y_p, Y_s, and z shall be developed as follows:

X_a and X_f are as defined in paragraph 8.2 of this regulation;

Y_p = 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 = 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; and

z = 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.

.3 Tables of probabilities for bottom damage

$\frac{X_a}{L}$	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
0.70	0.289
0.75	0.344
0.80	0.409
0.85	0.482
0.90	0.565
0.95	0.658
1.00	0.761

$\frac{X_f}{L}$	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
0.70	0.413
0.75	0.333
0.80	0.252
0.85	0.170
0.90	0.089
0.95	0.026
1.00	0.000

$\frac{Y_p}{B_B}$	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
0.70	0.171
0.75	0.133
0.80	0.097
0.85	0.063
0.90	0.032
0.95	0.009
1.00	0.000

$\frac{Y_s}{B_B}$	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	0.544
0.75	0.594
0.80	0.644
0.85	0.694
0.90	0.744
0.95	0.794
1.00	0.844

P_{Bz} shall be calculated as follows:

$$P_{Bz} = \left(14.5 - \frac{67z}{D_S}\right)\left(\frac{z}{D_S}\right) \quad \text{for } \frac{z}{D_S} \leq 0.1,$$

$$P_{Bz} = 0.78 + 1.1\left(\frac{z}{D_S} - 0.1\right) \quad \text{for } \frac{z}{D_S} > 0.1.$$

P_{Bz} shall not be taken greater than 1.

10 This regulation uses a simplified probabilistic approach where a summation is carried out over the contributions to the mean outflow from each cargo tank. For certain designs, such as those characterized by the occurrence of steps/recesses in bulkheads/decks and for sloping bulkheads and/or a pronounced hull curvature, more rigorous calculations may be appropriate. In such cases one of the following calculation procedures may be applied:

.1 The probabilities referred to in 8 and 9 above may be calculated with more precision through application of hypothetical sub-compartments.*

.2 The probabilities referred to in 8 and 9 above may be calculated through direct application of the probability density functions contained in the Guidelines referred to in regulation 19.5.

.3 The oil outflow performance may be evaluated in accordance with the method described in the Guidelines referred to in regulation 19.5.

11 The following provisions regarding piping arrangements shall apply:

.1 Lines of piping that run through cargo tanks in a position less than $0.30B_S$ from the ship's side or less than $0.30D_S$ from the ship's bottom shall be fitted with valves or similar closing devices at the point at which they open into any cargo tank. These valves shall be kept closed at sea at any time when the tanks contain cargo oil, except that they may be opened only for cargo transfer needed for essential cargo operations.

.2 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 Organization. Submittal for approval shall be made in accordance with the provisions of the Guidelines referred to in regulation 19.5.

Regulation 24
Damage assumptions

1 For the purpose of calculating hypothetical oil outflow from oil tankers in accordance with regulations 25 and 26, three dimensions of the extent of damage of a parallelepiped on the side and bottom of the ship are assumed as follows. In the case of bottom damages two conditions are set forth to be applied individually to the stated portions of the oil tanker.

.1 Side damage:

.1.1 Longitudinal extent (l_c):	$\frac{1}{3}L^{\frac{2}{3}}$ or 14.5 m, whichever is less
.1.2 Transverse extent (t_c) (inboard from the ship's side at right angles to the centreline at the level corresponding to the assigned summer freeboard):	$\frac{B}{5}$ or 11.5 m, whichever is less
.1.3 Vertical extent (v_c):	From the baseline upwards without limit

* Reference is made to the Explanatory Notes on matters related to the accidental oil outflow performance, adopted by the Organization by resolution MEPC.122(52), as amended.

.2 Bottom damage:

	For 0.3L from the forward perpendicular of the ship	*Any other part of the ship*
.2.1 Longitudinal extent (l_s):	$\frac{L}{10}$	$\frac{L}{10}$ or 5 m, whichever is less
.2.2 Transverse extent (t_s):	$\frac{B}{6}$ or 10 m, whichever is less, but not less than 5 m	5 m
.2.3 Vertical extent from the baseline (v_s):	$\frac{B}{15}$ or 6 m, whichever is less	

SEE INTERPRETATION 48

2 Wherever the symbols given in this regulation appear in this chapter, they have the meaning as defined in this regulation.

Regulation 25
Hypothetical outflow of oil

SEE INTERPRETATION 49

1 The hypothetical outflow of oil in the case of side damage (O_c) and bottom damage (O_s) shall be calculated by the following formulae with respect to compartments breached by damage to all conceivable locations along the length of the ship to the extent as defined in regulation 24 of this Annex.

.1 For side damages:

$$O_c = \sum W_i + \sum K_i C_i \qquad \text{(I)}$$

.2 For bottom damages:

$$O_s = \frac{1}{3}\left(\sum Z_i W_i + \sum Z_i C_i\right) \qquad \text{(II)}$$

where:

W_i= volume of a wing tank, in cubic metres, assumed to be breached by the damage as specified in regulation 24 of this Annex; W_i for a segregated ballast tank may be taken equal to zero.

C_i = volume of a centre tank, in cubic metres, assumed to be breached by the damage as specified in regulation 24 of this Annex; C_i for a segregated ballast tank may be taken equal to zero.

$K_i = 1 - \frac{b_i}{t_c}$; when b_i is equal to or greater than t_c, K_i shall be taken equal to zero.

$Z_i = 1 - \frac{h_i}{v_s}$; when h_i is equal to or greater than v_s, Z_i shall be taken equal to zero.

b_i = width of wing tank under consideration, in metres, measured inboard from the ship's side at right angles to the centreline at the level corresponding to the assigned summer freeboard.

h_i = minimum depth of the double bottom under consideration, in metres; where no double bottom is fitted, h_i shall be taken equal to zero.

Whenever symbols given in this paragraph appear in this chapter, they have the meaning as defined in this regulation.

SEE INTERPRETATION 50

2 If a void space or segregated ballast tank of a length less than l_c as defined in regulation 24 of this Annex is located between wing oil tanks, O_c in formula (I) may be calculated on the basis of volume W_i being the actual volume of one such tank (where they are of equal capacity) or the smaller of the two tanks (if they differ in capacity) adjacent to such space, multiplied by S_i as defined below and taking for all other wing tanks involved in such collision the value of the actual full volume.

$$S_i = 1 - \frac{l_i}{l_c}$$

where l_i = length, in metres, of void space or segregated ballast tank under consideration.

3.1 Credit shall only be given in respect of double bottom tanks which are either empty or carrying clean water when cargo is carried in the tanks above.

3..2 Where the double bottom does not extend for the full length and width of the tank involved, the double bottom is considered non-existent and the volume of the tanks above the area of the bottom damage shall be included in formula (II) even if the tank is not considered breached because of the installation of such a partial double bottom.

3.3 Suction wells may be neglected in the determination of the value h_i provided such wells are not excessive in area and extend below the tank for a minimum distance and in no case more than half the height of the double bottom. If the depth of such a well exceeds half the height of the double bottom, h_i shall be taken equal to the double bottom height minus the well height.

Piping serving such wells if installed within the double bottom shall be fitted with valves or other closing arrangements located at the point of connection to the tank served to prevent oil outflow in the event of damage to the piping. Such piping shall be installed as high from the bottom shell as possible. These valves shall be kept closed at sea at any time when the tank contains oil cargo, except that they may be opened only for cargo transfer needed for the purpose of trimming of the ship.

SEE INTERPRETATION 51

4 In the case where bottom damage simultaneously involves four centre tanks, the value of O_s may be calculated according to the formula:

$$O_s = \frac{1}{4}\left(\sum Z_i W_i + \sum Z_i C_i\right) \quad \text{(III)}$$

5 An Administration may credit as reducing oil outflow in case of bottom damage, an installed cargo transfer system having an emergency high suction in each cargo oil tank, capable of transferring from a breached tank or tanks to segregated ballast tanks or to available cargo tankage if it can be assured that such tanks will have sufficient ullage. Credit for such a system would be governed by ability to transfer in two hours of operation oil equal to one half of the largest of the breached tanks involved and by availability of equivalent receiving capacity in ballast or cargo tanks. The credit shall be confined to permitting calculation of O_s according to formula (III). The pipes for such suctions shall be installed at least at a height not less than the vertical extent of the bottom damage v_s. The Administration shall supply the Organization with the information concerning the arrangements accepted by it, for circulation to other Parties to the Convention.

6 This regulation does not apply to oil tankers delivered on or after 1 January 2010, as defined in regulation 1.28.8.

Regulation 26
Limitations of size and arrangement of cargo tanks

1 Except as provided in paragraph 7 below:

.1 every oil tanker of 150 gross tonnage and above delivered after 31 December 1979, as defined in regulation 1.28.2, and

.2 every oil tanker of 150 gross tonnage and above delivered on or before 31 December 1979, as defined in regulation 1.28.1, which falls into either of the following categories:

.2.1 a tanker, the delivery of which is after 1 January 1977, or

.2.2 a tanker to which both the following conditions apply:

.2.2.1 delivery is not later than 1 January 1977; and

.2.2.2 the building contract is placed after 1 January 1974, or in cases where no building contract has previously been placed, the keel is laid or the tanker is at a similar stage of construction after 30 June 1974

shall comply with the provisions of this regulation.

2 Cargo tanks of oil tankers shall be of such size and arrangements that the hypothetical outflow O_c or O_s calculated in accordance with the provisions of regulation 25 of this Annex anywhere in the length of the ship does not exceed 30,000 m^3 or $400\sqrt[3]{DW}$, whichever is the greater, but subject to a maximum of 40,000 m^3.

3 The volume of any one wing cargo oil tank of an oil tanker shall not exceed 75% of the limits of the hypothetical oil outflow referred to in paragraph 2 of this regulation. The volume of any one centre cargo oil tank shall not exceed 50,000 m^3. However, in segregated ballast oil tankers as defined in regulation 18 of this Annex, the permitted volume of a wing cargo oil tank situated between two segregated ballast tanks, each exceeding l_c in length, may be increased to the maximum limit of hypothetical oil outflow provided that the width of the wing tanks exceeds t_c.

4 The length of each cargo tank shall not exceed 10 m or one of the following values, whichever is the greater:

.1 where no longitudinal bulkhead is provided inside the cargo tanks:

$$\left(0.5\frac{b_i}{B} + 0.1\right)L \text{ but not to exceed } 0.2L$$

.2 where a centreline longitudinal bulkhead is provided inside the cargo tanks:

$$\left(0.25\frac{b_i}{B} + 0.15\right)L$$

.3 where two or more longitudinal bulkheads are provided inside the cargo tanks:

.3.1 for wing cargo tanks: $0.2L$

.3.2 for centre cargo tanks:

.3.2.1 if $\frac{b_i}{B}$ is equal to or greater than one fifth: $0.2L$

.3.2.2 if $\frac{b_i}{B}$ is less than one fifth:

.3.2.2.1 where no centreline longitudinal bulkhead is provided:

$$\left(0.5\frac{b_i}{B} + 0.1\right)L$$

.3.2.2.2 where a centreline longitudinal bulkhead is provided:

$$\left(0.25\frac{b_i}{B} + 0.15\right)L$$

b_i is 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 centreline at the level corresponding to the assigned summer freeboard.

5 In order not to exceed the volume limits established by paragraphs 2, 3 and 4 of this regulation and irrespective of the accepted type of cargo transfer system installed, when such system interconnects two or more cargo tanks, valves or other similar closing devices shall be provided for separating the tanks from each other. These valves or devices shall be closed when the tanker is at sea.

6 Lines of piping which run through cargo tanks in a position less than t_c from the ship's side or less than v_c from the ship's bottom shall be fitted with valves or similar closing devices at the point at which they open into any cargo tank. These valves shall be kept closed at sea at any time when the tanks contain cargo oil, except that they may be opened only for cargo transfer needed for the purpose of trimming of the ship.

7 This regulation does not apply to oil tankers delivered on or after 1 January 2010, as defined in regulation 1.28.8.

Regulation 27
Intact stability

SEE INTERPRETATION 52

1 Every oil tanker of 5,000 tonnes deadweight and above delivered on or after 1 February 2002, as defined in regulation 1.28.7, shall comply with the intact stability criteria specified in paragraphs 1.1 and 1.2 of this regulation, as appropriate, for any operating draught under the worst possible conditions of cargo and ballast loading, consistent with good operational practice, including intermediate stages of liquid transfer operations. Under all conditions the ballast tanks shall be assumed slack.

.1 In port, the initial metacentric height GM_0, corrected for the free surface measured at 0° heel, shall be not less than 0.15 m;

.2 At sea, the following criteria shall be applicable:

.2.1 the area under the righting lever curve (GZ curve) shall be not less than 0.055 m·rad up to $\theta = 30°$ angle of heel and not less than 0.09 m·rad up to $\theta = 40°$ or other angle of flooding θ_f* if this angle is less than 40°. Additionally, the area under the righting lever curve (GZ curve) between the angles of heel of 30° and 40° or between 30° and θ_f, if this angle is less than 40°, shall be not less than 0.03 m·rad;

.2.2 the righting lever GZ shall be at least 0.20 m at an angle of heel equal to or greater than 30°;

.2.3 the maximum righting arm shall occur at an angle of heel preferably exceeding 30° but not less than 25°; and

.2.4 the initial metacentric height GM_0, corrected for free surface measured at 0° heel, shall be not less than 0.15 m.

2 The requirements of paragraph 1 of this regulation shall be met through design measures. For combination carriers simple supplementary operational procedures may be allowed.

3 Simple supplementary operational procedures for liquid transfer operations referred to in paragraph 2 of this regulation shall mean written procedures made available to the master which:

.1 are approved by the Administration;

* θ_f is the angle of heel at which openings in the hull superstructures or deckhouses which cannot be closed weathertight immerse. In applying this criterion, small openings through which progressive flooding cannot take place need not be considered as open.

.2 indicate those cargo and ballast tanks which may, under any specific condition of liquid transfer and possible range of cargo densities, be slack and still allow the stability criteria to be met. The slack tanks may vary during the liquid transfer operations and be of any combination provided they satisfy the criteria;

.3 will be readily understandable to the officer-in-charge of liquid transfer operations;

.4 provide for planned sequences of cargo/ballast transfer operations;

.5 allow comparisons of attained and required stability using stability performance criteria in graphical or tabular form;

.6 require no extensive mathematical calculations by the officer-in-charge;

.7 provide for corrective actions to be taken by the officer-in-charge in case of departure from recommended values and in case of emergency situations; and

.8 are prominently displayed in the approved trim and stability booklet and at the cargo/ballast transfer control station and in any computer software by which stability calculations are performed.

Regulation 28
Subdivision and damage stability

1 Every oil tanker delivered after 31 December 1979, as defined in regulation 1.28.2, of 150 gross tonnage and above, shall comply with the subdivision and damage stability criteria as specified in paragraph 3 of this regulation, after the assumed side or bottom damage as specified in paragraph 2 of this regulation, for any operating draught reflecting actual partial or full load conditions consistent with trim and strength of the ship as well as relative densities of the cargo. Such damage shall be applied to all conceivable locations along the length of the ship as follows:

.1 in tankers of more than 225 m in length, anywhere in the ship's length;

.2 in tankers of more than 150 m, but not exceeding 225 m in length, anywhere in the ship's length except involving either after or forward bulkhead bounding the machinery space located aft. The machinery space shall be treated as a single floodable compartment; and

.3 in tankers not exceeding 150 m in length, anywhere in the ship's length between adjacent transverse bulkheads with the exception of the machinery space. For tankers of 100 m or less in length where all requirements of paragraph 3 of this regulation cannot be fulfilled without materially impairing the operational qualities of the ship, Administrations may allow relaxations from these requirements.

Ballast conditions where the tanker is not carrying oil in cargo tanks, excluding any oil residues, shall not be considered.

SEE INTERPRETATION 53

2 The following provisions regarding the extent and the character of the assumed damage shall apply:

.1 Side damage:

.1.1 Longitudinal extent:	$\frac{1}{3}\left(L^{\frac{2}{3}}\right)$ or 14.5 m, whichever is less
.1.2 Transverse extent (inboard from the ship's side at right angles to the centreline at the level of the summer load line):	$\frac{B}{5}$ or 11.5 m, whichever is less
.1.3 Vertical extent:	From the moulded line of the bottom shell plating at centreline, upwards without limit

.2 Bottom damage:

	*For 0.3*L *from the forward perpendicular of the ship*	*Any other part of the ship*
.2.1 Longitudinal extent:	$\frac{1}{3}\left(L^{\frac{2}{3}}\right)$ or 14.5 m, whichever is less	$\frac{1}{3}\left(L^{\frac{2}{3}}\right)$ or 5 m, whichever is less
.2.2 Transverse extent:	$\frac{B}{6}$ or 10 m, whichever is less	$\frac{B}{6}$ or 5 m, whichever is less
.2.3 Vertical extent:	$\frac{B}{15}$ or 6 m, whichever is less, measured from the moulded line of the bottom shell plating at centreline	$\frac{B}{15}$ or 6 m, whichever is less, measured from the moulded line of the bottom shell plating at centreline

.3 If any damage of a lesser extent than the maximum extent of damage specified in subparagraphs 2.1 and 2.2 of this paragraph would result in a more severe condition, such damage shall be considered.

.4 Where the damage involving transverse bulkheads is envisaged as specified in subparagraphs 1.1 and 1.2 of this regulation, transverse watertight bulkheads shall be spaced at least at a distance equal to the longitudinal extent of assumed damage specified in subparagraph 2.1 of this paragraph in order to be considered effective. Where transverse bulkheads are spaced at a lesser distance, one or more of these bulkheads within such extent of damage shall be assumed as non-existent for the purpose of determining flooded compartments.

.5 Where the damage between adjacent transverse watertight bulkheads is envisaged as specified in subparagraph 1.3 of this regulation, no main transverse bulkhead or a transverse bulkhead bounding side tanks or double bottom tanks shall be assumed damaged, unless:

.5.1 the spacing of the adjacent bulkheads is less than the longitudinal extent of assumed damage specified in subparagraph 2.1 of this paragraph; or

.5.2 there is a step or recess in a transverse bulkhead of more than 3.05 m in length, located within the extent of penetration of assumed damage. The step formed by the after peak bulkhead and after peak top shall not be regarded as a step for the purpose of this regulation.

.6 If pipes, ducts or tunnels are situated within the assumed extent of damage, arrangements shall be made so that progressive flooding cannot thereby extend to compartments other than those assumed to be floodable for each case of damage.

SEE INTERPRETATION 54

3 Oil tankers shall be regarded as complying with the damage stability criteria if the following requirements are met:

.1 The final waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding may take place. Such openings shall include air-pipes and those which are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated watertight sliding doors, and sidescuttles of the non-opening type.

.2 In the final stage of flooding, the angle of heel due to unsymmetrical flooding shall not exceed 25°, provided that this angle may be increased up to 30° if no deck edge immersion occurs.

.3 The stability in the final stage of flooding shall be investigated and may be regarded as sufficient if the righting lever curve has at least a range of 20° beyond the position of equilibrium in association with a maximum residual righting lever of at least 0.1 m within the 20° range; the area under the curve within this range shall not be less than 0.0175 m·rad. Unprotected openings shall not be immersed within this range unless the space concerned is assumed to be flooded. Within this range, the immersion of any of the openings listed in subparagraph 3.1 of this paragraph and other openings capable of being closed weathertight may be permitted.

.4 The Administration shall be satisfied that the stability is sufficient during intermediate stages of flooding.

.5 Equalization arrangements requiring mechanical aids such as valves or cross-levelling pipes, if fitted, shall not be considered for the purpose of reducing an angle of heel or attaining the minimum range of residual stability to meet the requirements of subparagraphs 3.1, 3.2 and 3.3 of this paragraph and sufficient residual stability shall be maintained during all stages where equalization is used. Spaces which are linked by ducts of a large cross-sectional area may be considered to be common.

4 The requirements of paragraph 1 of this regulation shall be confirmed by calculations which take into consideration the design characteristics of the ship, the arrangements, configuration and contents of the damaged compartments; and the distribution, relative densities and the free surface effect of liquids. The calculations shall be based on the following:

.1 Account shall be taken of any empty or partially filled tank, the relative density of cargoes carried, as well as any outflow of liquids from damaged compartments.

.2 The permeabilities assumed for spaces flooded as a result of damage shall be as follows:

Spaces	*Permeabilities*
Appropriated to stores	0.60
Occupied by accommodation	0.95
Occupied by machinery	0.85
Voids	0.95
Intended for consumable liquids	0 to 0.95*
Intended for other liquids	0 to 0.95*

.3 The buoyancy of any superstructure directly above the side damage shall be disregarded. The unflooded parts of superstructures beyond the extent of damage, however, may be taken into consideration provided that they are separated from the damaged space by watertight bulkheads and the requirements of subparagraph .3.1 of this regulation in respect of these intact spaces are complied with. Hinged watertight doors may be acceptable in watertight bulkheads in the superstructure.

.4 The free surface effect shall be calculated at an angle of heel of 5° for each individual compartment. The Administration may require or allow the free surface corrections to be calculated at an angle of heel greater than 5° for partially filled tanks.

.5 In calculating the effect of free surfaces of consumable liquids it shall be assumed that, for each type of liquid, at least one transverse pair or a single centreline tank has a free surface and the tank or combination of tanks to be taken into account shall be those where the effect of free surface is the greatest.

* The permeability of partially filled compartments shall be consistent with the amount of liquid carried in the compartment. Whenever damage penetrates a tank containing liquids, it shall be assumed that the contents are completely lost from that compartment and replaced by salt water up to the level of the final plane of equilibrium.

5 The master of every oil tanker to which this regulation applies and the person in charge of a non-self-propelled oil tanker to which this regulation applies shall be supplied in an approved form with:

.1 information relative to loading and distribution of cargo necessary to ensure compliance with the provisions of this regulation; and

.2 data on the ability of the ship to comply with damage stability criteria as determined by this regulation, including the effect of relaxations that may have been allowed under subparagraph 1.3 of this regulation.

6 For oil tankers of 20,000 tonnes deadweight and above delivered on or after 6 July 1996, as defined in regulation 1.28.6, the damage assumptions prescribed in paragraph 2.2 of this regulation shall be supplemented by the following assumed bottom raking damage:

.1 longitudinal extent:

.1.1 ships of 75,000 tonnes deadweight and above:
0.6*L* measured from the forward perpendicular;

.1.2 ships of less than 75,000 tonnes deadweight:
0.4*L* measured from the forward perpendicular;

.2 transverse extent: $\frac{B}{3}$ anywhere in the bottom;

.3 vertical extent: breach of the outer hull.

Regulation 29
Slop tanks

1 Subject to the provisions of paragraph 4 of regulation 3 of this Annex, oil tankers of 150 gross tonnage and above shall be provided with slop tank arrangements in accordance with the requirements of paragraphs 2.1 to 2.3 of this regulation. In oil tankers delivered on or before 31 December 1979, as defined in regulation 1.28.1, any cargo tank may be designated as a slop tank.

2.1 Adequate means shall be provided for cleaning the cargo tanks and transferring the dirty ballast residue and tank washings from the cargo tanks into a slop tank approved by the Administration.

2.2 In this system arrangements shall be provided to transfer the oily waste into a slop tank or combination of slop tanks in such a way that any effluent discharged into the sea will be such as to comply with the provisions of regulation 34 of this Annex.

2.3 The arrangements of the slop tank or combination of slop tanks shall have a capacity necessary to retain the slop generated by tank washings, oil residues and dirty ballast residues. The total capacity of the slop tank or tanks shall not be less than 3% of the oil-carrying capacity of the ship, except that the Administration may accept:

.1 2% for such oil tankers where the tank washing arrangements are such that once the slop tank or tanks are charged with washing water, this water is sufficient for tank washing and, where applicable, for providing the driving fluid for eductors, without the introduction of additional water into the system;

.2 2% where segregated ballast tanks or dedicated clean ballast tanks are provided in accordance with regulation 18 of this Annex, or where a cargo tank cleaning system using crude oil washing is fitted in accordance with regulation 33 of this Annex. This capacity may be further reduced to 1.5% for such oil tankers where the tank washing arrangements are such that once the slop tank or tanks are charged with washing water, this water is sufficient for tank washing and, where applicable, for providing the driving fluid for eductors, without the introduction of additional water into the system; and

.3 1% for combination carriers where oil cargo is only carried in tanks with smooth walls. This capacity may be further reduced to 0.8% where the tank washing arrangements are such that once the slop tank or tanks are charged with washing water, this water is sufficient for tank washing and, where applicable, for providing the driving fluid for eductors, without the introduction of additional water into the system.

SEE INTERPRETATION 55

2.4 Slop tanks shall be so designed, particularly in respect of the position of inlets, outlets, baffles or weirs where fitted, so as to avoid excessive turbulence and entrainment of oil or emulsion with the water.

3 Oil tankers of 70,000 tonnes deadweight and above delivered after 31 December 1979, as defined in regulation 1.28.2, shall be provided with at least two slop tanks.

Regulation 30

Pumping, piping and discharge arrangement

1 In every oil tanker, a discharge manifold for connection to reception facilities for the discharge of dirty ballast water or oil-contaminated water shall be located on the open deck on both sides of the ship.

2 In every oil tanker of 150 gross tonnage and above, pipelines for the discharge to the sea of ballast water or oil-contaminated water from cargo tank areas which may be permitted under regulation 34 of this Annex shall be led to the open deck or to the ship's side above the waterline in the deepest ballast condition. Different piping arrangements to permit operation in the manner permitted in subparagraphs 6.1 to 6.5 of this regulation may be accepted.

SEE INTERPRETATION 56

3 In oil tankers of 150 gross tonnage and above delivered after 31 December 1979, as defined in regulation 1.28.2, means shall be provided for stopping the discharge into the sea of ballast water or oil-contaminated water from cargo tank areas, other than those discharges below the waterline permitted under paragraph 6 of this regulation, from a position on the upper deck or above located so that the manifold in use referred to in paragraph 1 of this regulation and the discharge to the sea from the pipelines referred to in paragraph 2 of this regulation may be visually observed. Means for stopping the discharge need not be provided at the observation position if a positive communication system such as a telephone or radio system is provided between the observation position and the discharge control position.

4 Every oil tanker delivered after 1 June 1982, as defined in regulation 1.28.4, required to be provided with segregated ballast tanks or fitted with a crude oil washing system, shall comply with the following requirements:

.1 it shall be equipped with oil piping so designed and installed that oil retention in the lines is minimized; and

.2 means shall be provided to drain all cargo pumps and all oil lines at the completion of cargo discharge, where necessary by connection to a stripping device. The line and pump draining shall be capable of being discharged both ashore and to a cargo tank or a slop tank. For discharge ashore a special small diameter line shall be provided and shall be connected outboard of the ship's manifold valves.

SEE INTERPRETATION 57

5 Every crude oil tanker delivered on or before 1 June 1982, as defined in regulation 1.28.3, required to be provided with segregated ballast tanks, or to be fitted with a crude oil washing system, shall comply with the provisions of paragraph 4.2 of this regulation.

6 On every oil tanker the discharge of ballast water or oil-contaminated water from cargo tank areas shall take place above the waterline, except as follows:

.1 Segregated ballast and clean ballast may be discharged below the waterline:

.1.1 in ports or at offshore terminals, or

.1.2 at sea by gravity, or

.1.3 at sea by pumps if the ballast water exchange is performed under the provisions of regulation D-1.1 of the International Convention for the Control and Management of Ships' Ballast Water and Sediments,

provided that the surface of the ballast water has been examined either visually or by other means immediately before the discharge to ensure that no contamination with oil has taken place.

.2 Oil tankers delivered on or before 31 December 1979, as defined in regulation 1.28.1, which, without modification, are not capable of discharging segregated ballast above the waterline may discharge segregated ballast below the waterline at sea, provided that the surface of the ballast water has been examined immediately before the discharge to ensure that no contamination with oil has taken place.

.3 Oil tankers delivered on or before 1 June 1982, as defined in regulation 1.28.3, operating with dedicated clean ballast tanks, which without modification are not capable of discharging ballast water from dedicated clean ballast tanks above the waterline, may discharge this ballast below the waterline provided that the discharge of the ballast water is supervised in accordance with regulation 18.8.3 of this Annex.

.4 On every oil tanker at sea, dirty ballast water or oil-contaminated water from tanks in the cargo area, other than slop tanks, may be discharged by gravity below the waterline, provided that sufficient time has elapsed in order to allow oil/water separation to have taken place and the ballast water has been examined immediately before the discharge with an oil/water interface detector referred to in regulation 32 of this Annex, in order to ensure that the height of the interface is such that the discharge does not involve any increased risk of harm to the marine environment.

.5 On oil tankers delivered on or before 31 December 1979, as defined in regulation 1.28.1, at sea dirty ballast water or oil-contaminated water from cargo tank areas may be discharged below the waterline, subsequent to or in lieu of the discharge by the method referred to in subparagraph 6.4 of this paragraph, provided that:

.5.1 a part of the flow of such water is led through permanent piping to a readily accessible location on the upper deck or above where it may be visually observed during the discharge operation; and

.5.2 such part flow arrangements comply with the requirements established by the Administration, which shall contain at least all the provisions of the Specifications for the Design, Installation and Operation of a Part Flow System for Control of Overboard Discharges adopted by the Organization.*

SEE INTERPRETATION 58

7 Every oil tanker of 150 gross tonnage and above delivered on or after 1 January 2010, as defined in regulation 1.28.8, which has installed a sea chest that is permanently connected to the cargo pipeline system, shall be equipped with both a sea chest valve and an inboard isolation valve. In addition to these valves, the sea chest shall be capable of isolation from the cargo piping system whilst the tanker is loading, transporting, or discharging cargo by use of a positive means that is to the satisfaction of the Administration. Such a positive means is a facility that is installed in the pipeline system in order to prevent, under all circumstances, the section of pipeline between the sea chest valve and the inboard valve being filled with cargo.

SEE INTERPRETATION 59

* See appendix 4 to Unified Interpretations.

Part B – Equipment

Regulation 31
Oil discharge monitoring and control system

1 Subject to the provisions of paragraphs 4 and 5 of regulation 3 of this Annex, oil tankers of 150 gross tonnage and above shall be equipped with an oil discharge monitoring and control system approved by the Administration.

2 In considering the design of the oil content meter to be incorporated in the system, the Administration shall have regard to the specification recommended by the Organization.* The system shall be fitted with a recording device to provide a continuous record of the discharge in litres per nautical mile and total quantity discharged, or the oil content and rate of discharge. This record shall be identifiable as to time and date and shall be kept for at least three years. The oil discharge monitoring and control system shall come into operation when there is any discharge of effluent into the sea and shall be such as will ensure that any discharge of oily mixture is automatically stopped when the instantaneous rate of discharge of oil exceeds that permitted by regulation 34 of this Annex. Any failure of this monitoring and control system shall stop the discharge. In the event of failure of the oil discharge monitoring and control system a manually operated alternative method may be used, but the defective unit shall be made operable as soon as possible. Subject to allowance by the port State authority, a tanker with a defective oil discharge monitoring and control system may undertake one ballast voyage before proceeding to a repair port.

3 The oil discharge monitoring and control system shall be designed and installed in compliance with the guidelines and specifications for oil discharge monitoring and control systems for oil tankers developed by the Organization.† Administrations may accept such specific arrangements as detailed in the Guidelines and Specifications.

4 Instructions as to the operation of the system shall be in accordance with an operational manual approved by the Administration. They shall cover manual as well as automatic operations and shall be intended to ensure that at no time shall oil be discharged except in compliance with the conditions specified in regulation 34 of this Annex.

Regulation 32
Oil/water interface detector‡

Subject to the provisions of paragraphs 4 and 5 of regulation 3 of this Annex, oil tankers of 150 gross tonnage and above shall be provided with effective oil/water interface detectors approved by the Administration for a rapid and accurate determination of the oil/water interface in slop tanks and shall be available for use in other tanks where the separation of oil and water is effected and from which it is intended to discharge effluent direct to the sea.

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* For oil content meters installed on oil tankers built prior to 2 October 1986, refer to the Recommendation on international performance and test specifications for oily-water separating equipment and oil content meters adopted by the Organization by resolution A.393(X). For oil content meters as part of discharge monitoring and control systems installed on oil tankers built on or after 2 October 1986, refer to the Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution A.586(14). For oil content meters as part of discharge monitoring and control systems installed on oil tankers built on or after 1 January 2005, refer to the Revised Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution MEPC.108(49).

† Refer to the Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution A.496(XII) or the Revised Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution A.586(14), or the Revised Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution MEPC.108(49) as applicable.

‡ Refer to the Specifications for oil/water interface detectors adopted by the Organization by resolution MEPC.5(XIII).

Regulation 33
Crude oil washing requirements

SEE INTERPRETATION 31

1 Every crude oil tanker of 20,000 tonnes deadweight and above delivered after 1 June 1982, as defined in regulation 1.28.4, shall be fitted with a cargo tank cleaning system using crude oil washing. The Administration shall ensure that the system fully complies with the requirements of this regulation within one year after the tanker was first engaged in the trade of carrying crude oil or by the end of the third voyage carrying crude oil suitable for crude oil washing, whichever occurs later.

2 Crude oil washing installation and associated equipment and arrangements shall comply with the requirements established by the Administration. Such requirements shall contain at least all the provisions of the Specifications for the Design, Operation and Control of Crude Oil Washing Systems adopted by the Organization.* When a ship is not required, in accordance with paragraph 1 of this regulation, to be, but is equipped with crude oil washing equipment, it shall comply with the safety aspects of the above-mentioned Specifications.

3 Every crude oil washing system required to be provided in accordance with regulation 18.7 of this Annex shall comply with the requirements of this regulation.

Part C – Control of operational discharges of oil

Regulation 34
Control of discharge of oil

A Discharges outside special areas

1 Subject to the provisions of regulation 4 of this Annex and paragraph 2 of this regulation, any discharge into the sea of oil or oily mixtures from the cargo area of an oil tanker shall be prohibited except when all the following conditions are satisfied:

.1 the tanker is not within a special area;

.2 the tanker is more than 50 nautical miles from the nearest land;

.3 the tanker is proceeding *en route*;

.4 the instantaneous rate of discharge of oil content does not exceed 30 litres per nautical mile;

.5 the total quantity of oil discharged into the sea does not exceed for tankers delivered on or before 31 December 1979, as defined in regulation 1.28.1, $\frac{1}{15,000}$ of the total quantity of the particular cargo of which the residue formed a part, and for tankers delivered after 31 December 1979, as defined in regulation 1.28.2, $\frac{1}{30,000}$ of the total quantity of the particular cargo of which the residue formed a part; and

SEE INTERPRETATION 60

.6 the tanker has in operation an oil discharge monitoring and control system and a slop tank arrangement as required by regulations 29 and 31 of this Annex.

2 The provisions of paragraph 1 of this regulation shall not apply to the discharge of clean or segregated ballast.

* Refer to the revised Specifications for the design, operation and control of crude oil washing systems adopted by the Organization by resolution A.446(XI) and amended by the Organization by resolution A.497(XII) and as further amended by resolution A.897(21).

B Discharges in special areas

3 Subject to the provisions of paragraph 4 of this regulation, any discharge into the sea of oil or oily mixture from the cargo area of an oil tanker shall be prohibited while in a special area.*

4 The provisions of paragraph 3 of this regulation shall not apply to the discharge of clean or segregated ballast.

5 Nothing in this regulation shall prohibit a ship on a voyage only part of which is in a special area from discharging outside the special area in accordance with paragraph 1 of this regulation.

C Requirements for oil tankers of less than 150 gross tonnage

6 The requirements of regulations 29, 31 and 32 of this Annex shall not apply to oil tankers of less than 150 gross tonnage, for which the control of discharge of oil under this regulation shall be effected by the retention of oil on board with subsequent discharge of all contaminated washings to reception facilities. The total quantity of oil and water used for washing and returned to a storage tank shall be discharged to reception facilities unless adequate arrangements are made to ensure that any effluent which is allowed to be discharged into the sea is effectively monitored to ensure that the provisions of this regulation are complied with.

D General requirements

7 Whenever visible traces of oil are observed on or below the surface of the water in the immediate vicinity of a ship or its wake, the Governments of Parties to the present Convention should, to the extent they are reasonably able to do so, promptly investigate the facts bearing on the issue of whether there has been a violation of the provisions of this regulation. The investigation should include, in particular, the wind and sea conditions, the track and speed of the ship, other possible sources of the visible traces in the vicinity, and any relevant oil discharge records.

8 No discharge into the sea shall contain chemicals or other substances in quantities or concentrations which are hazardous to the marine environment or chemicals or other substances introduced for the purpose of circumventing the conditions of discharge specified in this regulation.

9 The oil residues which cannot be discharged into the sea in compliance with paragraphs 1 and 3 of this regulation shall be retained on board for subsequent discharge to reception facilities.

Regulation 35
Crude oil washing operations

SEE INTERPRETATION 31

1 Every oil tanker operating with crude oil washing systems shall be provided with an Operations and Equipment Manual† detailing the system and equipment and specifying operational procedures. Such a Manual shall be to the satisfaction of the Administration and shall contain all the information set out in the specifications referred to in paragraph 2 of regulation 33 of this Annex. If an alteration affecting the crude oil washing system is made, the Operations and Equipment Manual shall be revised accordingly.

2 With respect to the ballasting of cargo tanks, sufficient cargo tanks shall be crude oil washed prior to each ballast voyage in order that, taking into account the tanker's trading pattern and expected weather conditions, ballast water is put only into cargo tanks which have been crude oil washed.

3 Unless an oil tanker carries crude oil which is not suitable for crude oil washing, the oil tanker shall operate the crude oil washing system in accordance with the Operations and Equipment Manual.

* Refer to regulation 38.6.

† Refer to the Standard format of the Crude Oil Washing Operation and Equipment Manual adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.3(XII), as amended by resolution MEPC.81(43).

Regulation 36
Oil Record Book Part II – Cargo/ballast operations

1 Every oil tanker of 150 gross tonnage and above shall be provided with an Oil Record Book Part II (Cargo/Ballast Operations). The Oil Record Book Part II, whether as a part of the ship's official log-book or otherwise, shall be in the form specified in appendix III to this Annex.

2 The Oil Record Book Part II shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following cargo/ballast operations take place in the ship:

.1 loading of oil cargo;

.2 internal transfer of oil cargo during voyage;

.3 unloading of oil cargo;

.4 ballasting of cargo tanks and dedicated clean ballast tanks;

.5 cleaning of cargo tanks including crude oil washing;

.6 discharge of ballast except from segregated ballast tanks;

.7 discharge of water from slop tanks;

.8 closing of all applicable valves or similar devices after slop tank discharge operations;

.9 closing of valves necessary for isolation of dedicated clean ballast tanks from cargo and stripping lines after slop tank discharge operations; and

.10 disposal of residues.

3 For oil tankers referred to in regulation 34.6 of this Annex, the total quantity of oil and water used for washing and returned to a storage tank shall be recorded in the Oil Record Book Part II.

4 In the event of such discharge of oil or oily mixture as is referred to in regulation 4 of this Annex or in the event of accidental or other exceptional discharge of oil not excepted by that regulation, a statement shall be made in the Oil Record Book Part II of the circumstances of, and the reasons for, the discharge.

5 Each operation described in paragraph 2 of this regulation shall be fully recorded without delay in the Oil Record Book Part II so that all entries in the book appropriate to that operation are completed. Each completed operation shall be signed by the officer or officers in charge of the operations concerned and each completed page shall be signed by the master of ship. The entries in the Oil Record Book Part II 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 dispute or discrepancy.

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

7 The Oil Record Book 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.

8 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 ship's Oil Record Book Part II shall be made admissible in any judicial proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part II 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.

9 For oil tankers of less than 150 gross tonnage operating in accordance with regulation 34.6 of this Annex, an appropriate Oil Record Book should be developed by the Administration.

Chapter 5 – Prevention of pollution arising from an oil pollution incident

Regulation 37
Shipboard oil pollution emergency plan

1 Every oil tanker of 150 gross tonnage and above and every ship other than an oil tanker of 400 gross tonnage and above shall carry on board a shipboard oil pollution emergency plan approved by the Administration.

SEE INTERPRETATION 61

2 Such a plan shall be prepared based on guidelines* developed by the Organization and written in the working language of the master and officers. The plan shall consist at least of:

.1 the procedure to be followed by the master or other persons having charge of the ship to report an oil pollution incident, as required in article 8 and Protocol I of the present Convention, based on the guidelines developed by the Organization;†

.2 the list of authorities or persons to be contacted in the event of an oil pollution incident;

.3 a detailed description of the action to be taken immediately by persons on board to reduce or control the discharge of oil following the incident; and

.4 the procedures and point of contact on the ship for co-ordinating shipboard action with national and local authorities in combating the pollution.

3 In the case of ships to which regulation 17 of Annex II of the present Convention also applies, such a plan may be combined with the shipboard marine pollution emergency plan for noxious liquid substances required under regulation 17 of Annex II of the present Convention. In this case, the title of such a plan shall be "Shipboard marine pollution emergency plan".

4 All oil tankers of 5,000 tonnes deadweight or more shall have prompt access to computerized shore-based damage stability and residual structural strength calculation programs.

* Refer to the Guidelines for the development of shipboard oil pollution emergency plans adopted by the Organization by resolution MEPC.54(32) as amended by resolution MEPC.86(44).

† Refer to the General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants adopted by the Organization by resolution A.851(20), as amended by resolution MEPC.138(53).

Chapter 6 – Reception facilities

Regulation 38
Reception facilities

SEE INTERPRETATION 62

A Reception facilities outside special areas

1 The Government of each Party to the present Convention undertakes to ensure the provision at oil loading terminals, repair ports, and in other ports in which ships have oily residues to discharge, of facilities for the reception of such residues and oily mixtures as remain from oil tankers and other ships adequate* to meet the needs of the ships using them without causing undue delay to ships.

2 Reception facilities in accordance with paragraph 1 of this regulation shall be provided in:

.1 all ports and terminals in which crude oil is loaded into oil tankers where such tankers have immediately prior to arrival completed a ballast voyage of not more than 72 h or not more than 1,200 nautical miles;

.2 all ports and terminals in which oil other than crude oil in bulk is loaded at an average quantity of more than 1,000 tonnes per day;

.3 all ports having ship repair yards or tank cleaning facilities;

.4 all ports and terminals which handle ships provided with the oil residue (sludge) tank(s) required by regulation 12 of this Annex;

.5 all ports in respect of oily bilge waters and other residues that cannot be discharged in accordance with regulations 15 and 34 of this Annex; and

.6 all loading ports for bulk cargoes in respect of oil residues from combination carriers which cannot be discharged in accordance with regulation 34 of this Annex.

3 The capacity for the reception facilities shall be as follows:

.1 Crude oil loading terminals shall have sufficient reception facilities to receive oil and oily mixtures which cannot be discharged in accordance with the provisions of regulation 34.1 of this Annex from all oil tankers on voyages as described in paragraph 2.1 of this regulation.

.2 Loading ports and terminals referred to in paragraph 2.2 of this regulation shall have sufficient reception facilities to receive oil and oily mixtures which cannot be discharged in accordance with the provisions of regulation 34.1 of this Annex from oil tankers which load oil other than crude oil in bulk.

.3 All ports having ship repair yards or tank cleaning facilities shall have sufficient reception facilities to receive all residues and oily mixtures which remain on board for disposal from ships prior to entering such yards or facilities.

.4 All facilities provided in ports and terminals under paragraph 2.4 of this regulation shall be sufficient to receive all residues retained according to regulation 12 of this Annex from all ships that may reasonably be expected to call at such ports and terminals.

* See resolution MEPC.83(44) "Guidelines for ensuring the adequacy of port waste reception facilities".

.5 All facilities provided in ports and terminals under this regulation shall be sufficient to receive oily bilge waters and other residues which cannot be discharged in accordance with regulation 15 of this Annex.

.6 The facilities provided in loading ports for bulk cargoes shall take into account the special problems of combination carriers as appropriate.

B Reception facilities within special areas

4 The Government of each Party to the present Convention the coastline of which borders on any given special area shall ensure that all oil loading terminals and repair ports within the special area are provided with facilities adequate for the reception and treatment of all the dirty ballast and tank washing water from oil tankers. In addition, all ports within the special area shall be provided with adequate* reception facilities for other residues and oily mixtures from all ships. Such facilities shall have adequate capacity to meet the needs of the ships using them without causing undue delay.

5 The Government of each Party to the present Convention having under its jurisdiction entrances to seawater courses with low depth contour which might require a reduction of draught by the discharge of ballast shall ensure the provision of the facilities referred to in paragraph 4 of this regulation but with the proviso that ships required to discharge slops or dirty ballast could be subject to some delay.

6 With regard to the Red Sea area, Gulfs area,† Gulf of Aden area and Oman area of the Arabian Sea:

.1 Each Party concerned shall notify the Organization of the measures taken pursuant to provisions of paragraphs 4 and 5 of this regulation. Upon receipt of sufficient notifications, the Organization shall establish a date from which the discharge requirements of regulations 15 and 34 of this Annex in respect of the area in question shall take effect. The Organization shall notify all Parties of the date so established no less than twelve months in advance of that date.

.2 During the period between the entry into force of the present Convention and the date so established, ships while navigating in the special area shall comply with the requirements of regulations 15 and 34 of this Annex as regards discharges outside special areas.

.3 After such date, oil tankers loading in ports in these special areas where such facilities are not yet available shall also fully comply with the requirements of regulations 15 and 34 of this Annex as regards discharges within special areas. However, oil tankers entering these special areas for the purpose of loading shall make every effort to enter the area with only clean ballast on board.

.4 After the date on which the requirements for the special area in question take effect, each Party shall notify the Organization for transmission to the Parties concerned of all cases where the facilities are alleged to be inadequate.

.5 At least the reception facilities as prescribed in paragraphs 1, 2 and 3 of this regulation shall be provided one year after the date of entry into force of the present Convention.

7 Notwithstanding paragraphs 4, 5 and 6 of this regulation, the following rules apply to the Antarctic area:

.1 The Government of each Party to the present Convention at whose ports ships depart *en route* to or arrive from the Antarctic area undertakes to ensure that as soon as practicable adequate facilities are provided for the reception of all oil residue (sludge), dirty ballast, tank washing water, and other oily residues and mixtures from all ships, without causing undue delay, and according to the needs of the ships using them.

* See resolution MEPC.83(44) "Guidelines for ensuring the adequacy of port waste reception facilities".

† The MEPC decided, by resolution MEPC.168(56), that the discharge requirements for the Gulfs area special area set out in regulations 15 and 34 of this Annex would take effect on 1 August 2008.

.2 The Government of each Party to the present Convention shall ensure that all ships entitled to fly its flag, before entering the Antarctic area, are fitted with a tank or tanks of sufficient capacity on board for the retention of all oil residue (sludge), dirty ballast, tank washing water and other oily residues and mixtures while operating in the area and have concluded arrangements to discharge such oily residues at a reception facility after leaving the area.

C General requirements

8 Each Party shall notify the Organization for transmission to the Parties concerned of all cases where the facilities provided under this regulation are alleged to be inadequate.

Chapter 7 – Special requirements for fixed or floating platforms

Regulation 39
Special requirements for fixed or floating platforms

SEE INTERPRETATION 63

1 This regulation applies to fixed or floating platforms including drilling rigs, floating production, storage and offloading facilities (FPSOs) used for the offshore production and storage of oil, and floating storage units (FSUs) used for the offshore storage of produced oil.

2 Fixed or floating platforms when engaged in the exploration, exploitation and associated offshore processing of sea-bed mineral resources and other platforms shall comply with the requirements of this Annex applicable to ships of 400 gross tonnage and above other than oil tankers, except that:

.1 they shall be equipped as far as practicable with the installations required in regulations 12 and 14 of this Annex;

.2 they shall keep a record of all operations involving oil or oily mixture discharges, in a form approved by the Administration; and

.3 subject to the provisions of regulation 4 of this Annex, the discharge into the sea of oil or oily mixture shall be prohibited except when the oil content of the discharge without dilution does not exceed 15 ppm.

3 In verifying compliance with this Annex in relation to platforms configured as FPSOs or FSUs, in addition to the requirements of paragraph 2, Administrations should take account of the Guidelines developed by the Organization.*

* Refer to the Guidelines for the application of the revised MARPOL Annex I requirements to FPSOs and FSUs adopted by the Organization by resolution MEPC.139(53), and amended by resolution MEPC.142(54).

Chapter 8 – Prevention of pollution during transfer of oil cargo between oil tankers at sea

Regulation 40
Scope of application

1 The regulations contained in this chapter apply to oil tankers of 150 gross tonnage and above engaged in the transfer of oil cargo between oil tankers at sea (STS operations) and their STS operations conducted on or after 1 April 2012. However, STS operations conducted before that date but after the approval of the Administration of STS operations Plan required under regulation 41.1 shall be in accordance with the STS operations Plan as far as possible.

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

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

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

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

Regulation 41
General rules on safety and environmental protection

1 Any oil tanker involved in STS operations shall carry on board a Plan prescribing how to conduct STS operations (STS operations Plan) not later than the date of the first annual, intermediate or renewal survey of the ship to be carried out on or after 1 January 2011. Each oil tanker's STS operations Plan shall be approved by the Administration. The STS operations Plan shall be written in the working language of the ship.

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

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

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

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

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

Regulation 42
Notification

1 Each oil tanker subject to this chapter that plans STS operations within the territorial sea, or the exclusive economic zone of a Party to the present Convention shall notify that Party not less than 48 h in advance of the scheduled STS operations. Where, in an exceptional case, all of the information specified in paragraph 2 is not available not less than 48 h in advance, the oil tanker discharging the oil cargo shall notify the Party to the present Convention, not less than 48 h in advance that an STS operation will occur and the information specified in paragraph 2 shall be provided to the Party at the earliest opportunity.

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

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

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

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

.4 oil type and quantity;

.5 planned duration of the STS operations;

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

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

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

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

† The national operational contact point as listed in document MSC-MEPC.6/Circ.9 of 31 December 2010 or its subsequent amendments.

Chapter 9 – Special requirements for the use or carriage of oils in the Antarctic area

Regulation 43
Special requirements for the use or carriage of oils in the Antarctic area

1 With the exception of vessels engaged in securing the safety of ships or in a search and rescue operation, the carriage in bulk as cargo or carriage and use as fuel of the following:

.1 crude oils having a density at 15°C higher than 900 kg/m^3;

.2 oils, other than crude oils, having a density at 15°C higher than 900 kg/m^3 or a kinematic viscosity at 50°C higher than 180 mm^2/s; or

.3 bitumen, tar and their emulsions,

shall be prohibited in the Antarctic area, as defined in Annex I, regulation 1.11.7.

2 When prior operations have included the carriage or use of oils listed in paragraphs 1.1 to 1.3 of this regulation, the cleaning or flushing of tanks or pipelines is not required.

Appendices to Annex I

Appendix I
List of oils*

Asphalt solutions
Blending stocks
Roofers flux
Straight run residue

Oils
Clarified
Crude oil
Mixtures containing crude oil
Diesel oil
Fuel oil no. 4
Fuel oil no. 5
Fuel oil no. 6
Residual fuel oil
Road oil
Transformer oil
Aromatic oil (excluding vegetable oil)
Lubricating oils and blending stocks
Mineral oil
Motor oil
Penetrating oil
Spindle oil
Turbine oil

Distillates
Straight run
Flashed feed stocks

Gas oil
Cracked

Gasoline blending stocks
Alkylates – fuel
Reformates
Polymer – fuel

Gasolines
Casinghead (natural)
Automotive
Aviation
Straight run
Fuel oil no. 1 (kerosene)
Fuel oil no. 1-D
Fuel oil no. 2
Fuel oil no. 2-D

Jet fuels
JP-1 (kerosene)
JP-3
JP-4
JP-5 (kerosene, heavy)
Turbo fuel
Kerosene
Mineral spirit

Naphtha
Solvent
Petroleum
Heartcut distillate oil

* This list of oils shall not necessarily be considered as comprehensive.

Appendix II
Form of IOPP Certificate and Supplements*

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

(*Note:* This Certificate shall 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:

.....
(full designation of the country)

by.....
(full designation of the competent person or organization authorized under the provisions of the Convention)

Particulars of ship†

Name of ship.....

Distinctive number or letters.....

Port of registry .....

Gross tonnage.....

Deadweight of ship (tonnes)‡ .....

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
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.

Completion date of the survey on which this certificate is based (dd/mm/yyyy) .....

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

Date (dd/mm/yyyy) ....
(date of issue) *(signature of duly authorized official issuing the certificate)*

(seal or stamp of the authority, as appropriate)

---

* 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.

‡ For oil tankers.

§ Refer to the IMO Ship Identification Number Scheme adopted by the Organization by resolution A.600(15).

¶ Delete 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 of this date 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 authorized official)

Place . . . . . .

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

(seal or stamp of the authority, as appropriate)

Annual/Intermediate* survey

Signed. . . . . .
(signature of duly authorized official)

Place . . . . . .

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

(seal or stamp of the authority, as appropriate)

Annual/Intermediate* survey

Signed. . . . . .
(signature of duly authorized official)

Place . . . . . .

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

(seal or stamp of the authority, as appropriate)

Annual survey

Signed. . . . . .
(signature of duly authorized official)

Place . . . . . .

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

(seal or stamp of the authority, 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 duly authorized 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 duly authorized official)

Place . . . . . .

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

(seal or stamp of the authority, as appropriate)

* Delete 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 (dd/mm/yyyy) .....

Signed.....

(signature of duly authorized official)

Place.....

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

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

Signed.....

(signature of duly authorized 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).....

Signed.....

(signature of duly authorized official)

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).....

Signed.....

(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

* Delete as appropriate.

Appendix

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 categorized in the IOPP Certificate, i.e. "ship 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" as appropriate.

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 Organization.

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 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.

2.5 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.

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 h ☐

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	

2A.1 The ship is required to be constructed according to regulation 12A and complies with the requirements of:

paragraphs 6 and either 7 or 8 (double hull construction) ☐

paragraph 11 (accidental oil fuel outflow performance) ☐

2A.2 The ship is not required to comply with the requirements of regulation 12A ☐

3 Means for retention and disposal of oil residues (sludge) (regulation 12) **and oily bilge water holding tank(s)**†

3.1 The ship is provided with oil residue (sludge) tanks for retention of oil residues (sludge) on board as follows:

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

* Refer to the Recommendation on international performance and test specifications of oily-water separating equipment and oil content meters adopted by the Organization on 14 November 1977 by resolution A.393(X), which superseded resolution A.233(VII). Further reference is made to the Guidelines and specifications for pollution prevention equipment for machinery space bilges adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.60(33), which, effective on 6 July 1993, superseded resolutions A.393(X) and A.444(XI), the 2011 Guidelines and specifications for add-on equipment for upgrading resolution MEPC.60(33) – compliant oil filtering equipment, adopted by resolution MEPC.205(62), and the revised Guidelines and specifications for pollution prevention equipment for machinery spaces of ships adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.107(49) which, effective from 1 January 2005, superseded resolutions MEPC.60(33), A.393(X) and A.444(XI).

† Oily bilge water holding tank(s) are not required by the Convention; if such tank(s) are provided they shall be listed in table 3.3.

3.2 Means for the disposal of oil residues (sludge) retained in oil residue (sludge) tanks:

3.2.1 Incinerator for oil residues (sludge), maximum capacity ..... kW or kcal/h (delete as appropriate) ☐

3.2.2 Auxiliary boiler suitable for burning oil residues (sludge) ..... ☐

3.2.3 Other acceptable means, state which ..... ☐

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

Tank identification	Tank location		Volume (m^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 and sludges to reception facilities, fitted with a standard discharge connection in accordance with regulation 13 ..... ☐

5 **Shipboard oil/marine pollution emergency plan** (regulation 37)

5.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 37 ..... ☐

5.2 The ship is provided with a shipboard marine pollution emergency 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 (dd/mm/yyyy) ....
(date of issue) *(signature of duly authorized official issuing the Record)*

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

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 types of ships as categorized 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 categorized 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 (×) for the answers "yes" and "applicable" or a dash (–) for the answers "no" and "not applicable" as appropriate.

5 Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex I of the Convention and resolutions refer to those adopted by the International Maritime Organization.

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 regulation 20.2, or lubricating oil ☐

1.11.4 Crude oil/product carrier ☐

1.11.5 Combination carrier ☐

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

1.11.7 Oil tanker dedicated to the carriage of products referred to in regulation 2.4 ☐

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): ☐

* Refer to the Recommendation on international performance and test specifications of oily-water separating equipment and oil content meters adopted by the Organization on 14 November 1977 by resolution A.393(X), which superseded resolution A.233(VII). Further reference is made to the Guidelines and specifications for pollution prevention equipment for machinery space bilges adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.60(33), which, effective on 6 July 1993, superseded resolutions A.393(X) and A.444(XI), the 2011 Guidelines and specifications for add-on equipment for upgrading resolution MEPC.60(33) – compliant oil filtering equipment, adopted by resolution MEPC.205(62), and the revised Guidelines and specifications for pollution prevention equipment for machinery spaces of ships adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.107(49) which, effective from 1 January 2005, superseded resolutions MEPC.60(33), A.393(X) and A.444(XI).

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

2A.1 The ship is required to be constructed according to regulation 12A and complies with the requirements of:

paragraphs 6 and either 7 or 8 (double hull construction) ..... ☐

paragraph 11 (accidental oil fuel outflow performance) ..... ☐

2A.2 The ship is not required to comply with the requirements of regulation 12A ..... ☐

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

3.1 The ship is provided with oil residue (sludge) tanks for retention of oil residues (sludge) on board as follows:

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

3.2 Means for the disposal of oil residues (sludge) retained in oil residue (sludge) tanks:

3.2.1 Incinerator for oil residues (sludge), maximum capacity ..... kW or kcal/h *(delete as appropriate)* ☐

3.2.2 Auxiliary boiler suitable for burning oil residues (sludge) ..... ☐

3.2.3 Other acceptable means, state which ..... ☐

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

Tank identification	Tank location		Volume (m^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 and sludges to reception facilities, fitted with a standard discharge connection in compliance 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 regulation 18 ..... ☐

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

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 regulations 18.12 to 18.15 ..... ☐

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 requirements of 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 with 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 ..... ☐

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 paragraphs 2 to 5, 7 and 8 of regulation 19 and regulation 28 in respect of paragraph 28.6 not later than ..... ☐

.2 is allowed to continue operation in accordance with regulation 20.5 until ..... ☐

.3 is allowed to continue operation in accordance with regulation 20.7 until ..... ☐

5.8.5 The ship is not subject to regulation 20 and:

.1 the ship is less than 5,000 tonnes deadweight ..... ☐

.2 the ship complies with regulation 20.1.2 ..... ☐

.3 the ship complies with regulation 20.1.3 ..... ☐

5.8.6 The ship is subject to regulation 21 and:

.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 and:

.1 the ship is less than 600 tonnes deadweight ..... ☐

.2 the ship complies with regulation 19 (tonnes deadweight $\geq$ 5,000) ..... ☐

.3 the ship complies with regulation 21.1.2 ..... ☐

.4 the ship complies with regulation 21.4.2 (600 $\leq$ tonnes deadweight $<$ 5,000) ..... ☐

.5 the ship does not carry "heavy grade oil" as defined in regulation 21.2 of MARPOL Annex I ..... ☐

5.8.8 The ship is subject to regulation 22 and:

.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 ..... ☐

5.8.9 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 ..... ☐

.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 ..... ☐

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 ..... ☐

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 nautical miles of the nearest land outside special area(s) of 72 h or less in duration restricted to ..... ☐

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* 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).

† For oil content meters installed on tankers built prior to 2 October 1986, refer to the Recommendation on international performance and test specifications for oily-water separating equipment and oil content meters adopted by the Organization 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 monitoring and control systems for oil tankers adopted by the Organization 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 2005, refer to the revised Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution MEPC.108(49).

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

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 30.6.5 ..... ☐

7.3.3 Below the waterline ..... ☐

7.4 Discharge of oil from cargo pumps and oil lines (regulations 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 slop tank ..... ☐

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

8 Shipboard oil/marine pollution emergency plan (regulation 37)

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

8.2 The ship is provided with a shipboard marine pollution emergency plan in compliance with regulation 37.3 ..... ☐

8A Ship-to-ship oil transfer operations at sea (regulation 41)

8A.1 The oil tanker is provided with an STS operations Plan in compliance with regulation 41 ..... ☐

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)

10.1 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 (dd/mm/yyyy) ....
(date of issue) *(signature of duly authorized official issuing the Record)*

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

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

Appendix III
Form of Oil Record Book*

OIL RECORD BOOK

PART I – Machinery space operations

(All ships)

Name of ship .....

Distinctive number or letters .....

Gross tonnage .....

Period from: ..... to .....

Note: Oil Record Book Part I shall be provided to every oil tanker of 150 gross tonnage and above and every ship of 400 gross tonnage and above, other than oil tankers, to record relevant machinery space operations. For oil tankers, Oil Record Book Part II shall also be provided to record relevant cargo/ballast operations.

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 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 judicial 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.

* Refer to MEPC.1/Circ.736/Rev.2 on Guidance for the recording of operations in the Oil Record Book Part I – Machinery space operations (all ships).

LIST OF ITEMS TO BE RECORDED

(A) Ballasting or cleaning of oil fuel tanks

1 Identity of tank(s) ballasted.

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

3 Cleaning process:

.1 position of ship and time at the start and completion of cleaning;

.2 identify tank(s) in which one or another method has been employed (rinsing through, steaming, cleaning with chemicals; type and quantity of chemicals used, in m^3);

.3 identity of tank(s) into which cleaning water was transferred and the quantity in m^3.

4 Ballasting:

.1 position of ship and time at start and end of ballasting;

.2 quantity of ballast if tanks are not cleaned, in m^3.

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

5 Identity of tank(s).

6 Position of ship at start of discharge.

7 Position of ship on completion of discharge.

8 Ship's speed(s) during discharge.

9 Method of discharge:

.1 through 15 ppm equipment;

.2 to reception facilities.

10 Quantity discharged, in m^3.

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

11 Collection of oil residues (sludge).

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

.1 identity of tank(s)

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

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

.4 quantity of residue collected by manual operation ..... m^3

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

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

State quantity of oil residues transferred or disposed of, the tank(s) emptied and the quantity of contents retained in m^3:

.1 to reception facilities (identify port);†

.2 to another (other) tank(s) (indicate tank(s) and the total content of tank(s));

.3 incinerated (indicate total time of operation);

.4 other method (state which).

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

13 Quantity discharged, transferred or disposed of, in m^3.‡

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

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

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

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

15 Method of discharge, transfer, or disposal:
- .1 through 15 ppm equipment (state position at start and end);
- .2 to reception facilities (identify port);*
- .3 to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m^3).

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

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

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

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

(F) Condition of the oil filtering equipment

19 Time of system failure.†

20 Time when system has been made operational.

21 Reasons for failure.

(G) Accidental or other exceptional discharges of oil

22 Time of occurrence.

23 Place or position of ship at time of occurrence.

24 Approximate quantity and type of oil.

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

(H) Bunkering of fuel or bulk lubricating oil

26 Bunkering:
- .1 Place of bunkering.
- .2 Time of bunkering.
- .3 Type and quantity of fuel oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).
- .4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).

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

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

(I) Additional operational procedures and general remarks

Name of ship .....

Distinctive number or letters .....

MACHINERY SPACE OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge

Signature of master .....

OIL RECORD BOOK

PART II – Cargo/ballast operations

(Oil tankers)

Name of ship.....

Distinctive number or letters.....

Gross tonnage.....

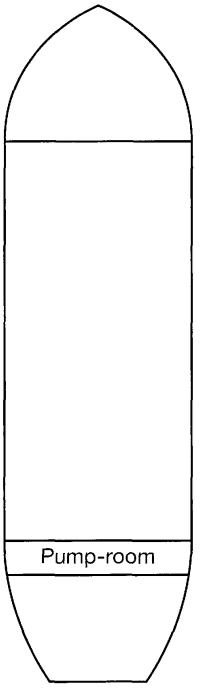
Period from: ..... to.....

Note: Every oil tanker of 150 gross tonnage and above shall be provided with Oil Record Book Part II to record relevant cargo/ballast operations. Such a tanker shall also be provided with Oil Record Book Part I to record relevant machinery space operations.

Name of ship.....

Distinctive number or letters.....

PLAN VIEW OF CARGO AND SLOP TANKS
(to be completed on board)



Identification of tanks	Capacity
Depth of slop tank(s):	

(Give the capacity of each tank and the depth of slop tank(s))

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 sections, 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 MARPOL 73/78, 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 dicharge 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 in at least 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 the 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 judicial 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.

LIST OF ITEMS TO BE RECORDED

(A) Loading of oil cargo

1 Place of loading.

2 Type of oil loaded and identity of tank(s).

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) Internal transfer of oil cargo during voyage

4 Identity of tank(s):

.1 from:

.2 to: (state quantity transferred and total quantity of tank(s), in cubic metres).

5 Was (were) the tank(s) in 4.1 emptied? (If not, state quantity retained, in cubic metres.)

(C) Unloading of oil cargo

6 Place of unloading.

7 Identity of tank(s) unloaded.

8 Was (were) the tank(s) emptied? (If not, state quantity retained, in cubic metres.)

* This sentence should only be inserted for the Oil Record Book of a tanker engaged in a specific trade.

(D) **Crude oil washing (COW tankers only)**
(To be completed for each tank being crude oil washed)

9 Port where crude oil washing was carried out or ship's position if carried out between two discharge ports.

10 Identity of tank(s) washed.*

11 Number of machines in use.

12 Time of start of washing.

13 Washing pattern employed.†

14 Washing line pressure.

15 Time washing was completed or stopped.

16 State method of establishing that tank(s) was (were) dry.

17 Remarks.‡

(E) **Ballasting of cargo tanks**

18 Position of ship at start and end of ballasting.

19 Ballasting process:

.1 identity of tank(s) ballasted;

.2 time of start and end;

.3 quantity of ballast received. Indicate total quantity of ballast for each tank involved in the operation, in cubic metres.

(F) **Ballasting of dedicated clean ballast tanks (CBT tankers only)**

20 Identity of tank(s) ballasted.

21 Position of ship when water intended for flushing, or port ballast was taken to dedicated clean ballast tank(s).

22 Position of ship when pump(s) and lines were flushed to slop tank.

23 Quantity of the oily water which, after line flushing, is transferred to the slop tank(s) or cargo tank(s) in which slop is preliminarily stored (identify tank(s)). State total quantity, in cubic metres.

24 Position of ship when additional ballast water was taken to dedicated clean ballast tank(s).

25 Time and position of ship when valves separating the dedicated clean ballast tanks from cargo and stripping lines were closed.

26 Quantity of clean ballast taken on board, in cubic metres.

(G) **Cleaning of cargo tanks**

27 Identity of tank(s) cleaned.

28 Port or ship's position.

29 Duration of cleaning

30 Method of cleaning.§

31 Tank washings transferred to:

.1 reception facilities (state port and quantity, in cubic metres);¶

.2 slop tank(s) or cargo tank(s) designated as slop tank(s) (identify tank(s); state quantity transferred and total quantity, in cubic metres).

---

* When an individual tank has more machines than can be operated simultaneously, as described in the Operations and Equipment Manual, then the section being crude oil washed should be identified, e.g., No. 2 centre, forward section.

† In accordance with the Operations and Equipment Manual, enter whether single-stage or multi-stage method of washing is employed. If multi-stage method is used, give the vertical arc covered by the machines and the number of times that arc is covered for that particular stage of the programme.

‡ If the programmes given in the Operations and Equipment Manual are not followed, then the reasons must be given under Remarks.

§ Hand-hosing, machine washing and/or chemical cleaning. Where chemically cleaned, the chemical concerned and amount used should be stated.

¶ Ships' masters should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part 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.

(H) Discharge of dirty ballast

32 Identity of tank(s).

33 Time and position of ship at start of discharge into the sea.

34 Time and position of ship on completion of discharge into the sea.

35 Quantity discharged into the sea, in cubic metres.

36 Ship's speed(s) during discharge.

37 Was the discharge monitoring and control system in operation during the discharge?

38 Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?

39 Quantity of oily water transferred to slop tank(s) (identify slop tank(s)). State total quantity, in cubic metres.

40 Discharged to shore reception facilities (identify port and quantity involved, in cubic metres).*

(I) Discharge of water from slop tanks into the sea

41 Identity of slop tanks.

42 Time of settling from last entry of residues, or

43 Time of settling from last discharge.

44 Time and position of ship at start of discharge.

45 Ullage of total contents at start of discharge.

46 Ullage of oil/water interface at start of discharge.

47 Bulk quantity discharged in cubic metres and rate of discharge in m^3/hour.

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

49 Time and position of ship on completion of discharge.

50 Was the discharge monitoring and control system in operation during the discharge?

51 Ullage of oil/water interface on completion of discharge, in metres.

52 Ship's speed(s) during discharge.

53 Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?

54 Confirm that all applicable valves in the ship's piping system have been closed on completion of discharge from the slop tanks.

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

55 Identity of tanks.

56 Quantity transferred or disposed of from each tank. (State the quantity retained, in m^3.)

57 Method of transfer or disposal:

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

.2 mixed with cargo (state quantity);

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

.4 other method (state which); state quantity disposed of in m^3.

(K) Discharge of clean ballast contained in cargo tanks

58 Position of ship at start of discharge of clean ballast.

59 Identity of tank(s) discharged.

60 Was (were) the tank(s) empty on completion?

61 Position of ship on completion if different from 58.

62 Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?

* Ships' masters should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part 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.

(L) **Discharge of ballast from dedicated clean ballast tanks (CBT tankers only)**

63 Identity of tank(s) discharged.

64 Time and position of ship at start of discharge of clean ballast into the sea.

65 Time and position of ship on completion of discharge into the sea.

66 Quantity discharged, in cubic metres:

.1 into the sea; or

.2 to reception facility (identify port).*

67 Was there any indication of oil contamination of the ballast water before or during discharge into the sea?

68 Was the discharge monitored by an oil content meter?

69 Time and position of ship when valves separating dedicated clean ballast tanks from the cargo and stripping lines were closed on completion of deballasting.

(M) **Condition of oil discharge monitoring and control system**

70 Time of system failure.

71 Time when system has been made operational.

72 Reasons for failure.

(N) **Accidental or other exceptional discharges of oil**

73 Time of occurrence.

74 Port or ship's position at time of occurrence.

75 Approximate quantity, in cubic metres, and type of oil.

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

(O) **Additional operational procedures and general remarks**

TANKERS ENGAGED IN SPECIFIC TRADES

(P) **Loading of ballast water**

77 Identity of tank(s) ballasted.

78 Position of ship when ballasted.

79 Total quantity of ballast loaded in cubic metres.

80 Remarks.

(Q) **Re-allocation of ballast water within the ship**

81 Reasons for re-allocation.

(R) **Ballast water discharge to reception facility**

82 Port(s) where ballast water was discharged.

83 Name or designation of reception facility.

84 Total quantity of ballast water discharged in cubic metres.

85 Date, signature and stamp of port authority official.

* Ships' masters should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part 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.

Name of ship .....

Distinctive number or letters .....

CARGO/BALLAST OPERATIONS (OIL TANKERS)

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge

Signature of master .....

Unified Interpretations of Annex I

Notes: For the purposes of the Unified Interpretations, the following abbreviations are used:

MARPOL	The 1973 MARPOL Convention as modified by the 1978 and 1997 Protocols relating thereto
Regulation	Regulation in Annex I of MARPOL
IOPP Certificate	International Oil Pollution Prevention Certificate
SBT	Segregated ballast tanks
CBT	Dedicated clean ballast tanks
COW	Crude oil washing system
IGS	Inert gas systems
PL	Protective location of segregated ballast tanks
CAS	Condition Assessment Scheme

1 Definitions

Reg. 1.1 *Treatment for oily rags*

1.1 Oily rags, as defined in the Guidelines for the Implementation of Annex V of MARPOL, should be treated in accordance with Annex V and the procedures set out in the Guidelines.

Reg. 1.5 *Definition of an oil tanker*

1.2 FPSOs and FSUs are not *oil tankers* and are not to be used for the transport of oil except that, with the specific agreement by the flag and relevant coastal States on a voyage basis, produced oil may be transported to port in abnormal and rare circumstances.

2 Major conversion

Reg. 1.9

2.1 The deadweight to be used for determining the application of provisions of Annex I is the deadweight assigned to an oil tanker at the time of the assignment of the load lines. If the load lines are reassigned for the purpose of altering the deadweight, without alteration of the structure of the ship, any substantial alteration of the deadweight consequential upon such reassignments should not be construed as a "major conversion" as defined in regulation 1.9. However, the IOPP Certificate should indicate only one deadweight of the ship and be renewed on every reassignment of load lines.

2.2 If a crude oil tanker of 40,000 tonnes deadweight and above delivered on or before 1 June 1982 as defined in regulation 1.28.3 satisfying the requirements of COW changes its trade for the carriage of product oil* conversion to CBT or SBT and reissuing of the IOPP Certificate will be necessary. Such conversion should not be considered as a "major conversion" as defined in regulation 1.9.

2.3 When an oil tanker is used solely for the storage of oil and is subsequently put into service in the transport of oil, such a change of function should not be construed as a "major conversion" as defined in regulation 1.9.

2.4 The conversion of an existing oil tanker to a combination carrier, or the shortening of a tanker by removing a transverse section of cargo tanks, should constitute a "major conversion" as defined in regulation 1.9.

2.5 The conversion of an existing oil tanker to a segregated ballast tanker by the addition of a transverse section of tanks should constitute a "major conversion" as defined in regulation 1.9 only when the cargo-carrying capacity of the tanker is increased.

2.6 When a ship built as a combination carrier operates exclusively in the bulk cargo trade, the ship may be treated as a ship other than an oil tanker and Form A of the Record of Construction and Equipment should be issued to the ship. The change of such a ship from the bulk trade to the oil trade should not be construed as a "major conversion" as defined in regulation 1.9.

* "Product oil" means any oil other than crude oil as defined in regulation 1.2.

3 Definition of "segregated ballast"

Reg. 1.18

3.1 The segregated ballast system should be a system which is "completely separated from the cargo oil and fuel systems" as required by regulation 1.18. Nevertheless, provision may be made for emergency discharge of the segregated ballast by means of a connection to a cargo pump through a portable spool piece. In this case non-return valves should be fitted on the segregated ballast connections to prevent the passage of oil to the segregated ballast tanks. The portable spool piece should be mounted in a conspicuous position in the pump-room and a permanent notice restricting its use should be prominently displayed adjacent to it.

3.2 Sliding type couplings should not be used for expansion purposes where lines for cargo oil or fuel oil pass through tanks for segregated ballast, and where lines for segregated ballast pass through cargo oil or fuel oil tanks. This interpretation is applicable to ships, the keel of which is laid, or which are at a similar stage of construction, on or after 1 July 1992.

4 Unforeseen delay in delivery of ships

Reg. 1.28

4.1 For the purpose of defining the category of a ship under regulation 1.28, a ship for which the building contract (or keel laying) and delivery were scheduled before the dates specified in these regulations, but which has been subject to delay in delivery beyond the specific date due to unforeseen circumstances beyond the control of the builder and the owner, may be accepted by the Administration as a ship of the category related to the estimated date of delivery. The treatment of such ships should be considered by the Administration on a case-by-case basis, bearing in mind the particular circumstances.

4.2 It is important that ships delivered after the specified dates due to unforeseen delay and allowed to be treated as a ship of the category related to the estimated date of delivery by the Administration should also be accepted as such by port States. In order to ensure this, the following practice is recommended to Administrations when considering an application for such a ship:

.1 the Administration should thoroughly consider applications on a case-by-case basis, bearing in mind the particular circumstances. In doing so in the case of a ship built in a foreign country, the Administration may require a formal report from the authorities of the country in which the ship was built, stating that the delay was due to unforeseen circumstances beyond the control of the builder and the owner;

.2 when a ship is treated as a ship of the category related to the estimated date of delivery upon such an application, the IOPP Certificate for the ship should be endorsed to indicate that the ship is accepted by the Administration as such a ship; and

.3 the Administration should report to the Organization on the identity of the ship and the grounds on which the ship has been accepted as such a ship.

5 Definition of "a similar state of construction"

Regs. 1.28, 1.30

A similar stage of construction means the stage at which:

.1 construction identifiable with a specific ship begins; and

.2 assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.

6 Definition of generation of ships

Regs. 1.28.2, 1.28.4, 1.28.6, 1.28.7, 1.28.8, 1.28.9

For the purpose of defining the ships in accordance with regulations 1.28.2, 1.28.4, 1.28.6, 1.28.7, 1.28.8 and 1.28.9, a ship which falls into any one of the categories listed in subparagraphs 1, 2, 3, 4.1, 4.2, or 4.3 of these paragraphs should be considered as a ship falling under the corresponding definition.

7 Annex I substances which through their physical properties inhibit effective product/water separation and monitoring

Reg. 2.4

7.1 The Government of the receiving Party should establish appropriate measures in order to ensure that provisions of 7.2 are complied with.

7.2 A tank which has been unloaded should, subject to the provisions of 7.3, be washed and all contaminated washings should be discharged to a reception facility before the ship leaves the port of unloading for another port.

7.3 At the request of the ship's master, the Government of the receiving Party may exempt the ship from the requirements referred to in 6.2, where it is satisfied that:

.1 the tank unloaded is to be reloaded with the same substance or another substance compatible with the previous one and that the tanker will not be washed or ballasted prior to loading; and

.2 the tank unloaded is neither washed nor ballasted at sea if the ship is to proceed to another port unless it has been confirmed in writing that a reception facility at that port is available and adequate for the purpose of receiving the residues and solvents necessary for the cleaning operations.

7.4 An exemption referred to in 6.3 should only be granted by the Government of the receiving Party to a ship engaged in voyages to ports or terminals under the jurisdiction of other Parties to the Convention. When such an exemption has been granted it should be certified in writing by the Government of the receiving Party.

7.5 In the case of ships retaining their residues on board and proceeding to ports or terminals under the jurisdiction of other Parties to the Convention, the Government of the receiving Party is advised to inform the next port of call of the particulars of the ship and cargo residues, for their information and appropriate action for the detection of violations and enforcement of the Convention.

8 Conditions for waiver

Regs. 3.4, 3.5, 14.5.3

The International Oil Pollution Prevention Certificate should contain sufficient information to permit the port State to determine if the ship complies with the waiver conditions regarding the phrase "restricted voyages as determined by the Administration". This may include a list of ports, the maximum duration of the voyage between ports having reception facilities, or similar conditions as established by the Administration.

9 Voyages of 72 h or less in duration

Regs. 3.4, 3.5.2.2.2

The time limitation "of 72 h or less in duration" in regulations 3.4 and 3.5.2.2.2 should be counted:

.1 from the time the tanker leaves the special area, when a voyage starts within a special area; or

.2 from the time the tanker leaves a port situated outside the special area to the time the tanker approaches a special area.

10 Definition of "all oily mixtures"

Regs. 3.4, 3.5.2.2.3

The phrase "all oily mixtures" in regulations 3.4 and 3.5.2.2.3 includes all ballast water and tank washing residues from cargo oil tanks.

11 Equivalents

Reg. 5

Acceptance by an Administration under regulation 5 of any fitting, material, appliance, or apparatus as an alternative to that required by Annex I includes type approval of pollution prevention equipment which is equivalent to that specified in resolution A.393(X).* An Administration that allows such type approval shall communicate particulars thereof, including the test results on which the approval of equivalency was based, to the Organization in accordance with regulation 5.2.

With regard to the term "appropriate action, if any" in regulation 5.2, any Party to the Convention that has an objection to an equivalency submitted by another Party should communicate this objection to the Organization and to the Party which allowed the equivalency within one year after the Organization circulates the equivalency to the Parties. The Party objecting to the equivalency should specify whether the objection pertains to ships entering its ports.

* For oily-water separating equipment for machinery space bilges of ships, refer to the Guidelines and specifications for pollution prevention equipment for machinery space bilges, adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.60(33), which, effective on 6 July 1993, superseded resolution A.393(X), the 2011 Guidelines and specifications for add-on equipment for upgrading resolution MEPC.60(33) – compliant oil filtering equipment, adopted by resolution MEPC.205(62), and the revised Guidelines and specifications for pollution prevention equipment for machinery spaces of ships, adopted by the Organization by resolution MEPC.107(49). For oil discharge monitoring and control systems installed on oil tankers built before 2 October 1986, refer to the Guidelines and specifications for oil discharge monitoring and control systems for oil tankers, and for oil discharge monitoring and control systems installed on oil tankers built after 2 October 1986, refer to the Revised guidelines and specifications for oil discharge monitoring and control systems, which were adopted by the Organization by resolutions A.496(XII) and A.586(14), respectively; see IMO sales publication I646E. For oil discharge monitoring and control systems installed on oil tankers the keels of which are laid or are in a similar stage of construction on or after 1 January 2005, refer to the Revised guidelines and specifications for oil discharge monitoring and control systems, adopted by the Organization by resolution MEPC.108(49).

12 Survey and inspection

Regs. 6.1.3, 6.1.4

Intermediate and annual survey for ships not required to hold an IOPP Certificate

The applicability of regulations 6.1.3 and 6.1.4 to ships which are not required to hold an International Oil Pollution Prevention Certificate should be determined by the Administration.

13 Designation of the type of oil tankers

Regs. 7, 19

13.1 Oil tankers must be designated on the Supplement Form B to the IOPP Certificate as either "crude oil tanker", "product carrier" or "crude oil/product carrier". Furthermore, the requirements contained in regulation 19 differ for different age categories of "crude oil tankers" and "product carriers", and compliance with these provisions is recorded on the IOPP Certificate. Oil trades in which different types of oil tankers are allowed to be engaged are as follows:

.1 *Crude oil/product carrier* is allowed to carry either crude oil or product oil, or both simultaneously;

.2 *Crude oil tanker* is allowed to carry crude oil but is prohibited from carrying product oil; and

.3 *Product carrier* is allowed to carry product oil but is prohibited from carrying crude oil.

13.2 In determining the designation of the type of oil tanker on the IOPP Certificate based on the compliance with the provisions for SBT, PL, CBT and COW, the following standards should apply.

13.3 *Oil tankers delivered after 1 June 1982 as defined in regulation 1.28.4 of less than 20,000 tonnes deadweight*

13.3.1 These oil tankers may be designated as "crude oil/product carriers".

13.4 *Oil tankers delivered after 1 June 1982 as defined in regulation 1.28.4 of 20,000 tonnes deadweight and above*

13.4.1 Oil tankers satisfying the requirements for SBT + PL + COW may be designated as "crude oil/product carrier".

13.4.2 Oil tankers satisfying the requirements for SBT + PL but not COW should be designated as "product carrier".

13.4.3 Oil tankers of 20,000 tonnes deadweight and above but less than 30,000 tonnes deadweight not carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, not fitted with SBT + PL, should be designated as "product carrier".

13.5 *Oil tankers delivered on or before 1 June 1982 as defined in regulation 1.28.3 but delivered after 31 December 1979 as defined in regulation 1.28.2 of 70,000 tonnes deadweight and above*

13.5.1 The oil tankers satisfying the requirements for SBT may be designated as "crude oil/product carrier".

13.6 *Oil tankers delivered on or before 1 June 1982 as defined in regulation 1.28.3 of less than 40,000 tonnes deadweight*

13.6.1 These oil tankers may be designated as "crude oil/product carrier".

13.7 *Oil tankers delivered on or before 1 June 1982 as defined in regulation 1.28.3 of 40,000 tonnes deadweight and above*

13.7.1 Oil tankers satisfying the requirements for SBT should be designated as "crude oil/product carrier".

13.7.2 Oil tankers satisfying the requirements for COW only should be designated as "crude oil tanker".

13.7.3 Oil tankers satisfying the requirements for CBT should be designated as "product carrier".

14 New form of IOPP Certificate or its Supplement

Reg. 9

In the case where the form of the IOPP Certificate or its Supplement is amended, and this amendment does not cause a shortening of the validity of the ship's IOPP Certificate, the existing form of the certificate or supplement which is current when the amendment enters into force may remain valid until the expiry of that certificate, provided that, at the first survey after the date of entry into force of the amendment, necessary changes are indicated in the existing certificate or supplement by means of suitable corrections, e.g. striking over the invalid entry and typing the new entry.

15 Revalidation of an IOPP Certificate

Reg. 10

Where an annual or an intermediate survey required in regulation 6 of Annex I of MARPOL is not carried out within the period specified in that regulation, the IOPP Certificate ceases to be valid. When a survey corresponding to the requisite survey is carried out subsequently, the validity of the Certificate may be restored without altering the anniversary and expiry date of the original Certificate and the Certificate endorsed to this effect. The thoroughness and stringency of such survey will depend on the period for which the prescribed survey has elapsed and the conditions of the ship.

16 Capacity of sludge tanks

Reg. 12.1

16.1 To assist Administrations in determining the adequate capacity of sludge tanks, the following criteria may be used as guidance. These criteria should not be construed as determining the amount of oily residues which will be produced by the machinery installation in a given period of time. The capacity of sludge tanks may, however, be calculated upon any other reasonable assumptions. For a ship the keel of which is laid or which is at a similar stage of construction on or after 31 December 1990, the guidance given in items .4 and .5 below should be used in lieu of the guidance contained in items .1 and .2.

.1 For ships which do not carry ballast water in oil fuel tanks, the minimum sludge tank capacity (V_1) should be calculated by the following formula:

$$V_1 = K_1CD \qquad (m^3)$$

where

K_1 = 0.01 for ships where heavy fuel oil is purified for main engine use, or 0.005 for ships using diesel oil or heavy fuel oil which does not require purification before use,

C = daily fuel oil consumption (tonnes); and

D = maximum period of voyage between ports where sludge can be discharged ashore (days). In the absence of precise data a figure of 30 days should be used.

.2 When such ships are fitted with homogenizers, sludge incinerators or other recognized means on board for the control of sludge, the minimum sludge tank capacity (V_1) should, in lieu of the above, be:

V_1 = 1 m^3 for ships of 400 gross tonnage and above but less than 4,000 gross tonnage, or 2 m^3 for ships of 4,000 gross tonnage and above.

.3 For ships which carry ballast water in fuel oil tanks, the minimum sludge tank capacity (V_2) should be calculated by the following formula:

$$V_2 = V_1 + K_2B \qquad (m^3)$$

where

V_1 = sludge tank capacity specified in .1 or .2 above in m^3,

K_2 = 0.01 for heavy fuel oil bunker tanks, or 0.005 for diesel oil bunker tanks, and

B = capacity of water ballast tanks which can also be used to carry oil fuel (tonnes).

.4 For ships which do not carry ballast water in fuel oil tanks, the minimum sludge tank capacity (V_1) should be calculated by the following formula:

$$V_1 = K_1CD \qquad (m^3)$$

where

K_1 = 0.015 for ships where heavy fuel oil is purified for main engine use or 0.005 for ships using diesel oil or heavy fuel oil which does not require purification before use,

C = daily fuel oil consumption (m^3); and

D = maximum period of voyage between ports where sludge can be discharged ashore (days). In the absence of precise data, a figure of 30 days should be used.

.5 For ships where the building contract is placed, or in the absence of a building contract, the keel of which is laid before 1 July 2010, and which are fitted with homogenizers, sludge incinerators or other recognized means on board for the control of sludge, the minimum sludge tank capacity should be:

.5.1 50% of the value calculated according to item .4 above; or

.5.2 1 m^3 for ships of 400 gross tonnage and above but less than 4,000 gross tonnage or 2 m^3 for ships of 4,000 gross tonnage and above; whichever is the greater.

16.2 Administrations should establish that in a ship the keel of which is laid or which is at a similar stage of construction on or after 31 December 1990, adequate tank capacity, which may include the sludge tank(s) referred to under 16.1 above, is available also for leakage, drain and waste oils from the machinery installations. In existing installations this should be taken into consideration as far as reasonable and practicable.

17 Designated pump for disposal

Reg. 12.2.1 A designated pump should be interpreted as any pump used for the disposal of oil residue (sludge) through the standard discharge connection referred to in regulation 13, or any pump used to transfer oil residue (sludge) to any other approved means of disposal such as an incinerator, auxiliary boiler suitable for burning oil residues (sludge) or other acceptable means which are prescribed in paragraph 3.2 of the Supplement to IOPP Certificate Form A or B.

Reg. 12.2.2 *Sludge tank discharge piping*

1 Regulation 12.2.2 should not be retroactively applied to ships delivered before 1 January 2014.*

2 There should be no interconnections between the sludge tank discharge piping and bilge-water piping other than possible common piping leading to the standard discharge connection referred to in regulation 13.

3 For ships delivered before 1 January 2014,* existing arrangements where the oil residue (sludge) tank(s) have discharge connections to oily bilge water holding tank(s), tank top or oily water separator may be accepted.

18 Overboard connection of oil residue (sludge) tanks

Reg. 12.3 Ships having piping to and from oil residue (sludge) tanks to overboard discharge outlets, other than the standard discharge connection referred to in regulation 13 installed prior to 4 April 1993 may comply with regulation 12.3 by the installation of blanks in this piping.

19 Cleaning of oil residue (sludge) tanks and discharge of residues

Reg. 12.4 To assist Administrations in determining the adequacy of the design and construction of oil residue (sludge) tanks to facilitate their cleaning and the discharge of residues to reception facilities, the following guidance is provided, having effect on ships the keel of which is laid or which is at a similar stage of construction on or after 31 December 1990:

.1 sufficient man-holes should be provided such that, taking into consideration the internal structure of the oil residue (sludge) tanks, all parts of the tank can be reached to facilitate cleaning;

.2 oil residue (sludge) tanks in ships operating with heavy oil, that needs to be purified for use, should be fitted with adequate heating arrangements or other suitable means to facilitate the pumpability and discharge of the tank content;

.3 the oil residue (sludge) tank should be provided with a designated pump for the discharge of the tank content to reception facilities. The pump should be of a suitable type, capacity and discharge head, having regard to the characteristics of the liquid being pumped and the size and position of tank(s) and the overall discharge time.

.4 where any oil residue (sludge) tank (i.e. oil residue (sludge) service tank†) that directly supplies oil residue (sludge) to the means of the disposal of oil residues (sludge) prescribed in paragraph 3.2 of the Supplement to IOPP Certificate Form A or B is equipped with suitable means for drainage, the requirements in subparagraph .3 above may not be applied to the oil residue (sludge) tank.

20 Oil fuel tank protection

Regs. 12A.6, 12A.7, 12A.8 20.1 Valves for oil fuel tanks located in accordance with the provisions of paragraphs 6, 7 and 8 of MARPOL Annex I, regulation 12A, may be treated in a manner similar to the treatment of suction wells as per MARPOL regulation 12A.10 and, therefore, arranged at a distance from the ship's bottom of not less than $h/2$.

20.2 Valves for tanks which are permitted to be located at a distance from the ship's bottom or side at a distance less than h or w, respectively, in accordance with the accidental oil fuel outflow performance standard of MARPOL Annex I, regulation 12A.11, may be arranged at the distance less than h or w, respectively.

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* *Ships delivered before 1 January 2014* means a ship:

.1 for which the building contract is placed before 1 January 2011; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction before 1 January 2012; or

.3 the delivery of which is before 1 January 2014.

† *Oil residue (sludge) service tank* means a tank for preparation of oil residue (sludge) for incineration as defined in paragraph 5.3.3 of the appendix to the annex to MEPC.1/Circ.642, as amended by MEPC.1/Circ.676 and MEPC.1/Circ.760.

20.3 Fuel tank air escape pipes and overflow pipes are not considered as part of "*lines of fuel oil piping*" and, therefore, may be located at a distance from the ship's side of less than *w*.

20.4 In addition to being as small as practicable, the size of the suction wells mentioned in MARPOL Annex I, regulation 12A.10, should be appropriate to the size of the suction pipe and area covered.

21 Measuring distance "*h*"

Regs. 12A.6, 12A.7, 12A.8, 12A.11.8

21.1 The distance "*h*" should be measured from the moulded line of the bottom shell plating at right angle to it (regulation12A, Figure 1).

.1 For vessels designed with a skeg, the skeg should not be considered as offering protection for the FO tanks. For the area within skeg's width the distance "*h*" should be measured perpendicular to a line parallel to the baseline at the intersection of the skeg and the moulded line of the bottom shell plating as indicated in Figure A.

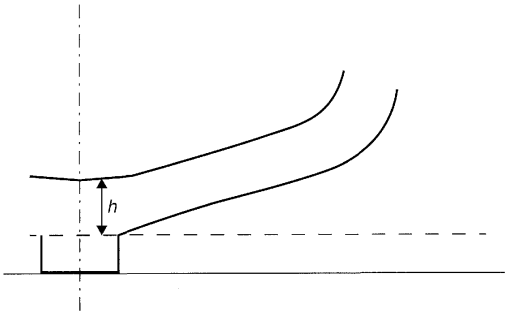


Figure A

.2 For vessels designed with a permanent trim, the baseline should not be used as a reference point. The distance "*h*" should be measured perpendicular to the moulded line of the bottom shell plating at the relevant frames where fuel tanks are to be protected.

21.2 For vessels designed with deadrising bottom, the distance "1.5*h*" should be measured from the moulded line of the bottom shell plating but at right angle to the baseline, as indicated in Figure B.

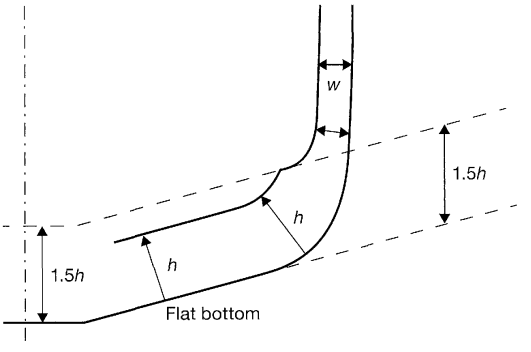


Figure B

21.3 Paragraphs 1 and 2, above also apply to the reference to the distance "*h*" in regulation 12A.11.8.

22 Application of regulation 12A to MODUs

Regs. 12A.7, 12A.8 In applying regulation 12A of MARPOL Annex I to column-stabilized units (MODUs) as defined in the MODU Code, for the purpose of placing the oil fuel tanks, the location limitations of paragraphs 7 and 8 of the regulation apply to those areas subject to damage as follows:

.1 only those columns, underwater hulls and braces on the periphery of the unit shall be assumed to be damaged and the damage shall be assumed in the exposed portions of the columns, underwater hulls and braces;

.2 columns and braces shall be assumed to be damaged at any level between 5.0 m above and 3.0 m below the range of draughts in the MODUs operating manual for normal and severe weather operations; and

.3 underwater hull and footings shall be assumed to be damaged when operating in a transit condition in the same manner as indicated in .1 and .2, having regard to their shape.

23 Automatic stopping device required by regulation 15.3.2

Regs. 14, 15 Regulation 15.3.2 includes a reference to regulation 14.7 which requires both a 15 ppm bilge alarm and a stopping device which will ensure that the discharge is automatically stopped when the oil content of the effluent exceeds 15 ppm. Since, however, this is not a requirement of regulation 14 for ships of less than 10,000 gross tonnage, such ships need not be required to be equipped with such alarm and stopping device if no effluent from machinery space bilge is to be discharged within special areas. Conversely, the discharge of effluent within special areas from ships without 15ppm bilge alarm and an automatic stopping device is a contravention of the Convention even if the oil content of the effluent is below 15 ppm.

24 Control of discharge of ballast water from oil fuel tanks

Reg. 14.1 24.1 The second sentence of regulation 14.1 should be interpreted as follows:

Any ship of 400 gross tonnage and above but less than 10,000 gross tonnage:

.1 which does not carry water ballast in oil fuel tanks should be fitted with 15 ppm oil filtering equipment for the control of discharge of machinery space bilges;

.2 which carries water ballast in oil fuel tanks should be fitted with the equipment required by regulation 14.2 for the control of machinery space bilges and dirty ballast water from oil fuel tanks. Ships on which it is not reasonable to fit this equipment should retain on board dirty ballast water from oil fuel tanks and discharge it to reception facilities.

24.2 The above equipment should be of adequate capacity to deal with the quantities of effluent to be discharged.

25 Oil filtering equipment

Regs. 14.1, 14.2 Oil filtering equipment referred to in regulations 14.1 and 14.2 is a 15 ppm bilge separator and may include any combination of a separator, filter or coalescer and also a single unit designed to produce an effluent with oil content not exceeding 15 ppm.

26 Waivers for restricted voyages

Reg. 14.5.3.4 The International Oil Pollution Prevention Certificate should contain sufficient information to permit the port State to determine if the ship complies with the waiver conditions regarding the phrase "restricted voyages as determined by the Administration". This may include a list of ports, the maximum duration of the voyage between ports having reception facilities, or similar conditions as established by the Administration.

27 Controls of discharge of oil

Reg. 15 *Transfer of non-oil-cargo related oily residues to slop tanks of oil tankers*

27.1 If non-oil-cargo related oily residues are transferred to slop tanks of oil tankers, the discharge of such residues should be in compliance with regulation 34.

27.2 The above interpretation should not be construed as relaxing any existing prohibition of piping arrangements connecting the engine-room and slop tanks which may permit cargo to enter the machinery spaces. Any arrangements provided for machinery space bilge discharges into slop tanks should incorporate adequate means to prevent any backflow of liquid cargo and gases into the machinery spaces. Any such arrangements do not constitute a relaxing of the requirements of regulation 14 with respect to oil filtering equipment.

28 Definition of "en route"

Reg. 15.2.1 *En route* means that the ship is underway at sea on a course or courses, including deviation from the shortest direct route, which, as far as practicable for navigation purposes, will cause any discharge to be spread over as great an area of the sea as is reasonable and practicable.

29 Oil fuel

Reg. 16.2 *Large quantities of oil fuel*

29.1 The phrase "large quantities of oil fuel" in regulation 16.2 refers to ships which are required to stay at sea for extended periods because of the particular nature of their operation and trade. Under the circumstances considered, these ships would be required to fill their empty oil fuel tanks with water ballast in order to maintain sufficient stability and safe navigation conditions.

29.2 Such ships may include *inter alia* certain large fishing vessels or ocean-going tugs. Certain other types of ships which for reasons of safety, such as stability, may be required to carry ballast in oil fuel tanks may also be included in this category.

30 Application of regulation 16.4

Reg. 16.4 When the separation of oil fuel tanks and water ballast tanks is unreasonable or impracticable for ships covered by regulation 16.4, ballast water may be carried in oil fuel tanks, provided that such ballast water is discharged into the sea in compliance with regulations 15.2, 15.3, 15.5 and 15.6 or into reception facilities in compliance with regulation 15.9.

31 Oil tankers used for the storage of dirty ballast

Regs. 18, 19, 20, 33, 35 When an oil tanker is used as a floating facility to receive dirty ballast discharged from oil tankers, such a tanker is not required to comply with the provisions of regulations 18, 19, 20, 33 and 35.

32 SBT, CBT, COW and PL requirements

Reg. 18.3.2 *Capacity of SBT*

For the purpose of application of regulation 18.3.2, the following operations of oil tankers are regarded as falling within the category of exceptional cases:

.1 when combination carriers are required to operate beneath loading or unloading gantries;

.2 when tankers are required to pass under a low bridge;

.3 when local port or canal regulations require specific draughts for safe navigation;

.4 when loading and unloading arrangements require the tanker to be at a draught deeper than that achieved when all segregated ballast tanks are full;

.5 close-up inspection or/and steel thickness measurement using rafts where permitted by the rules; and

.6 tank hydrostatic pressure tests.

33 Segregated ballast conditions for oil tankers less than 150 m in length

Reg. 18.5 33.1 In determining the minimum draught and trim of oil tankers less than 150 m in length to be qualified as SBT oil tankers, the Administration should follow the guidance set out in appendix 1.

33.2 The formulae set out in appendix 1 replace those set out in regulation 18.2, and these oil tankers should also comply with the conditions laid down in regulations 18.3 and 18.4 in order to be qualified as SBT oil tankers.

34 Oil tankers as defined in regulation 1.28.3 of 40,000 tonnes deadweight and above with CBT and COW

Regs. 18.7, 18.8 34.1 Oil tankers as defined in regulation 1.28.3 of 40,000 tonnes deadweight and above which are fitted with CBT and COW and designated as "crude oil/product carriers" in the Supplement to the IOPP Certificate operate as follows:

.1 They should always operate with CBT and neither crude oil nor product oil should be carried in dedicated clean ballast tanks; and

.2 When carrying a complete or partial cargo of crude oil they should, in the crude carrying tanks, also operate with COW for sludge control.

34.2 Approved procedures by the Administration for changeover between COW and CBT modes on tankers with common or separate independent piping and pump arrangements for cargo and (CBT) ballast handling should be continuously acceptable as long as carriage of crude oil in CBT mode is not given as permissible.

35 Capacity of CBT

Reg. 18.8 For the purposes of determining the capacity of CBT, the following tanks may be included:

.1 segregated ballast tanks; and

.2 cofferdams and fore and after peak tanks, provided that they are exclusively used for the carriage of ballast water and are connected with permanent piping to ballast water pumps.

36 CBT oil content meter

Reg. 18.8.3 The discharge of ballast from the dedicated clean ballast tanks should be continuously monitored (but not necessarily recorded) by the oil content meter required by regulation 18.8.3 so that the oil content, if any, in the ballast water can be observed from time to time. This oil content meter is not required to come into operation automatically.

37 Protective location of SBT

Regs. 18.12 to 18.15 37.1 The measurement of the minimum width of wing tanks and of the minimum vertical depth of double bottom tanks should be taken and values of protective areas (PA_c and PA_s) should be calculated in accordance with the "Interim recommendation for a unified interpretation of regulations 18.12–18.15 – Protective location of segregated ballast spaces" set out in appendix 2.

37.2 Ships being built in accordance with this interpretation should be regarded as meeting the requirements of regulations 18.12–18.15 and would not need to be altered if different requirements were to result from a later interpretation.

37.3 If, in the opinion of the Administration, any oil tanker the keel of which was laid or which was at a similar stage of construction before 1 July 1980 complies with the requirements of regulation 18.12–18.15 without taking into account the above Interim Recommendation, the Administration may accept such tanker as complying with regulations 18.12–18.15.

38 Oil tankers with independent tanks

Reg. 19 Oil tankers with independent tanks are considered as double-hull oil tankers, provided that they are designed and constructed to be such that the minimum distances between the cargo tank boundaries and ship bottom and side-shell plating comply with the provisions of regulation 19.

39 Width of wing tanks and height of double bottom tanks at turn of the bilge area

Reg. 19.3.3 The requirements of regulation 19.3.3 at turn of the bilge areas are applicable throughout the entire tank length.

40 Aggregate capacity of ballast tanks

Reg. 19.4 40.1 Any ballast carried in localized inboard extensions, indentations or recesses of the double hull, such as bulkhead stools, should be excess ballast above the minimum requirement for segregated ballast capacity according to regulation 18.

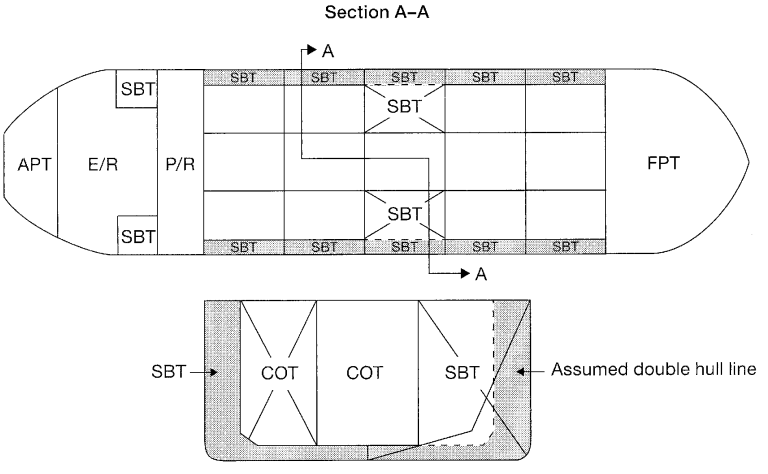
40.2 In calculating the aggregate capacity under regulation 19.3.4, the following should be taken into account:

.1 the capacity of engine-room ballast tanks should be excluded from the aggregate capacity of ballast tanks;

.2 the capacity of ballast tank located inboard of double hull should be excluded from the aggregate capacity of ballast tanks (see figure 1).

41 Definition of double side wing tanks

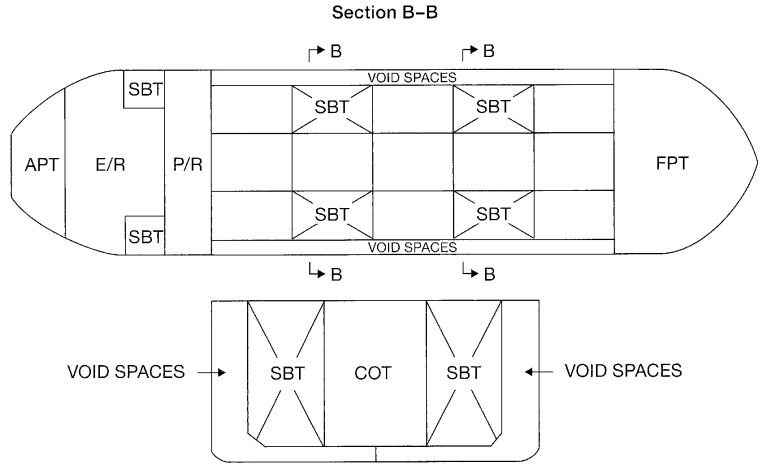
Reg. 19.6.2 Wing tanks required for the protection of the entire cargo tank length by regulation 19.6.2, for the purpose of compliance with regulation 21.4.2, can be used as cargo tanks for the carriage of oil other than heavy grade oils when the ship is provided with cargo tanks so arranged that the capacity of each cargo tank does not exceed 700 m^3.



SBT: Segregated ballast tank
COT: Cargo oil tank
FPT: Fore peak tank
APT: After peak tank
E/R: Engine room
P/R: Pump room

Figure 1

.3 spaces such as void spaces located in the double hull within the cargo tank length should be included in the aggregate capacity of ballast tanks (see figure 2).



SBT: Segregated ballast tank
COT: Cargo oil tank
FPT: Fore peak tank
APT: After peak tank
E/R: Engine room
P/R: Pump room

Figure 2

42 Definition of Category 2 oil tanker

Reg. 20.3.2 Any Category 2 oil tanker must be provided with segregated ballast tanks protectively located (SBT/PL).

43 Major conversion in respect of regulation 20.4

Reg. 20.4 For the purpose of determining the application date for the requirements of regulation 20.4 of MARPOL Annex I, where an oil tanker has undergone a major conversion, as defined in regulation 1 of MARPOL Annex I, that has resulted in the replacement of the fore-body, including the entire cargo carrying section, the major conversion completion date of the oil tanker shall be deemed to be the date of delivery of the ship referred to in regulation 20.4 of MARPOL Annex I, provided that:

.1 the oil tanker conversion was completed before 6 July 1996;

.2 the conversion included the replacement of the entire cargo section and fore-body and the tanker complies with all the relevant provisions of MARPOL Annex I applicable at the date of completion of the major conversion; and

.3 the original delivery date of the oil tanker will apply when considering the 15 years of age threshold relating to the first CAS survey to be completed in accordance with regulation 20.6 of MARPOL Annex I.

44 Wing tanks and double bottom spaces of tankers as defined in regulation 1.28.5 used for water ballast

Reg. 20.6 If the wing tanks and double bottom tanks referred to in regulation 20.6 are used for water ballast, the ballast arrangement should at least be in compliance with the Revised specifications for oil tankers with dedicated CBT (resolution A.495(XII)).

45 Requirements for the Condition Assessment Scheme (CAS)

Reg. 21.6.1 The first CAS survey shall be carried out concurrent with the first intermediate or renewal survey:

- after 5 April 2005, or
- after the date when the ship reaches 15 years of age,

whichever occurs later.

46 Pump-room bottom protection

Reg. 22.5 46.1 The term "pump-room" means a cargo pump-room. Ballast piping is permitted to be located within the pump-room double bottom provided any damage to that piping does not render the ship's pumps located in the "pump-room" ineffective.

46.2 The double bottom protecting the "pump-room" can be a void tank, a ballast tank or, unless prohibited by other regulations, a fuel oil tank.

46.3 Bilge wells may be accepted within the double bottom provided that such wells are as small as practicable and the distance between the well bottom and the ship's baseline measured at right angles to the ship's baseline is not less than 0.5*h*.

46.4 Where a portion of the pump-room is located below the minimum height required in regulation 22.2, then only that portion of the pump-room is required to be a double bottom.

47 Accidental oil outflow performance *Overpressure in kPa*

Reg. 23.7.3.2 If an inert gas system is fitted, the normal overpressure, in kPa, is to be taken as 5 kPa.

48 Tank size limitation and damage stability

Reg. 24.1.2 *Bottom damage assumptions*

When applying the figures for bottom damage within the forward part of the ship as specified in regulation 24.1.2 for the purpose of calculating both oil outflow and damage stability, 0.3*L* from the forward perpendicular should be the aftermost point of the extent of damage.

49 Hypothetical oil outflow for combination carriers

Reg. 25 For the purpose of calculation of the hypothetical oil outflow for combination carriers:

.1 the volume of a cargo tank should include the volume of the hatchway up to the top of the hatchway coamings, regardless of the construction of the hatch, but may not include the volume of any hatch cover; and

.2 for the measurement of the volume to moulded lines, no deduction should be made for the volume of internal structures.

50 Calculation of hypothetical oil outflow

Reg. 25.1.2 In a case where the width b_i is not constant along the length of a particular wing tank, the smallest b_i value in the tank should be used for the purposes of assessing the hypothetical outflows of oil O_c and O_s.

51 Hypothetical outflow of oil
Location of valves

Reg. 25.3.3 51.1 Valves or other closing arrangements located in accordance with the provisions of MARPOL Annex I, regulation 25.3.3, may be treated in a manner similar to the treatment of suction wells as per MARPOL regulation 12A.10 and, therefore, arranged at a distance from the ship's bottom of not less than $h/2$.

51.2 In addition to being not excessive in area, the size of the suction wells mentioned in MARPOL Annex I, regulation 25.3.3, should be appropriate to the size of the suction pipe and area covered.

52 Intact stability

Reg. 27 52.1 The vessel should be loaded with all cargo tanks filled to a level corresponding to the maximum combined total of vertical moment of volume plus free surface inertia moment at 0° heel, for each individual tank. Cargo density should correspond to the available cargo deadweight at the displacement at which transverse KM reaches a minimum value, assuming full departure consumables and 1% of the total water ballast capacity. The maximum free surface moment should be assumed in all ballast conditions. For the purpose of calculating GM_0, liquid free surface corrections should be based on the appropriate upright free surface inertia moment. The righting lever curve may be corrected on the basis of liquid transfer moments.

52.2 For proving compliance with regulation 27 of Annex I to MARPOL, as an alternative to the loading case described in MARPOL Unified Interpretation 45.1 it is accepted to carry out an extensive analysis covering all possible combinations of cargo and ballast tank loading. For such extensive analysis conditions, it is considered that:

.1 weight, centre of gravity coordinates and free surface moment for all tanks should be according to the actual content considered in the calculations; and

.2 the extensive calculations should be carried out in accordance with the following:

.2.1 the draughts should be varied between light ballast and scantling draught;

.2.2 consumables including but not restricted to fuel oil, diesel oil and fresh water corresponding to 97%, 50% and 10% content should be considered;

.2.3 for each draught and variation of consumables, the available deadweight should comprise ballast water and cargo, such that combinations between maximum ballast and minimum cargo and vice versa are covered. In all cases, the number of ballast and cargo tanks loaded should be chosen to reflect the worst combination of VCG and free surface effects. Operational limits on the number of tanks considered to be simultaneously slack and exclusion of specific tanks should not be permitted. All ballast tanks should have at least 1% content;

.2.4 cargo densities between the lowest and highest intended to be carried should be considered; and

.2.5 sufficient steps between all limits should be examined to ensure that the worst conditions are identified. A minimum of 20 steps for the range of cargo and ballast content, between 1% and 99% of total capacity, should be examined. More closely spaced steps near critical parts of the range may be necessary.

At every stage the criteria described in paragraph 1 of regulation 27 should be met.

53 Operating draught

Reg. 28.1 With regard to the term "any operating draught reflecting actual partial or full load conditions", the information required should enable the damage stability to be assessed under conditions the same as or similar to those under which the ship is expected to operate.

54 Suction wells

Reg. 28.2 For the purpose of determining the extent of assumed damage under regulation 28.2, suction wells may be neglected, provided such wells are not excessive in area and extend below the tank for a minimum distance and in no case more than half the height of the double bottom.

55 Tanks with smooth walls

Reg. 29.2.3.3 The term "tanks with smooth walls" should be taken to include the main cargo tanks of oil/bulk/ore carriers which may be constructed with vertical framing of a small depth. Vertically corrugated bulkheads are considered smooth walls.

56 Pumping and piping arrangements

Reg. 30.2 *Piping arrangements for discharge above the waterline*

56.1 Under regulation 30.2, lines for discharge to the sea above the waterline must be led either:

.1 to a ship's discharge outlet located above the waterline in the deepest ballast condition; or

.2 to a midship discharge manifold or, where fitted, a stern or bow loading/discharge facility above the upper deck.

56.2 The ship's side discharge outlet referred to in 56.1.1 should be so located that its lower edge will not be submerged when the ship carries the maximum quantity of ballast during its ballast voyages, having regard to the type and trade of the ship. The discharge outlet located above the waterline in the following ballast condition will be accepted as complying with this requirement:

.1 on oil tankers not provided with SBT or CBT, the ballast condition when the ship carries both normal departure ballast and normal clean ballast simultaneously; and

.2 on oil tankers provided with SBT or CBT, the ballast condition when the ship carries ballast water in segregated or dedicated clean ballast tanks, together with additional ballast in cargo oil tanks in compliance with regulation 18.3.

56.3 The Administration may accept piping arrangements which are led to the ship's side discharge outlet located above the departure ballast waterline but not above the waterline in the deepest ballast condition, if such arrangements have been fitted before 1 January 1981.

56.4 Although regulation 30.2 does not preclude the use of the facility referred to in 56.1.2 for the discharge of ballast water, it is recognized that the use of this facility is not desirable, and it is strongly recommended that ships be provided with either the side discharge outlets referred to in 56.1.1 or the part flow arrangements referred to in regulation 30.6.5.

57 Small diameter line

Reg. 30.4.2 57.1 For the purpose of application of regulation 30.4.2, the cross-sectional area of the small diameter line should not exceed:

.1 10% of that of a main cargo discharge line for oil tankers delivered after 1 June 1982, as defined in regulation 1.28.4, or oil tankers delivered on or before 1 June 1982, as defined in regulation 1.28.3, not already fitted with a small diameter line; or

.2 25% of that of a main cargo discharge line for oil tankers delivered on or before 1 June 1982, as defined in regulation 1.28.3, already fitted with such a line. (See paragraph 4.4.5 of the revised COW Specifications contained in resolution A.446(XI) as amended by the Organization by resolutions A.497(XII) and A.897(21)).

57.2 *Connection of the small diameter line to the manifold valve*

The phrase "connected outboard of" with respect to the small diameter line for discharge ashore should be interpreted to mean a connection on the downstream side of the tanker's deck manifold valves, both port and starboard, when the cargo is being discharged. This arrangement would permit drainage back from the tanker's cargo lines to be pumped ashore with the tanker's manifold valves closed through the same connections as for main cargo lines (see the sketch shown in appendix 3).

58 Part flow system specifications

Reg. 30.6.5.2 The Specifications for the Design, Installation and Operation of a Part Flow System for Control of Overboard Discharges referred to in regulation 30.6.5.2 is set out in appendix 4.

59 Examples of positive means

Reg. 30.7 Examples of positive means may take the form of blanks, spectacle blanks, pipeline blinds, evacuation or vacuum systems, or air or water pressure systems. In the event that the evacuation or vacuum systems, or air or water pressure systems are used, then these systems are to be equipped with both a pressure gauge and alarm system to enable the continuous monitoring of the status of the pipeline section, and thereby the valve integrity, between the sea chest and inboard valves.

60 Total quantity of discharge

Reg. 34.1.5 The phrase "the total quantity of the particular cargo of which the residue formed a part" in regulation 34.1.5 relates to the total quantity of the particular cargo which was carried on the previous voyage and should not be construed as relating only to the total quantity of cargo which was contained in the cargo tanks into which water ballast was subsequently loaded.

61 Shipboard oil pollution emergency plan

Reg. 37.1 *Equivalent provision for application of requirement for oil pollution emergency plans*

Any fixed or floating drilling rig or other offshore installation when engaged in the exploration, exploitation or associated offshore processing of sea-bed mineral resources, which has an oil pollution emergency plan co-ordinated with, and approved in accordance with procedures established by, the coastal State, should be regarded as complying with regulation 37.

62 Adequate reception facilities for substances regulated by regulation 2.4

Reg. 38 Unloading ports receiving substances regulated by regulation 2.4 (which include *inter alia* high-density oils) should have adequate facilities dedicated for such products, allowing the entire tank-cleaning operation to be carried out in the port, and should have adequate reception facilities for the proper discharge and reception of cargo residues and solvent necessary for the cleaning operation in accordance with paragraph 7.2 of the Unified Interpretations.

63 Requirements for fixed or floating platforms

Reg. 39
Art. 2(3)(b)(ii) *Application of MARPOL*

There are five categories of discharges that may be associated with the operation of fixed or floating platforms covered by this regulation when engaged in the exploration and exploitation of mineral resources, i.e.:

.1 machinery space drainage;

.2 offshore processing drainage;

.3 production water discharge;

.4 displacement water discharge; and

.5 contaminated seawater from operational purposes such as produced oil tank cleaning water, produced oil tank hydrostatic testing water, water from ballasting of produced oil tank to carry out inspection by rafting.

Only the discharge of machinery space drainage and contaminated ballast should be subject to MARPOL (see diagram shown in appendix 5).

Appendices to Unified Interpretations of Annex I

Appendix 1

Guidance to Administrations concerning draughts recommended for segregated ballast tankers below 150 m in length

Introduction

1 Three formulations are set forth as guidance to Administrations concerning minimum draught requirements for segregated ballast tankers below 150 m in length.

2 The formulations are based both on the theoretical research and surveys of actual practice on tankers of differing configuration reflecting varying degrees of concern with propeller emergence, vibration, slamming, speed loss, rolling, docking and other matters. In addition, certain information concerning assumed sea conditions is included.

3 Recognizing the nature of the underlying work, the widely varying arrangement of smaller tankers and each vessel's unique sensitivity to wind and sea conditions, no basis for recommending a single formulation is found.

Caution

4 It must be cautioned that the information presented should be used as general guidance for Administrations. With regard to the unique operating requirements of a particular vessel, the Administration should be satisfied that the tanker has sufficient ballast capacity for safe operation. In any case the stability should be examined independently.

5 *Formulation A*

.1 mean draught (m) $= 0.200 + 0.032L$

.2 maximum trim $= (0.024 - 6 \times 10^{-5}L)L$

6 These expressions were derived from a study of 26 tankers ranging in length from 50 to 150 m. The draughts, in some cases, were abstracted from ship's trim and stability books and represent departure ballast conditions. The ballast conditions represent sailing conditions in weather up to and including Beaufort 5.

7 *Formulation B*

.1 minimum draught at bow (m) $= 0.700 + 0.0170L$

.2 minimum draught at stern (m) $= 2.300 + 0.030L$

or

.3 minimum mean draught (m) $= 1.550 + 0.023L$

.4 maximum trim $= 1.600 + 0.013L$

8 These expressions resulted from investigations based on theoretical research, model and full scale tests. These formulae are based on a Sea 6 (International Sea Scale).

9 *Formulation C*

.1 minimum draught aft (m) $= 2.0000 + 0.0275L$

.2 minimum draught forward (m) $= 0.5000 + 0.0225L$

10 These expressions provide for certain increased draughts to aid in the prevention of propeller emergence and slamming in higher length ships.

Appendix 2

Interim recommendation for a unified interpretation of regulations 18.12 to 18.15 "Protective location of segregated ballast spaces"

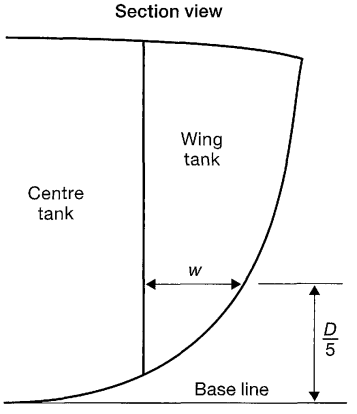
1 Regulation 18.15 of Annex I of MARPOL relating to the measurement of the 2 m minimum width of wing tanks and the measurement of the minimum vertical depth of double bottom tanks of 2 m or $\frac{B}{15}$ in respect of tanks at the ends of the ship where no identifiable bilge area exists should be interpreted as given hereunder. No difficulty exists in the measurement of the tanks in the parallel middle body of the ship where the bilge area is clearly identified. The regulation does not explain how the measurements should be taken.

2 The minimum width of wing tanks should be measured at a height of $\frac{D}{5}$ above the base line providing a reasonable level above which the 2 m width of collision protection should apply, under the assumption that in all cases $\frac{D}{5}$ is above the upper turn of bilge amidships (see figure 1). The minimum height of double bottom tanks should be measured at a vertical plane measured $D/5$ inboard from the intersection of the shell with a horizontal line $D/5$ above the base line (see figure 2).

3 The PA_c value for a wing tank which does not have a minimum width of 2 m throughout its length would be zero; no credit should be given for that part of the tank in which the minimum width is in excess of 2 m. No credit should be given in the assessment of PA_s to any double bottom tank, part of which does not meet the minimum depth requirements anywhere within its length. If, however, the projected dimensions of the bottom of the cargo tank above the double bottom fall entirely within the area of the double bottom tank or space which meets the minimum height requirement and provided the side bulkheads bounding the cargo tank above are vertical or have a slope of not more than 45° from the vertical, credit may be given to the part of the double bottom tank defined by the projection of the cargo tank bottom. For similar cases where the wing tanks above the double bottom are segregated ballast tanks or void spaces, such credit may also be given. This would not, however, preclude in the above cases credit being given to a PA_s value in the first case and to a PA_c value in the second case where the respective vertical or horizontal protection complies with the minimum distances prescribed in regulation 18.15.

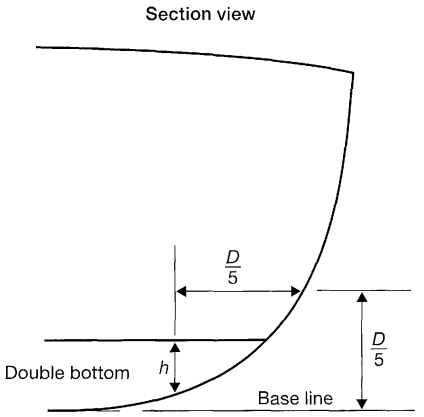
4 Projected dimensions should be used as shown in examples of figures 3 to 8. Figures 7 and 8 represent measurement of the height for the calculation of PA_c for double bottom tanks with sloping tank top. Figures 9 and 10 represent the cases where credit is given in calculation of PA_s to part or the whole of a double bottom tank.

Figure 1 – **Measurement of minimum width of wing ballast tank at ends of ship**



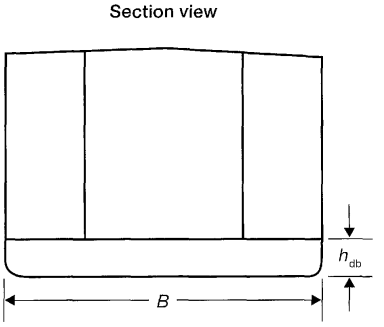
w must be at least 2 m along the entire length of the tank for the tank to be used in the calculation of PA_c

Figure 2 – **Measurement of minimum height of double bottom tank at ends of ship**



h must be at least 2 m or $\frac{B}{15}$, whichever is less, along the entire length of the tank for the tank to be used in the calculation of PA_s

Figure 3 – **Calculation of PA_c and PA_s for double bottom tank amidships**



If h_{db} is at least 2 m or $\frac{B}{15}$, whichever is less, along entire tank length,

$PA_c = h_{db} \times$ double bottom tank length $\times 2$

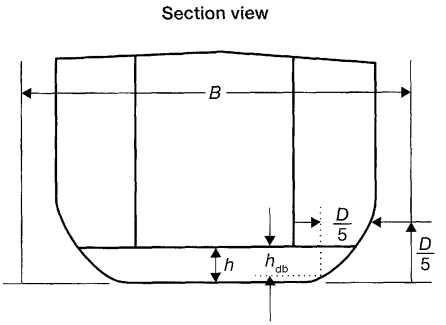
$PA_s = B \times$ double bottom tank length

If h_{db} is less than 2 m or $\frac{B}{15}$, whichever is less,

$PA_c = h_{db} \times$ double bottom tank length $\times 2$

$PA_s = 0$

Figure 4 – **Calculation of PA_c and PA_s for double bottom tank at ends of ship**



If h_{db} is at least 2 m or $\frac{B}{15}$, whichever is less, along entire tank length,

PA_c = h × double bottom tank length × 2

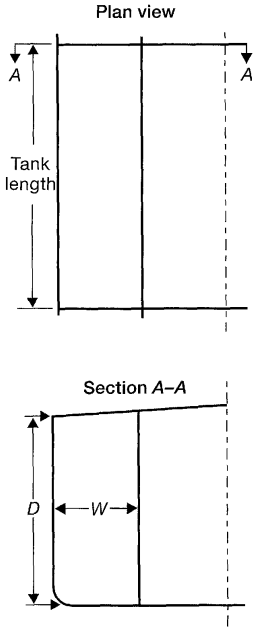
PA_s = B × double bottom tank length

If h_{db} is less than 2 m or $\frac{B}{15}$, whichever is less,

PA_c = h × double bottom tank length × 2

PA_s = 0

Figure 5 – **Calculation of PA_c and PA_s for wing tank amidships**



If W is 2 m or more,

PA_c = D × tank length × 2*

PA_s = W × tank length × 2*

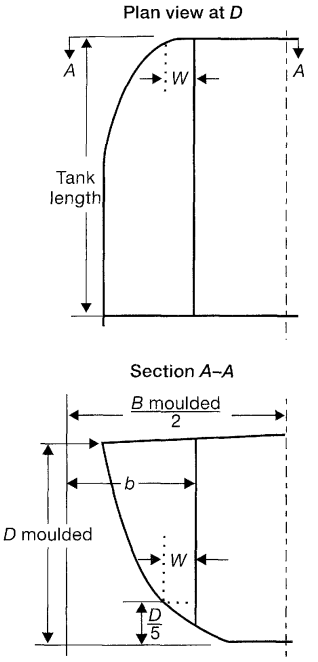
If W is less than 2 m,

PA_c = 0

PA_s = W × tank length × 2*

* To include port and starboard.

Figure 6 – **Calculation of PA_c and PA_s for wing tank at end of ship**



If W is 2 m or more,

$PA_c = D \times$ tank length $\times 2^*$

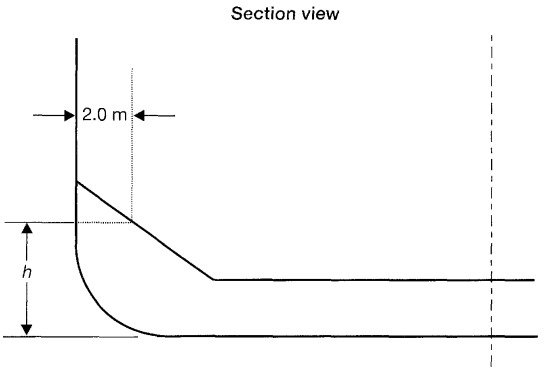
$PA_s = b \times$ tank length $\times 2^*$

If W is less than 2 m,

$PA_c = 0$

$PA_s = b \times$ tank length $\times 2^*$

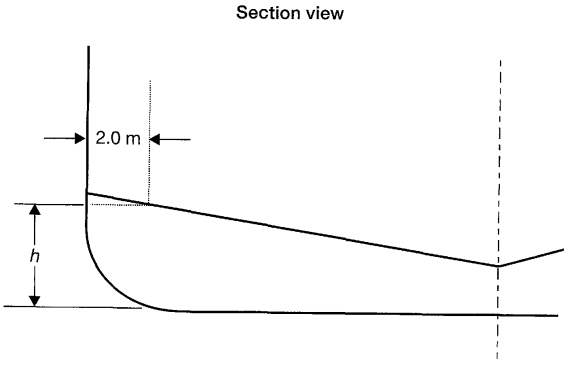
Figure 7 – **Measurement of h for calculation of PA_c for double bottom tanks with sloping tank tops (1)**



PA_c = $h \times$ double bottom tank length $\times 2^*$

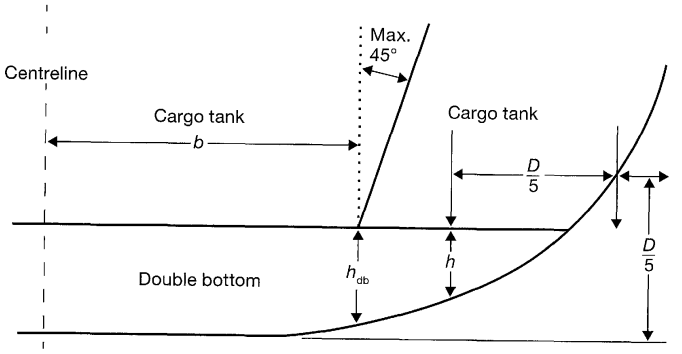
* To include port and starboard.

Figure 8 – **Measurement of *h* for calculation of PA_c for double bottom tanks with sloping tank tops (2)**



PA_c = h × double bottom tank length × 2*

Figure 9 – **Calculation of PA_s for double bottom tank without clearly defined turn of bilge area – when wing tank is cargo tank**

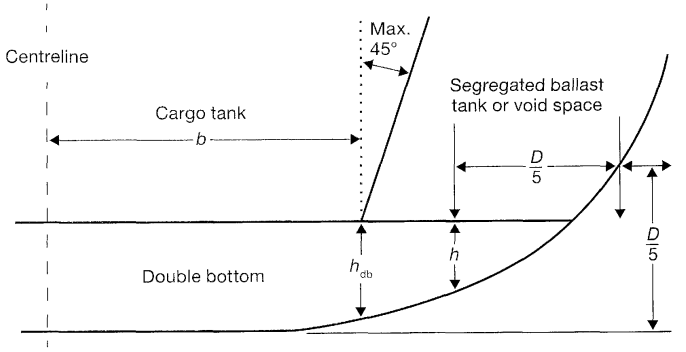


If h is less than 2 m or $\frac{B}{15}$, whichever is less, anywhere along the tank length, but h_{db} is at least 2 m or $\frac{B}{15}$, whichever is less, along the entire tank length within the width of $2b$, then:

$PA_s = 2b \times$ cargo tank length

* To include port and starboard.

Figure 10 – **Calculation of PA_s for double bottom tank without clearly defined turn of bilge area – when wing tank is segregated ballast tank or void space**



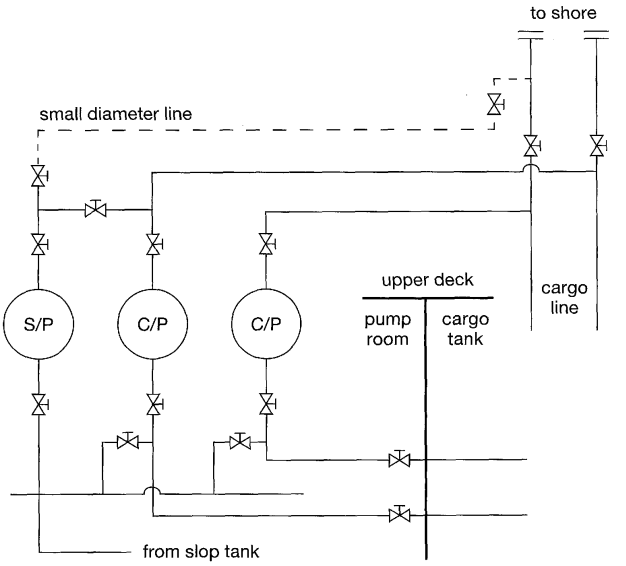
If h is less than 2 m or $\frac{B}{15}$, whichever is less, anywhere along the tank length,

but h_{db} is at least 2 m or $\frac{B}{15}$, whichever is less, along the entire tank length within the width of $2b$, then:

$PA_s = B \times$ cargo tank length

Appendix 3

Connection of small diameter line to the manifold valve



Appendix 4

Specifications for the design, installation and operation of a part flow system for control of overboard discharges

1 Purpose

1.1 The purpose of these specifications is to provide specific design criteria and installation and operational requirements for the part flow system referred to in regulation 30.6.5 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).

2 Application

2.1 Oil tankers delivered on or before 31 December 1979, as defined in regulation 1.28.1, may, in accordance with regulation 30.6.5 of Annex I of MARPOL, discharge dirty ballast water and oil-contaminated water from cargo tank areas below the waterline, provided that a part of the flow is led through permanent piping to a readily accessible location on the upper deck or above where it may be visually observed during the discharge operation and provided that the arrangements comply with the requirements established by the Administration which shall at least contain all the provisions of these specifications.

2.2 The part flow concept is based on the principle that the observation of a representative part flow of the overboard effluent is equivalent to observing the entire effluent stream. These specifications provide the details of the design, installation and operation of a part flow system.

3 General provisions

3.1 The part flow system shall be so fitted that it can effectively provide a representative sample of the overboard effluent for visual display under all normal operating conditions.

3.2 The part flow system is in many respects similar to the sampling system for an oil discharge monitoring and control system but shall have pumping and piping arrangements separate from such a system, or combined equivalent arrangements acceptable to the Administration.

3.3 The display of the part flow shall be arranged in a sheltered and readily accessible location on the upper deck or above, approved by the Administration (e.g. the entrance to the pump-room). Regard should be given to effective communication between the location of the part flow display and the discharge control position.

3.4 Samples shall be taken from relevant sections of the overboard discharge piping and be passed to the display arrangement through a permanent piping system.

3.5 The part flow system shall include the following components:

.1 sampling probes;

.2 sample water piping system;

.3 sample feed pump(s);

.4 display arrangements;

.5 sample discharge arrangements; and, subject to the diameter of the sample piping,

.6 flushing arrangement.

3.6 The part flow system shall comply with the applicable safety requirements.

4 System arrangement

4.1 Sampling points

4.1.1 Sampling point location:

.1 Sampling points shall be so located that relevant samples can be obtained of the effluent being discharged through outlets below the waterline which are used for operational discharges.

.2 Sampling points shall as far as practicable be located in pipe sections where a turbulent flow is normally encountered.

.3 Sampling points shall as far as practicable be arranged in accessible locations in vertical sections of the discharge piping.

4.1.2 Sampling probes:

.1 Sampling probes shall be arranged to protrude into the pipe a distance of about one fourth of the pipe diameter.

.2 Sampling probes shall be arranged for easy withdrawal for cleaning.

.3 The part flow system shall have a stop valve fitted adjacent to each probe, except that where the probe is mounted in a cargo line, two stop valves shall be fitted in series, in the sample line.

.4 Sampling probes should be of corrosion-resistant and oil-resistant material, of adequate strength, properly jointed and supported.

.5 Sampling probes shall have shape that is not prone to becoming clogged by particle contaminants and should not generate high hydrodynamic pressures at the sampling probe tip. Figure 1 is an example of one suitable shape of a sampling probe.

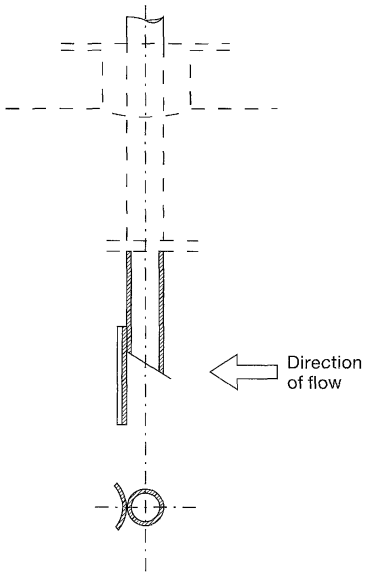
.6 Sampling probes shall have the same nominal bore as the sample piping.

4.2 **Sample piping**

.1 The sample piping shall be arranged as straight as possible between the sampling points and the display arrangement. Sharp bends and pockets where settled oil or sediment may accumulate should be avoided.

.2 The sample piping shall be so arranged that sample water is conveyed to the display arrangement within 20 s. The flow velocity in the piping should not be less than 2 m/s.

Figure 1 – **Sampling probe for a part flow display system**



.3 The diameter of the piping shall not be less than 40 mm if no fixed flushing arrangement is provided and shall not be less than 25 mm if a pressurized flushing arrangement as detailed in paragraph 4.4 is installed.

.4 The sample piping should be of corrosion-resistant and oil-resistant material, of adequate strength, properly jointed and supported.

.5 Where several sampling points are installed, the piping shall be connected to a valve chest at the suction side of the sample feed pump.

4.3 **Sample feed pump**

.1 The sample feed pump capacity shall be suitable to allow the flow rate of the sample water to comply with 4.2.2.

4.4 **Flushing arrangement**

.1 If the diameter of sample piping is less than 40 mm, a fixed connection from a pressurized sea or fresh water piping system shall be installed for flushing of the sample piping system.

4.5 **Display arrangement**

.1 The display arrangement shall consist of a display chamber provided with a sight glass. The chamber should be of a size that will allow a free fall stream of the sample water to be clearly visible over a length of at least 200 mm. The Administration may approve equivalent arrangements.

.2 The display arrangement shall incorporate valves and piping in order to allow part of the sample flow to bypass the display chamber to obtain a laminar flow for display in the chamber.

.3 The display arrangement shall be designed to be easily opened and cleaned.

.4 The interior of the display chamber shall be white except for the background wall which shall be so coloured as to facilitate the observation of any change in the quality of the sample water.

.5 The lower part of the display chamber shall be shaped like a funnel for collection of the sample water.

.6 A test cock for taking a grab sample shall be provided in order that a sample of the water can be examined independent of that in the display chamber.

.7 The display arrangement shall be adequately lighted to facilitate visual observation of the sample water.

4.6 **Sample discharge arrangement**

.1 The sample water leaving the display chamber shall be routed to the sea or to a slop tank through fixed piping of adequate diameter.

5 Operation

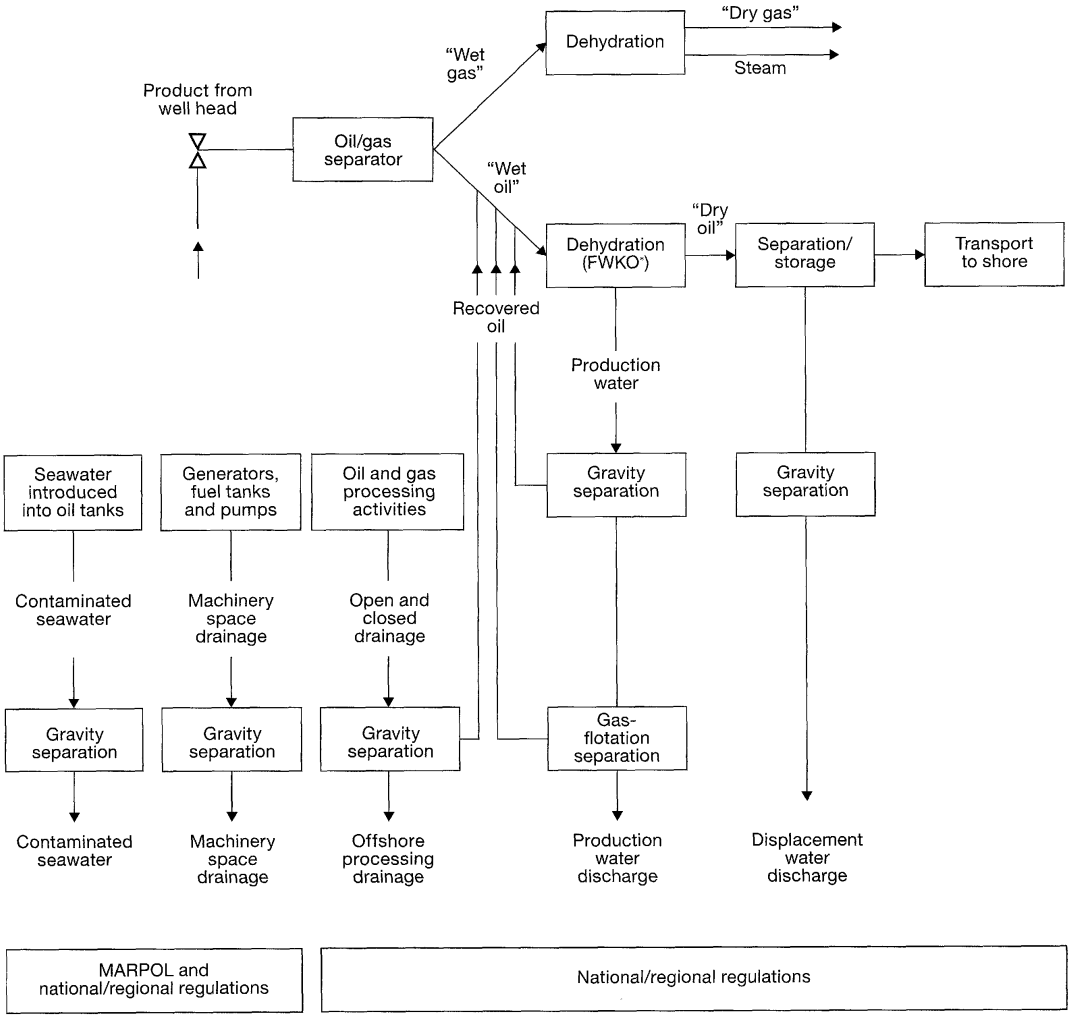
5.1 When a discharge of dirty ballast water or other oil-contaminated water from the cargo tank area is taking place through an outlet below the waterline, the part flow system shall provide sample water from the relevant discharge outlet at all times.

5.2 The sample water should be observed particularly during those phases of the discharge operation when the greatest possibility of oil contamination occurs. The discharge shall be stopped whenever any traces of oil are visible in the flow and when the oil content meter reading indicates that the oil content exceeds permissible limits.

5.3 On those systems that are fitted with flushing arrangements, the sample piping should be flushed after contamination has been observed and, additionally, it is recommended that the sample piping be flushed after each period of usage.

5.4 The ship's cargo and ballast handling manuals and, where applicable, those manuals required for crude oil washing systems or dedicated clean ballast tanks operation shall clearly describe the use of the part flow system in conjunction with the ballast discharge and the slop tank decanting procedures.

Appendix 5
Discharges from fixed or floating platforms



* FWKO means "free-water knock out".

MARPOL Annex II

Regulations for the control of pollution by noxious liquid substances in bulk

MARPOL Annex II

Regulations for the control of pollution by noxious liquid substances in bulk

Chapter 1 – General

Regulation 1
Definitions

For the purposes of this Annex:

1 *Anniversary date* means the day and the month of each year which will correspond to the date of expiry of the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk.

2 *Associated piping* means the pipeline from the suction point in a cargo tank to the shore connection used for unloading the cargo and includes all ship's piping, pumps and filters which are in open connection with the cargo unloading line.

3 *Ballast water*

Clean ballast means ballast water carried in a tank which, since it was last used to carry a cargo containing a substance in category X, Y or Z, has been thoroughly cleaned and the residues resulting therefrom have been discharged and the tank emptied in accordance with the appropriate requirements of this Annex.

Segregated ballast means ballast water introduced into a tank permanently allocated to the carriage of ballast or cargoes other than oil or noxious liquid substances as variously defined in the Annexes of the present Convention, and which is completely separated from the cargo and oil fuel system.

4 *Chemical Codes*

Bulk Chemical Code means the Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.20(22), as amended by the Organization, provided that such amendments are adopted and brought into force in accordance with the provisions of article 16 of the present Convention concerning amendment procedures applicable to an appendix to an Annex.

International Bulk Chemical Code means the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.19(22), as amended by the Organization, provided that such amendments are adopted and brought into force in accordance with the provisions of article 16 of the present Convention concerning amendment procedures applicable to an appendix to an Annex.

5 *Depth of water* means the charted depth.

6 *En route* means that the ship is under way at sea on a course or courses, including deviation from the shortest direct route, which as far as practicable for navigational purposes, will cause any discharge to be spread over as great an area of the sea as is reasonable and practicable.

7 *Liquid substances* are those having a vapour pressure not exceeding 0.28 MPa absolute at a temperature of 37.8°C.

8 *Manual* means Procedures and Arrangements Manual in accordance with the model given in appendix IV of this Annex.

9 *Nearest land.* The term "from the nearest land" means from the baseline from which the territorial sea in question is established in accordance with international law, except that, for the purposes of the present Convention "from the nearest land" off the north-eastern coast of Australia shall mean from the line drawn from a point on the coast of Australia in:

latitude 11°00′ S, longitude 142°08′ E
to a point in latitude 10°35′ S, longitude 141°55′ E,
thence to a point latitude 10°00′ S, longitude 142°00′ E,
thence to a point latitude 09°10′ S, longitude 143°52′ E,
thence to a point latitude 09°00′ S, longitude 144°30′ E,
thence to a point latitude 10°41′ S, longitude 145°00′ E,
thence to a point latitude 13°00′ S, longitude 145°00′ E,
thence to a point latitude 15°00′ S, longitude 146°00′ E,
thence to a point latitude 17°30′ S, longitude 147°00′ E,
thence to a point latitude 21°00′ S, longitude 152°55′ E,
thence to a point latitude 24°30′ S, longitude 154°00′ E,
thence to a point on the coast of Australia
in latitude 24°42′ S, longitude 153°15′ E.

10 *Noxious liquid substance* means any substance indicated in the Pollution Category column of chapter 17 or 18 of the International Bulk Chemical Code or provisionally assessed under the provisions of regulation 6.3 as falling into category X, Y or Z.

11 *ppm* means $m\ell/m^3$.

12 *Residue* means any noxious liquid substance which remains for disposal.

13 *Residue/water mixture* means residue to which water has been added for any purpose (e.g., tank cleaning, ballasting, bilge slops).

14 *Ship construction*

14.1 *Ship constructed* means a ship the keel of which is laid or which is at a similar stage of construction. A ship converted to a chemical tanker, irrespective of the date of construction, shall be treated as a chemical tanker constructed on the date on which such conversion commenced. This conversion provision shall not apply to the modification of a ship which complies with all of the following conditions:

.1 the ship is constructed before 1 July 1986; and

.2 the ship is certified under the Bulk Chemical Code to carry only those products identified by the Code as substances with pollution hazards only.

14.2 *Similar stage of construction* means the stage at which:

.1 construction identifiable with a specific ship begins; and

.2 assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.

15 *Solidifying/non-solidifying*

15.1 *Solidifying substance* means a noxious liquid substance which:

.1 in the case of a substance with a melting point of less than 15°C, is at a temperature of less than 5°C above its melting point at the time of unloading; or

.2 in the case of a substance with a melting point of equal to or greater than 15°C, is at a temperature of less than 10°C above its melting point at the time of unloading.

15.2 *Non-solidifying substance* means a noxious liquid substance, which is not a solidifying substance.

16 *Tanker*

16.1 *Chemical tanker* means a ship constructed or adapted for the carriage in bulk of any liquid product listed in chapter 17 of the International Bulk Chemical Code.

16.2 *NLS tanker* means a ship constructed or adapted to carry a cargo of noxious liquid substances in bulk and includes an "oil tanker" as defined in Annex I of the present Convention when certified to carry a cargo or part cargo of noxious liquid substances in bulk.

17 *Viscosity*

17.1 *High-viscosity substance* means a noxious liquid substance in category X or Y with a viscosity equal to or greater than 50 mPa·s at the unloading temperature.

17.2 *Low-viscosity substance* means a noxious liquid substance which is not a high-viscosity substance.

Regulation 2
Application

1 Unless expressly provided otherwise, the provisions of this Annex shall apply to all ships certified to carry noxious liquid substances in bulk.

2 Where a cargo subject to the provisions of Annex I of the present Convention is carried in a cargo space of an NLS tanker, the appropriate requirements of Annex I of the present Convention shall also apply.

Regulation 3
Exceptions

1 The discharge requirements of this Annex shall not apply to the discharge into the sea of noxious liquid substances or mixtures containing such substances when such a discharge:

.1 is necessary for the purpose of securing the safety of a ship or saving life at sea; or

.2 results from damage to a ship or its equipment:

.2.1 provided that all reasonable precautions have been taken after the occurrence of the damage or discovery of the discharge for the purpose of preventing or minimizing the discharge; and

.2.2 except if the owner or the master acted either with intent to cause damage, or recklessly and with knowledge that damage would probably result; or

.3 is approved by the Administration, when being used for the purpose of combating specific pollution incidents in order to minimize the damage from pollution. Any such discharge shall be subject to the approval of any Government in whose jurisdiction it is contemplated the discharge will occur.

Regulation 4
Exemptions

1 With respect to amendments to carriage requirements due to the upgrading of the categorization of a substance, the following shall apply:

.1 where an amendment to this Annex and the International Bulk Chemical Code and Bulk Chemical Code involves changes to the structure or equipment and fittings due to the upgrading of the

requirements for the carriage of certain substances, the Administration may modify or delay for a specified period the application of such an amendment to ships constructed before the date of entry into force of that amendment, if the immediate application of such an amendment is considered unreasonable or impracticable. Such relaxation shall be determined with respect to each substance;

.2 the Administration allowing a relaxation of the application of an amendment under this paragraph shall submit to the Organization a report giving details of the ship or ships concerned, the cargoes certified to carry, the trade in which each ship is engaged and the justification for the relaxation, for circulation to the Parties to the Convention for their information and appropriate action, if any, and reflect the exemption on the Certificate as referred to in regulation 7 or 9 of this Annex;

.3 Notwithstanding the above, an Administration may exempt ships from the carriage requirements under regulation 11 for ships certified to carry individually identified vegetable oils identified by the relevant footnote in chapter 17 of the IBC Code, provided the ship complies with the following conditions:

.3.1 subject to this regulation, the NLS tanker shall meet all requirements for ship type 3 as identified in the IBC Code except for cargo tank location;

.3.2 under this regulation, cargo tanks shall be located at the following distances inboard. The entire cargo tank length shall be protected by ballast tanks or spaces other than tanks that carry oil as follows:

.3.2.1 wing tanks or spaces shall be arranged such that cargo tanks are located inboard of the moulded line of the side shell plating nowhere less than 760 mm;

.3.2.2 double bottom tanks or spaces shall be arranged such that the distance between the bottom of the cargo tanks and the moulded line of the bottom shell plating measured at right angles to the bottom shell plating is not less than $B/15$ (m) or 2.0 m at the centreline, whichever is the lesser. The minimum distance shall be 1.0 m;

.3.3 the relevant certificate shall indicate the exemption granted.

2 Subject to the provisions of paragraph 3 of this regulation, the provisions of regulation 12.1 need not apply to a ship constructed before 1 July 1986 which is engaged in restricted voyages as determined by the Administration between:

.1 ports or terminals within a State Party to the present Convention; or

.2 ports or terminals of States Parties to the present Convention.

3 The provisions of paragraph 2 of this regulation shall only apply to a ship constructed before 1 July 1986 if:

.1 each time a tank containing category X, Y or Z substances or mixtures is to be washed or ballasted, the tank is washed in accordance with a prewash procedure approved by the Administration in compliance with appendix VI of this Annex, and the tank washings are discharged to a reception facility;

.2 subsequent washings or ballast water are discharged to a reception facility or at sea in accordance with other provisions of this Annex;

.3 the adequacy of the reception facilities at the ports or terminals referred to above, for the purpose of this paragraph, is approved by the Governments of the States Parties to the present Convention within which such ports or terminals are situated;

.4 in the case of ships engaged in voyages to ports or terminals under the jurisdiction of other States Parties to the present Convention, the Administration communicates to the Organization, for circulation to the Parties to the Convention, particulars of the exemption, for their information and appropriate action, if any; and

.5 the certificate required under this Annex is endorsed to the effect that the ship is solely engaged in such restricted voyages.

4 For a ship whose constructional and operational features are such that ballasting of cargo tanks is not required and cargo tank washing is only required for repair or dry-docking, the Administration may allow exemption from the provisions of regulation 12, provided that all of the following conditions are complied with:

.1 the design, construction and equipment of the ship are approved by the Administration, having regard to the service for which it is intended;

.2 any effluent from tank washings which may be carried out before a repair or dry-docking is discharged to a reception facility, the adequacy of which is ascertained by the Administration;

.3 the certificate required under this Annex indicates:

.3.1 that each cargo tank is certified for the carriage of a restricted number of substances which are comparable and can be carried alternately in the same tank without intermediate cleaning; and

.3.2 the particulars of the exemption;

.4 the ship carries a Manual approved by the Administration; and

.5 in the case of ships engaged in voyages to ports or terminals under the jurisdiction of other States Parties to the present Convention, the Administration communicates to the Organization, for circulation to the Parties to the Convention, particulars of the exemption, for their information and appropriate action, if any.

Regulation 5
Equivalents

1 The Administration may allow any fitting, material, appliance or apparatus to be fitted in a ship as an alternative to that required by this Annex if such fitting, material, appliance or apparatus is at least as effective as that required by this Annex. This authority of the Administration shall not extend to the substitution of operational methods to effect the control of discharge of noxious liquid substances as equivalent to those design and construction features which are prescribed by regulations in this Annex.

2 The Administration which allows a fitting, material, appliance or apparatus as alternative to that required by this Annex, under paragraph 1 of this regulation, shall communicate to the Organization, for circulation to the Parties to the Convention, particulars thereof, for their information and appropriate action, if any.

3 Notwithstanding the provisions of paragraphs 1 and 2 of this regulation, the construction and equipment of liquefied gas carriers certified to carry noxious liquid substances listed in the applicable Gas Carrier Code, shall be deemed to be equivalent to the construction and equipment requirements contained in regulations 11 and 12 of this Annex, provided that the gas carrier meets all following conditions:

.1 hold a Certificate of Fitness in accordance with the appropriate Gas Carrier Code for ships certified to carry liquefied gases in bulk;

.2 hold an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, in which it is certified that the gas carrier may carry only those noxious liquid substances identified and listed in the appropriate Gas Carrier Code;

.3 be provided with segregated ballast arrangements;

.4 be provided with pumping and piping arrangements which, to the satisfaction of the Administration, ensure that the quantity of cargo residue remaining in the tank and its associated piping after unloading does not exceed the applicable quantity of residue as required by regulation 12.1, 12.2 or 12.3; and

.5 be provided with a Manual, approved by the Administration, ensuring that no operational mixing of cargo residues and water will occur and that no cargo residues will remain in the tank after applying the ventilation procedures prescribed in the Manual.

Chapter 2 – Categorization of noxious liquid substances

Regulation 6

Categorization and listing of noxious liquid substances and other substances

1 For the purpose of the regulations of this Annex, noxious liquid substances shall be divided into four categories as follows:

.1 Category X: Noxious liquid substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a major hazard to either marine resources or human health and, therefore, justify the prohibition of the discharge into the marine environment;

.2 Category Y: Noxious liquid substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a hazard to either marine resources or human health or cause harm to amenities or other legitimate uses of the sea and therefore justify a limitation on the quality and quantity of the discharge into the marine environment;

.3 Category Z: Noxious liquid substances which, if discharged into the sea from tank cleaning or deballasting operations, are deemed to present a minor hazard to either marine resources or human health and therefore justify less stringent restrictions on the quality and quantity of the discharge into the marine environment;

.4 Other substances: Substances indicated as OS (Other Substances) in the pollution category column of chapter 18 of the International Bulk Chemical Code which have been evaluated and found to fall outside category X, Y or Z as defined in regulation 6.1 of this Annex because they are, at present, considered to present no harm to marine resources, human health, amenities or other legitimate uses of the sea when discharged into the sea from tank cleaning or deballasting operations. The discharge of bilge or ballast water or other residues or mixtures containing only substances referred to as "Other Substances" shall not be subject to any requirements of the Annex.

2 Guidelines for use in the categorization of noxious liquid substances are given in appendix I to this Annex.

3 Where it is proposed to carry a liquid substance in bulk which has not been categorized under paragraph 1 of this regulation, the Governments of Parties to the Convention involved in the proposed operation shall establish and agree on a provisional assessment for the proposed operation on the basis of the guidelines referred to in paragraph 2 of this regulation. Until full agreement among the Governments involved has been reached, the substance shall not be carried. As soon as possible, but not later than 30 days after the agreement has been reached, the Government of the producing or shipping country, initiating the agreement concerned, shall notify the Organization and provide details of the substance and the provisional assessment for annual circulation to all Parties for their information. The Organization shall maintain a register of all such substances and their provisional assessment until such time as the substances are formally included in the IBC Code.

Chapter 3 – Surveys and certification

Regulation 7
Survey and certification of chemical tankers

Notwithstanding the provisions of regulations 8, 9, and 10 of this Annex, chemical tankers which have been surveyed and certified by States Parties to the present Convention in accordance with the provisions of the International Bulk Chemical Code or the Bulk Chemical Code, as applicable, shall be deemed to have complied with the provisions of the said regulations, and the certificate issued under that Code shall have the same force and receive the same recognition as the certificate issued under regulation 9 of this Annex.

Regulation 8
Surveys

1 Ships carrying noxious liquid substances in bulk shall be subject to the surveys specified below:

.1 An initial survey before the ship is put in service or before the Certificate required under regulation 9 of this Annex is issued for the first time, and which shall include a complete survey of its structure, equipment, systems, fittings, arrangements and material in so far as the ship is covered by this Annex. This survey shall be such as to ensure that the structure, equipment, systems, fittings, arrangements and material fully comply with the applicable requirements of this Annex.

.2 A renewal survey at intervals specified by the Administration, but not exceeding 5 years, except where regulation 10.2, 10.5, 10.6, or 10.7 of this Annex is applicable. The renewal survey shall be such as to ensure that the structure, equipment, systems, fittings, arrangements and material fully comply with applicable requirements of this Annex.

.3 An intermediate survey within 3 months before or after the second anniversary date or within 3 months before or after the third anniversary date of the Certificate which shall take the place of one of the annual surveys specified in paragraph 1.4 of this regulation. The intermediate survey shall be such as to ensure that the equipment and associated pump and piping systems fully comply with the applicable requirements of this Annex and are in good working order. Such intermediate surveys shall be endorsed on the Certificate issued under regulation 9 of this Annex.

.4 An annual survey within 3 months before or after each anniversary date of the Certificate including a general inspection of the structure, equipment, systems, fittings, arrangements and material referred to in paragraph 1.1 of this regulation to ensure that they have been maintained in accordance with paragraph 3 of this regulation and that they remain satisfactory for the service for which the ship is intended. Such annual surveys shall be endorsed on the Certificate issued under regulation 9 of this Annex.

.5 An additional survey either general or partial, according to the circumstances, shall be made after a repair resulting from investigations prescribed in paragraph 3 of this regulation, or whenever any important repairs or renewals are made. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory and that the ship complies in all respects with the requirements of this Annex.

2.1 Surveys of ships, as regards the enforcement of the provisions of this Annex, shall be carried out by officers of the Administration. The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it.

2.2 The recognized organization, referred to in paragraph 2.1 of this regulation, shall comply with the Guidelines adopted by the Organization by resolution A.739(18),* as may be amended by the Organization, and the specification adopted by the Organization by resolution A.789(19), as may be amended by the Organization, provided that such amendments are adopted, brought into force and take effect in accordance with the provisions of article 16 of the present Convention concerning the amendment procedures applicable to this Annex.

2.3 An Administration nominating surveyors or recognizing organizations to conduct surveys as set forth in paragraph 2.1 of this regulation shall, as a minimum, empower any nominated surveyor or recognized organization to:

.1 require repairs to a ship; and

.2 carry out surveys if requested by the appropriate authorities of a port State.

2.4 The Administration shall notify the Organization of the specific responsibilities and conditions of the authority delegated to the nominated surveyors or recognized organizations, for circulation to Parties to the present Convention for the information of their officers.

2.5 When a nominated surveyor or recognized organization determines that the condition of the ship or its equipment does not correspond substantially with the particulars of the Certificate, or is such that the ship is not fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment, such surveyor or organization shall immediately ensure that corrective action is taken and shall in due course notify the Administration. If such corrective action is not taken the Certificate should be withdrawn and the Administration shall be notified immediately, and if the ship is in a port of another Party, the appropriate authorities of the port State shall also be notified immediately. When an officer of the Administration, a nominated surveyor or a recognized organization has notified the appropriate authorities of the port State, the Government of the port State concerned shall give such officer, surveyor or organization any necessary assistance to carry out their obligations under this regulation. When applicable, the Government of the port State concerned shall take such steps as will ensure that the ship shall not sail until it can proceed to sea or leave the port for the purpose of proceeding to the nearest appropriate repair yard available without presenting an unreasonable threat of harm to the marine environment.

2.6 In every case, the Administration concerned shall fully guarantee the completeness and efficiency of the survey and shall undertake to ensure the necessary arrangements to satisfy this obligation.

3.1 The condition of the ship and its equipment shall be maintained to conform with the provisions of the present Convention to ensure that the ship in all respects will remain fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment.

3.2 After any survey of the ship required under paragraph 1 of this regulation has been completed, no change shall be made in the structure, equipment, systems, fittings, arrangements or material covered by the survey, without the sanction of the Administration, except the direct replacement of such equipment and fittings.

3.3 Whenever an accident occurs to a ship or a defect is discovered which substantially affects the integrity of the ship or the efficiency or completeness of its equipment covered by this Annex, the master or owner of the ship shall report at the earliest opportunity to the Administration, the recognized organization or the nominated surveyor responsible for issuing the relevant Certificate, who shall cause investigations to be initiated to determine whether a survey as required by paragraph 1 of this regulation is necessary. If the ship is in a port of another Party, the master or owner shall also report immediately to the appropriate authorities of the port State and the nominated surveyor or recognized organization shall ascertain that such report has been made.

* As amended by resolution MSC.208(81).

Regulation 9
Issue or endorsement of Certificate

1 An International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk shall be issued, after an initial or renewal survey in accordance with the provisions of regulation 8 of this Annex, to any ship intended to carry noxious liquid substances in bulk and which is engaged in voyages to ports or terminals under the jurisdiction of other Parties to the Convention.

2 Such Certificate shall be issued or endorsed either by the Administration or by any person or organization duly authorized by it. In every case, the Administration assumes full responsibility for the Certificate.

3.1 The Government of a Party to the Convention may, at the request of the Administration, cause a ship to be surveyed and, if satisfied that the provisions of this Annex are complied with, shall issue or authorize the issue of an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk to the ship and, where appropriate, endorse or authorize the endorsement of that Certificate on the ship, in accordance with this Annex.

3.2 A copy of the Certificate and a copy of the survey report shall be transmitted as soon as possible to the requesting Administration.

3.3 A Certificate so issued shall contain a statement to the effect that it has been issued at the request of the Administration and it shall have the same force and receive the same recognition as the Certificate issued under paragraph 1 of this regulation.

3.4 No International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk shall be issued to a ship which is entitled to fly the flag of a State which is not a party.

4 The International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk shall be drawn up in the form corresponding to the model given in appendix III to this Annex and shall be at least in English, French or Spanish. Where entries in an official national language of the State whose flag the ship is entitled to fly are also used, this shall prevail in the case of a dispute or discrepancy.

Regulation 10
Duration and validity of Certificate

1 An International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk shall be issued for a period specified by the Administration which shall not exceed 5 years.

2.1 Notwithstanding the requirements of paragraph 1 of this regulation, when the renewal survey is completed within 3 months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding 5 years from the date of expiry of the existing Certificate.

2.2 When the renewal survey is completed after the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding 5 years from the date of expiry of the existing Certificate.

2.3 When the renewal survey is completed more than 3 months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding 5 years from the date of completion of the renewal survey.

3 If a Certificate is issued for a period of less than 5 years, the Administration may extend the validity of the Certificate beyond the expiry date to the maximum period specified in paragraph 1 of this regulation, provided that the surveys referred to in regulation 8.1.3 and 8.1.4 of this Annex applicable when a Certificate is issued for a period of 5 years are carried out as appropriate.

4 If a renewal survey has been completed and a new Certificate cannot be issued or placed on board the ship before the expiry date of the existing Certificate, the person or organization authorized by the Administration may endorse the existing Certificate and such a Certificate shall be accepted as valid for a further period which shall not exceed 5 months from the expiry date.

5 If a ship at the time when a Certificate expires is not in a port in which it is to be surveyed, the Administration may extend the period of validity of the Certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so. No Certificates shall be extended for a period longer than 3 months, and a ship to which an extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port without having a new Certificate. When the renewal survey is completed, the new Certificate shall be valid to a date not exceeding 5 years from the date of expiry of the existing Certificate before the extension was granted.

6 A Certificate issued to a ship engaged on short voyages which has not been extended under the foregoing provisions of this regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it. When the renewal survey is completed, the new Certificate shall be valid to a date not exceeding 5 years from the date of expiry of the existing Certificate before the extension was granted.

7 In special circumstances, as determined by the Administration, a new Certificate need not be dated from the date of expiry of the existing Certificate as required by paragraph 2.2, 5 or 6 of this regulation. In these special circumstances, the new Certificate shall be valid to a date not exceeding 5 years from the date of completion of the renewal survey.

8 If an annual or intermediate survey is completed before the period specified in regulation 8 of this Annex, then:

.1 the anniversary date shown on the Certificate shall be amended by endorsement to a date which shall not be more than 3 months later than the date on which the survey was completed;

.2 the subsequent annual or intermediate survey required by regulation 8 of this Annex shall be completed at the intervals prescribed by that regulation using the new anniversary date;

.3 the expiry date may remain unchanged provided one or more annual or intermediate surveys, as appropriate, are carried out so that the maximum intervals between the surveys prescribed by regulation 8 of this Annex are not exceeded.

9 A Certificate issued under regulation 9 of this Annex shall cease to be valid in any of the following cases:

.1 if the relevant surveys are not completed within the periods specified under regulation 8.1 of this Annex;

.2 if the Certificate is not endorsed in accordance with regulation 8.1.3 or 8.1.4 of this Annex;

.3 upon transfer of the ship to the flag of another State. A new Certificate shall only be issued when the Government issuing the new Certificate is fully satisfied that the ship is in compliance with the requirements of regulation 8.3.1 and 8.3.2 of this Annex. In the case of a transfer between Parties, if requested within 3 months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the Certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.

Chapter 4 – Design, construction, arrangement and equipment

Regulation 11
Design, construction, equipment and operations

1 The design, construction, equipment and operation of ships certified to carry noxious liquid substances in bulk identified in chapter 17 of the International Bulk Chemical Code, shall be in compliance with the following provisions to minimize the uncontrolled discharge into the sea of such substances:

.1 the International Bulk Chemical Code when the chemical tanker is constructed on or after 1 July 1986; or

.2 the Bulk Chemical Code as referred to in paragraph 1.7.2 of that Code for:

.2.1 ships for which the building contract is placed on or after 2 November 1973 but constructed before 1 July 1986, and which are engaged on voyages to ports or terminals under the jurisdiction of other States Parties to the Convention; and

.2.2 ships constructed on or after 1 July 1983 but before 1 July 1986, which are engaged solely on voyages between ports or terminals within the State the flag of which the ship is entitled to fly.

.3 The Bulk Chemical Code as referred to in paragraph 1.7.3 of that Code for:

.3.1 ships for which the building contract is placed before 2 November 1973 and which are engaged on voyages to ports or terminals under the jurisdiction of other States Parties to the Convention; and

.3.2 ships constructed before 1 July 1983 which are solely engaged on voyages between ports or terminals within the State the flag of which the ship is entitled to fly.

2 In respect of ships other than chemical tankers or liquefied gas carriers certified to carry noxious liquid substances in bulk identified in chapter 17 of the International Bulk Chemical Code, the Administration shall establish appropriate measures based on the Guidelines* developed by the Organization in order to ensure that the provisions shall be such as to minimize the uncontrolled discharge into the sea of such substances.

Regulation 12
Pumping, piping, unloading arrangements and slop tanks

1 Every ship constructed before 1 July 1986 shall be provided with a pumping and piping arrangement to ensure that each tank certified for the carriage of substances in category X or Y does not retain a quantity of residue in excess of 300 ℓ in the tank and its associated piping and that each tank certified for the carriage of substances in category Z does not retain a quantity of residue in excess of 900 ℓ in the tank and its associated piping. A performance test shall be carried out in accordance with appendix V of this Annex.

2 Every ship constructed on or after 1 July 1986 but before 1 January 2007 shall be provided with a pumping and piping arrangement to ensure that each tank certified for the carriage of substances in category X or Y does not retain a quantity of residue in excess of 100 ℓ in the tank and its associated piping and that each tank certified for the carriage of substances in category Z does not retain a quantity of residue in excess of 300 ℓ in the tank and its associated piping. A performance test shall be carried out in accordance with appendix V of this Annex.

* Reference is made to resolutions A.673(16), as amended by resolution MEPC.158(55), and MEPC.148(54).

3 Every ship constructed on or after 1 January 2007 shall be provided with a pumping and piping arrangement to ensure that each tank certified for the carriage of substances in category X, Y or Z does not retain a quantity of residue in excess of 75 ℓ in the tank and its associated piping. A performance test shall be carried out in accordance with appendix V of this Annex.

4 For a ship other than a chemical tanker constructed before 1 January 2007 which cannot meet the requirements for the pumping and piping arrangements for substances in category Z referred to in paragraphs 1 and 2 of this regulation no quantity requirement shall apply. Compliance is deemed to be reached if the tank is emptied to the most practicable extent.

5 Pumping performance tests referred to in paragraphs 1, 2 and 3 of this regulation shall be approved by the Administration. Pumping performance tests shall use water as the test medium.

6 Ships certified to carry substances of category X, Y or Z shall have an underwater discharge outlet (or outlets).

7 For ships constructed before 1 January 2007 and certified to carry substances in category Z an underwater discharge outlet as required under paragraph 6 of this regulation is not mandatory.

8 The underwater discharge outlet (or outlets) shall be located within the cargo area in the vicinity of the turn of the bilge and shall be so arranged as to avoid the re-intake of residue/water mixtures by the ship's seawater intakes.

9 The underwater discharge outlet arrangement shall be such that the residue/water mixture discharged into the sea will not pass through the ship's boundary layer. To this end, when the discharge is made normal to the ship's shell plating, the minimum diameter of the discharge outlet is governed by the following equation:

$$d = \frac{Q_d}{5L_d}$$

where

d = minimum diameter of the discharge outlet (m)

L_d = distance from the forward perpendicular to the discharge outlet (m)

Q_d = the maximum rate selected at which the ship may discharge a residue/water mixture through the outlet (m^3/h).

10 When the discharge is directed at an angle to the ship's shell plating, the above relationship shall be modified by substituting for Q_d the component of Q_d which is normal to the ship's shell plating.

11 *Slop tanks*

Although this Annex does not require the fitting of dedicated slop tanks, slop tanks may be needed for certain washing procedures. Cargo tanks may be used as slop tanks.

Chapter 5 – Operational discharges of residues of noxious liquid substances

Regulation 13

Control of discharges of residues of noxious liquid substances

Subject to the provisions of regulation 3 of this Annex, the control of discharges of residues of noxious liquid substances or ballast water, tank washings or other mixtures containing such substances shall be in compliance with the following requirements.

1 *Discharge provisions*

1.1 The discharge into the sea of residues of substances assigned to category X, Y or Z or of those provisionally assessed as such or ballast water, tank washings or other mixtures containing such substances shall be prohibited unless such discharges are made in full compliance with the applicable operational requirements contained in this Annex.

1.2 Before any prewash or discharge procedure is carried out in accordance with this regulation, the relevant tank shall be emptied to the maximum extent in accordance with the procedures prescribed in the Manual.

1.3 The carriage of substances which have not been categorized, provisionally assessed or evaluated as referred to in regulation 6 of this Annex or of ballast water, tank washings or other mixtures containing such residues shall be prohibited along with any consequential discharge of such substances into the sea.

2 *Discharge standards*

2.1 Where the provisions in this regulation allow the discharge into the sea of residues of substances in category X, Y or Z or of those provisionally assessed as such or ballast water, tank washings or other mixtures containing such substances, the following discharge standards shall apply:

.1 the ship is proceeding *en route* at a speed of at least 7 knots in the case of self-propelled ships or at least 4 knots in the case of ships which are not self-propelled;

.2 the discharge is made below the waterline through the underwater discharge outlet(s) not exceeding the maximum rate for which the underwater discharge outlet(s) is (are) designed; and

.3 the discharge is made at a distance of not less than 12 nautical miles from the nearest land in a depth of water of not less than 25 m.

2.2 For ships constructed before 1 January 2007 the discharge into the sea of residues of substances in category Z or of those provisionally assessed as such or ballast water, tank washings or other mixtures containing such substances below the waterline is not mandatory.

2.3 The Administration may waive the requirements of paragraph 2.1.3 for substances in category Z, regarding the distance of not less than 12 nautical miles from the nearest land for ships solely engaged in voyages within waters subject to the sovereignty or jurisdiction of the State the flag of which the ship is entitled to fly. In addition, the Administration may waive the same requirement regarding the discharge distance of not less than 12 nautical miles from the nearest land for a particular ship entitled to fly the flag of their State, when engaged in voyages within waters subject to the sovereignty or jurisdiction of one adjacent State after the establishment of an agreement, in writing, of a waiver between the two coastal States involved provided that no third party will be affected. Information on such agreement shall be communicated to the Organization within 30 days for further circulation to the Parties to the Convention for their information and appropriate action if any.

3 *Ventilation of cargo residues*

Ventilation procedures approved by the Administration may be used to remove cargo residues from a tank. Such procedures shall be in accordance with appendix 7 of this Annex. Any water subsequently introduced into the tank shall be regarded as clean and shall not be subject to the discharge requirements in this Annex.

4 *Exemption for a prewash*

On request of the ship's master, an exemption for a prewash may be granted by the Government of the receiving Party, where it is satisfied that:

.1 the unloaded tank is to be reloaded with the same substance or another substance compatible with the previous one and that the tank will not be washed or ballasted prior to loading; or

.2 the unloaded tank is neither washed nor ballasted at sea. The prewash in accordance with the applicable paragraph of this regulation shall be carried out at another port provided that it has been confirmed in writing that a reception facility at that port is available and is adequate for such a purpose; or

.3 the cargo residues will be removed by a ventilation procedure approved by the Administration in accordance with appendix 7 of this Annex.

5 *The use of cleaning agents or additives*

5.1 When a washing medium other than water, such as mineral oil or chlorinated solvent, is used instead of water to wash a tank, its discharge shall be governed by the provisions of either Annex I or Annex II which would apply to the medium had it been carried as cargo. Tank washing procedures involving the use of such a medium shall be set out in the Manual and be approved by the Administration.

5.2 When small amounts of cleaning additives (detergent products) are added to water in order to facilitate tank washing, no additives containing pollution category X components shall be used except those components that are readily biodegradable and present in a total concentration of less than 10% of the cleaning additive. No restrictions additional to those applicable to the tank due to the previous cargo shall apply.

6 *Discharge of residues of category X*

6.1 Subject to the provision of paragraph 1, the following provisions shall apply:

.1 A tank from which a substance in category X has been unloaded shall be prewashed before the ship leaves the port of unloading. The resulting residues shall be discharged to a reception facility until the concentration of the substance in the effluent to such facility, as indicated by analyses of samples of the effluent taken by the surveyor, is at or below 0.1% by weight. When the required concentration level has been achieved, remaining tank washings shall continue to be discharged to the reception facility until the tank is empty. Appropriate entries of these operations shall be made in the Cargo Record Book and endorsed by the surveyor referred to in regulation 16.1.

.2 Any water subsequently introduced into the tank may be discharged into the sea in accordance with the discharge standards in regulation 13.2.

.3 Where the Government of the receiving party is satisfied that it is impracticable to measure the concentration of the substance in the effluent without causing undue delay to the ship, that Party may accept an alternative procedure as being equivalent to obtain the required concentration in regulation 13.6.1.1 provided that:

.3.1 the tank is prewashed in accordance with a procedure approved by the Administration in compliance with appendix VI of this Annex; and

.3.2 appropriate entries shall be made in the Cargo Record Book and endorsed by the surveyor referred to in regulation 16.1.

7 *Discharge of residues of category Y and Z*

7.1 Subject to the provision of paragraph 1, the following provisions shall apply:

.1 With respect to the residue discharge procedures for substances in category Y or Z, the discharge standards in regulation 13.2 shall apply.

.2 If the unloading of a substance of category Y or Z is not carried out in accordance with the Manual, a prewash shall be carried out before the ship leaves the port of unloading, unless alternative measures are taken to the satisfaction of the surveyor referred to in regulation 16.1 of this Annex to remove the cargo residues from the ship to quantities specified in this Annex. The resulting tank washings of the prewash shall be discharged to a reception facility at the port of unloading or another port with a suitable reception facility provided that it has been confirmed in writing that a reception facility at that port is available and is adequate for such a purpose.

.3 For high-viscosity or solidifying substances in category Y, the following shall apply:

.3.1 a prewash procedure as specified in appendix VI shall be applied;

.3.2 the residue/water mixture generated during the prewash shall be discharged to a reception facility until the tank is empty; and

.3.3 any water subsequently introduced into the tank may be discharged into the sea in accordance with the discharge standards in regulation 13.2.

7.2 Operational requirements for ballasting and deballasting

7.2.1 After unloading, and, if required, after a prewash, a cargo tank may be ballasted. Procedures for the discharge of such ballast are set out in regulation 13.2.

7.2.2 Ballast introduced into a cargo tank which has been washed to such an extent that the ballast contains less than 1 ppm of the substance previously carried may be discharged into the sea without regard to the discharge rate, ship's speed and discharge outlet location, provided that the ship is not less than 12 nautical miles from the nearest land and in water that is not less than 25 m deep. The required degree of cleanliness has been achieved when a prewash as specified in appendix VI has been carried out and the tank has been subsequently washed with a complete cycle of the cleaning machine for ships built before 1 July 1994 or with a water quantity not less than that calculated with $k = 1.0$.

7.2.3 The discharge into the sea of clean or segregated ballast shall not be subject to the requirements of this Annex.

8 *Discharges in the Antarctic Area*

8.1 *Antarctic Area* means the sea area south of latitude 60° S.

8.2 In the Antarctic Area any discharge into the sea of noxious liquid substances or mixtures containing such substances is prohibited.

Regulation 14
Procedures and Arrangements Manual

1 Every ship certified to carry substances of category X, Y or Z shall have on board a Manual approved by the Administration. The Manual shall have a standard format in compliance with appendix IV to this Annex. In the case of a ship engaged in international voyages on which the language used is not English, French or Spanish, the text shall include a translation into one of these languages.

2 The main purpose of the Manual is to identify for the ship's officers the physical arrangements and all the operational procedures with respect to cargo handling, tank cleaning, slops handling and cargo tank ballasting and deballasting which must be followed in order to comply with the requirements of this Annex.

Regulation 15
Cargo Record Book

1 Every ship to which this Annex applies shall be provided with a Cargo Record Book, whether as part of the ship's official log-book or otherwise, in the form specified in appendix II to this Annex.

2 After completion of any operation specified in appendix II to this Annex, the operation shall be promptly recorded in the Cargo Record Book.

3 In the event of an accidental discharge of a noxious liquid substance or a mixture containing such a substance or a discharge under the provisions of regulation 3 of this Annex, an entry shall be made in the Cargo Record Book stating the circumstances of, and the reason for, the discharge.

4 Each entry shall be signed by the officer or officers in charge of the operation concerned and each page shall be signed by the master of the ship. The entries in the Cargo Record Book, for ships holding an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk or a certificate referred to in regulation 7 of this Annex, shall be at least in English, French or Spanish. Where entries in an official national 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.

5 The Cargo Record Book shall be kept in such a place as to be readily available for inspection and, except in the case of unmanned ships under tow, shall be kept on board the ship. It shall be retained for a period of three years after the last entry has been made.

6 The competent authority of the Government of a Party may inspect the Cargo Record Book on board any ship to which this Annex applies while the ship is in its port, 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 ship's Cargo Record Book shall be made admissible in any judicial proceedings as evidence of the facts stated in the entry. The inspection of a Cargo Record Book 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.

Chapter 6 – Measures of control by port States

Regulation 16
Measures of control

1 The Government of each Party to the Convention shall appoint or authorize surveyors for the purpose of implementing this regulation. The surveyors shall execute control in accordance with control procedures developed by the Organization.*

2 When a surveyor appointed or authorized by the Government of the Party to the Convention has verified that an operation has been carried out in accordance with the requirements of the Manual, or has granted an exemption for a prewash, then that surveyor shall make an appropriate entry in the Cargo Record Book.

3 The master of a ship certified to carry noxious liquid substances in bulk shall ensure that the provisions of regulation 13 and of this regulation have been complied with and that the Cargo Record Book is completed in accordance with regulation 15 whenever operations as referred to in that regulation take place.

4 A tank which has carried a category X substance shall be prewashed in accordance with regulation 13.6. The appropriate entries of these operations shall be made in the Cargo Record Book and endorsed by the surveyor referred to under paragraph 1 of this regulation.

5 Where the Government of the receiving party is satisfied that it is impracticable to measure the concentration of the substance in the effluent without causing undue delay to the ship, that Party may accept the alternative procedure referred to in regulation 13.6.3 provided that the surveyor referred to under paragraph 1 of this regulation certifies in the Cargo Record Book that:

.1 the tank, its pump and piping systems have been emptied; and

.2 the prewash has been carried out in accordance with the provisions of appendix VI of this Annex; and

.3 the tank washings resulting from such prewash have been discharged to a reception facility and the tank is empty.

6 At the request of the ship's master, the Government of the receiving Party may exempt the ship from the requirements for a prewash referred to in the applicable paragraphs of regulation 13 when one of the conditions of regulation 13.4 is met.

7 An exemption referred to in paragraph 6 of this regulation may only be granted by the Government of the receiving Party to a ship engaged in voyages to ports or terminals under the jurisdiction of other States Parties to the present Convention. When such an exemption has been granted, the appropriate entry made in the Cargo Record Book shall be endorsed by the surveyor referred to in paragraph 1 of this regulation.

8 If the unloading is not carried out in accordance with the pumping conditions for the tank approved by the Administrations and based on appendix V of this Annex, alternative measures may be taken to the satisfaction of the surveyor referred to in paragraph 1 of this regulation to remove the cargo residues from the ship to quantities specified in regulation 12 as applicable. The appropriate entries shall be made in the Cargo Record Book.

* Refer to the Procedures for port State control adopted by the Organization by resolution A.787(19) as amended by resolution A.882(21).

9 *Port State control on operational requirements*[*]

9.1 A ship when in a port of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by noxious liquid substances.

9.2 In the circumstances given in paragraph 9.1 of this regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex.

9.3 Procedures relating to the port State control prescribed in article 5 of the present Convention shall apply to this regulation.

9.4 Nothing in this regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

[*] Refer to the Procedures for port State control adopted by the Organization by resolution A.787(19) as amended by resolution A.882(21).

Chapter 7 – Prevention of pollution arising from an incident involving noxious liquid substances

Regulation 17

Shipboard marine pollution emergency plan for noxious liquid substances

1 Every ship of 150 gross tonnage and above certified to carry noxious liquid substances in bulk shall carry on board a shipboard marine pollution emergency plan for noxious liquid substances approved by the Administration.

2 Such a plan shall be based on the Guidelines* developed by the Organization and written in a working language or languages understood by the master and officers. The plan shall consist at least of:

.1 the procedure to be followed by the master or other persons having charge of the ship to report a noxious liquid substances pollution incident, as required in article 8 and Protocol I of the present Convention, based on the Guidelines developed by the Organization;†

.2 the list of authorities or persons to be contacted in the event of a noxious liquid substances pollution incident;

.3 a detailed description of the action to be taken immediately by persons on board to reduce or control the discharge of noxious liquid substances following the incident; and

.4 the procedures and point of contact on the ship for co-ordinating shipboard action with national and local authorities in combating the pollution.

3 In the case of ships to which regulation 37 of Annex I of the Convention also applies, such a plan may be combined with the shipboard oil pollution emergency plan required under regulation 37 of Annex I of the Convention. In this case, the title of such a plan shall be "Shipboard marine pollution emergency plan".

* Refer to Guidelines for the development of shipboard marine pollution emergency plans for oil and/or noxious liquid substances, adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.85(44), as amended by resolution MEPC.137(53).

† Refer to General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants, adopted by the Organization by resolution A.851(20), as amended by resolution MEPC.138(53).

Chapter 8 – Reception facilities

Regulation 18

Reception facilities and cargo unloading terminal arrangements

1 The Government of each Party to the Convention undertakes to ensure the provision of reception facilities according to the needs of ships using its ports, terminals or repair ports as follows:

.1 ports and terminals involved in ships' cargo handling shall have adequate facilities for the reception of residues and mixtures containing such residues of noxious liquid substances resulting from compliance with this Annex, without undue delay for the ships involved.

.2 ship repair ports undertaking repairs to NLS tankers shall provide facilities adequate for the reception of residues and mixtures containing noxious liquid substances for ships calling at that port.

2 The Government of each Party shall determine the types of facilities provided for the purpose of paragraph 1 of this regulation at each cargo loading and unloading port, terminal and ship repair port in its territories and notify the Organization thereof.

3 The Governments of Parties to the Convention, the coastlines of which border on any given special area, shall collectively agree and establish a date by which time the requirement of paragraph 1 of this regulation will be fulfilled and from which the requirements of the applicable paragraphs of regulation 13 in respect of that area shall take effect and notify the Organization of the date so established at least six months in advance of that date. The Organization shall then promptly notify all Parties of that date.

4 The Government of each Party to the Convention shall undertake to ensure that cargo unloading terminals shall provide arrangements to facilitate stripping of cargo tanks of ships unloading noxious liquid substances at these terminals. Cargo hoses and piping systems of the terminal, containing noxious liquid substances received from ships unloading these substances at the terminal, shall not be drained back to the ship.

5 Each Party shall notify the Organization, for transmission to the Parties concerned, of any case where facilities required under paragraph 1 or arrangements required under paragraph 4 of this regulation are alleged to be inadequate.

Appendices to Annex II

Appendix I

Guidelines for the categorization of noxious liquid substances*

Products are assigned to pollution categories based on an evaluation of their properties as reflected in the resultant GESAMP Hazard Profile as shown in the table below:

Rule	A1 Bio-accumulation	A2 Bio-degradation	B1 Acute toxicity	B2 Chronic toxicity	D3 Long-term health effects	E2 Effects on marine wildlife and on benthic habitats	Cat
1			≥ 5				X
2	≥ 4		4				
3		NR	4				
4	≥ 4	NR			CMRTNI		
5			4				Y
6			3				
7			2				
8	≥ 4	NR		Not 0			
9				≥ 1			
10						Fp, F or S if not norganic	
11					CMRTNI		
12	Any product not meeting the criteria of rules 1 to 11 and 13						Z
13	All products identified as: ≤ 2 in column A1; R in column A2; blank in column D3; not Fp, F or S (if not organic) in column E2; and 0 (zero) in all other columns of the GESAMP Hazard Profile						OS

* Reference is made to MEPC.1/Circ.512 on the Revised Guidelines for the provisional assessment of liquid substances transported in bulk.

Abbreviated legend to the revised GESAMP Hazard Evaluation Procedure

Columns A and B – Aquatic environment					
Numerical rating	A			B	
	Bioaccumulation and biodegradation			Aquatic toxicity	
	A1* Bioaccumulation		A2* Biodegradation	B1* Acute toxicity	B2* Chronic toxicity
	log P_{OW}	BCF		LC/EC/IC_{50} (mg/ℓ)	NOEC (mg/ℓ)
0	< 1 or > ca. 7	not measurable	R: readily biodegradable	> 1000	> 1
1	≥ 1 – < 2	≥ 1 – < 10		> 100 – ≤ 1000	> 0.1 – ≤ 1
2	≥ 2 – < 3	≥ 10 – < 100	NR: not readily biodegradable	> 10 – ≤ 100	> 0.01 – ≤ 0.1
3	≥ 3 – < 4	≥ 100 – < 500		> 1 – ≤ 10	> 0.001 – ≤ 0.01
4	≥ 4 – < 5	≥ 500 – < 4000	inorg: inorganic substance	> 0.1 – ≤ 1	≤ 0.001
5	≥ 5 – < ca. 7	≥ 4000		> 0.01 – ≤ 0.1	
6				≤ 0.01	

Columns C and D – Human health (Toxic effects to mammals)						
Numerical rating	C			D		
	Acute mammalian toxicity			Irritation, corrosion and long-term health effects		
	C1 Oral toxicity LD_{50} (mg/kg)	C2 Percutaneous toxicity LD_{50} (mg/kg)	C3 Inhalation toxicity LC_{50} (mg/l)	D1 Skin irritation and corrosion	D2 Eye irritation and corrosion	D3* Long-term health effects
0	> 2000	> 2000	> 20	not irritating	not irritating	C – Carcinogen
1	> 300 – ≤ 2000	> 1000 – ≤ 2000	> 10 – ≤ 20	mildly irritating	mildly irritating	M – Mutagenic
2	> 50 – ≤ 300	> 200 – ≤ 1000	> 2 – ≤ 10	irritating	irritating	R – Reprotoxic
3	> 5 – ≤ 50	> 50 – ≤ 200	> 0.5 – ≤ 2	severely irritating or corrosive 3A Corr. (≤ 4 h) 3B Corr. (≤ 1 h) 3C Corr. (≤ 3 min)	severely irritating	S – Sensitizing A – Aspiration hazard T – Target organ systemic toxicity L – Lung injury N – Neurotoxic I – Immunotoxic
4	≤ 5	≤ 50	≤ 0.5			

* These columns are used to define pollution categories.

Abbreviated legend to the revised GESAMP Hazard Evaluation Procedure *(continued)*

Column E – Interferences with other uses of the sea			
E1 Tainting	**E2*** **Physical effects on wildlife and benthic habitats**	**E3 Interference with coastal amenities**	
		Numerical rating	**Description and action**
NT: not tainting (tested) T: tainting test positive	Fp: Persistent floater F: Floater S: Sinking substances	0	no interference **no warning**
		1	slightly objectionable **warning, no closure of amenity**
		2	moderately objectionable **possible closure of amenity**
		3	highly objectionable **closure of amenity**

* These columns are used to define pollution categories.

Appendix II

Form of Cargo Record Book for ships carrying noxious liquid substances in bulk

CARGO RECORD BOOK FOR SHIPS CARRYING
NOXIOUS LIQUID SUBSTANCES IN BULK

Name of ship .....

Distinctive number or letters .....

IMO Number .....

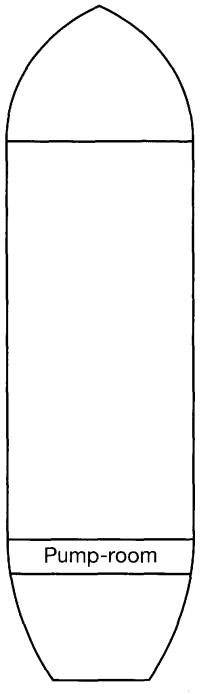
Gross tonnage .....

Period from: ..... to .....

Name of ship .....

Distinctive number or letters .....

PLAN VIEW OF CARGO AND SLOP TANKS
(to be completed on board)



Identification of the tanks	Capacity

(Give the capacity of each tank in cubic metres)

Introduction

The following pages show a comprehensive list of items of cargo and ballast operations which are, when appropriate, to be recorded in the Cargo Record Book on a tank-to-tank basis in accordance with regulation 15.2 of Annex II of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, as amended. The items have been grouped into operational sections, each of which is denoted by a letter.

When making entries in the Cargo Record Book, 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 and, if applicable, by a surveyor authorized by the competent authority of the State in which the ship is unloading. Each completed page shall be countersigned by the master of the ship.

LIST OF ITEMS TO BE RECORDED

Entries are required only for operations involving all categories of substances.

(A) Loading of cargo

1 Place of loading.

2 Identify tank(s), name of substance(s) and category(ies).

(B) Internal transfer of cargo

3 Name and category of cargo(es) transferred.

4 Identity of tanks:

.1 from:

.2 to:

5 Was (were) tank(s) in 4.1 emptied?

6 If not, quantity remaining in tank(s).

(C) Unloading of cargo

7 Place of unloading.

8 Identity of tank(s) unloaded.

9 Was (were) tank(s) emptied?

.1 If yes, confirm that the procedure for emptying and stripping has been performed in accordance with the ship's Procedures and Arrangements Manual (i.e. list, trim, stripping temperature).

.2 If not, quantity remaining in tank(s).

10 Does the ship's Procedures and Arrangements Manual require a prewash with subsequent disposal to reception facilities?

11 Failure of pumping and/or stripping system:

.1 time and nature of failure;

.2 reasons for failure;

.3 time when system has been made operational.

(D) Mandatory prewash in accordance with the ship's Procedures and Arrangements Manual

12 Identify tank(s), substance(s) and category(ies).

13 Washing method:

.1 number of cleaning machines per tank;

.2 duration of wash/washing cycles;

.3 hot/cold wash.

14 Prewash slops transferred to:

.1 reception facility in unloading port (identify port);*

.2 reception facility otherwise (identify port).*

* Ship's masters should obtain from the operator of the reception facilities, which include barges and tank trucks, a receipt or certificate specifying the quantity of tank washings transferred, together with the time and date of the transfer. The receipt or certificate should be kept together with the Cargo Record Book.

(E) Cleaning of cargo tanks except mandatory prewash (other prewash operations, final wash, ventilation, etc.)

15 State time, identify tank(s), substance(s) and category(ies) and state:

.1 washing procedure used;

.2 cleaning agent(s) (identify agent(s) and quantities);

.3 ventilation procedure used (state number of fans used, duration of ventilation).

16 Tank washings transferred:

.1 into the sea;

.2 to reception facility (identify port);*

.3 to slops collecting tank (identify tank).

(F) Discharge into the sea of tank washings

17 Identify tank(s):

.1 Were tank washings discharged during cleaning of tank(s)? If so, at what rate?

.2 Were tank washing(s) discharged from a slops collecting tank? If so, state quantity and rate of discharge.

18 Time pumping commenced and stopped.

19 Ship's speed during discharge.

(G) Ballasting of cargo tanks

20 Identity of tank(s) ballasted.

21 Time at start of ballasting.

(H) Discharge of ballast water from cargo tanks

22 Identity of tank(s).

23 Discharge of ballast:

.1 into the sea;

.2 to reception facilities (identify port).*

24 Time ballast discharge commenced and stopped.

25 Ship's speed during discharge.

(I) Accidental or other exceptional discharge

26 Time of occurrence.

27 Approximate quantity, substance(s) and category(ies).

28 Circumstances of discharge or escape and general remarks.

(J) Control by authorized surveyors

29 Identify port.

30 Identify tank(s), substance(s), category(ies) discharged ashore.

31 Have tank(s), pump(s), and piping system(s) been emptied?

32 Has a prewash in accordance with the ship's Procedures and Arrangements Manual been carried out?

33 Have tank washings resulting from the prewash been discharged ashore and is the tank empty?

34 An exemption has been granted from mandatory prewash.

35 Reasons for exemption.

36 Name and signature of authorized surveyor.

37 Organization, company, government agency for which surveyor works.

* Ship's masters should obtain from the operator of the reception facilities, which include barges and tank trucks, a receipt or certificate specifying the quantity of tank washings transferred, together with the time and date of the transfer. The receipt or certificate should be kept together with the Cargo Record Book.

(K) Additional operational procedures and remarks

Name of ship .....

Distinctive number or letters .....

IMO Number .....

CARGO/BALLAST OPERATIONS

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge/ name of and signature of authorized surveyor

Signature of master .....

Appendix III

Form of International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk*

INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS LIQUID SUBSTANCES IN BULK

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, and as amended (hereinafter referred to as "the Convention") under the authority of the Government of:

.....

(full designation of the country)

by.....

(full designation of the competent person or organization authorized under the provisions of the Convention)

Particulars of ship

Name of ship.....

Distinctive number or letters.....

IMO Number† .....

Port of registry .....

Gross tonnage.....

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with regulation 8 of Annex II of the Convention.

2 That the survey showed that the structure, equipment, systems, fitting, arrangements 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 II of the Convention.

3 That the ship has been provided with a Procedures and Arrangements Manual as required by regulation 14 of Annex II of the Convention, and that the arrangements and equipment of the ship prescribed in the Manual are in all respects satisfactory.

4 That the ship complies with the requirements of Annex II to MARPOL for the carriage in bulk of the following noxious liquid substances, provided that all relevant provisions of Annex II are observed.

Noxious liquid substances	Conditions of carriage (tank numbers etc.)	Pollution category
Continued on additional signed and dated sheets		

This certificate is valid until (dd/mm/yyyy).....
subject to surveys in accordance with regulation 8 of Annex II of the Convention.

Completion date of the survey on which this certificate is based (dd/mm/yyyy) .....

* The NLS Certificate shall be at least in English, French or Spanish. Where entries in an official national 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.

† Refer to the IMO Ship Identification Number Scheme adopted by the Organization by resolution A.600(15).

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

Date (dd/mm/yyyy) ....
(date of issue) *(signature of duly authorized official issuing the certificate)*

(seal or stamp of the authority, as appropriate)

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that, at a survey required by regulation 8 of Annex II of the Convention, the ship was found to comply with the relevant provisions of the Convention:

Annual survey

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

Annual/Intermediate* survey

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

Annual/Intermediate* survey

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

Annual survey

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, 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 II of the Convention, the ship was found to comply with the relevant provisions of the Convention:

Signed.....
(signature of duly authorized 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 II of the Convention, be accepted as valid until (dd/mm/yyyy).....

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

* Delete 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 II of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....
(signature of duly authorized official)

Place.....

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

(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 II of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....
(signature of duly authorized 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 II of the Convention, the new anniversary date is (dd/mm/yyyy).....

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

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

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

* Delete as appropriate.

Appendix IV
Standard format for the Procedures and Arrangements Manual

Note 1: The format consists of a standardized introduction and index of the leading paragraphs to each section. This standardized part shall be reproduced in the Manual of each ship. It shall be followed by the contents of each section as prepared for the particular ship. When a section is not applicable, "NA" shall be entered, so as not to lead to any disruption of the numbering as required by the standard format. Where the paragraphs of the standard format are printed in *italics*, the required information shall be described for that particular ship. The contents will vary from ship to ship because of design, trade and intended cargoes. Where the text is not in italics, that text of the standard format shall be copied into the Manual without any modification.

Note 2: If the Administration requires or accepts information and operational instructions in addition to those outlined in this Standard Format, they shall be included in Addendum D of the Manual.

Standard format

MARPOL ANNEX II
PROCEDURES AND ARRANGEMENTS MANUAL

Name of ship .....

Distinctive number or letters .....

IMO Number .....

Port of registry .....

Approval stamp of Administration:

Introduction

1 The International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as MARPOL) was established in order to prevent the pollution of the marine environment by discharges into the sea from ships of harmful substances or effluents containing such substances. In order to achieve its aim, MARPOL contains six Annexes in which detailed regulations are given with respect to the handling on board ships and the discharge into the sea or release into the atmosphere of six main groups of harmful substances, i.e. Annex I (Mineral oils), Annex II (Noxious liquid substances carried in bulk), Annex III (Harmful substances carried in packaged form), Annex IV (Sewage), Annex V (Garbage) and Annex VI (Air pollution).

2 Regulation 13 of Annex II of MARPOL (hereinafter referred to as "Annex II") prohibits the discharge into the sea of noxious liquid substances of categories X, Y or Z or of ballast water, tank washings or other residues or mixtures containing such substances, except in compliance with specified conditions including procedures and arrangements based upon standards developed by the International Maritime Organization (IMO) to ensure that the criteria specified for each category will be met.

3 Annex II requires that each ship which is certified for the carriage of noxious liquid substances in bulk shall be provided with a Procedures and Arrangements Manual, hereinafter referred to as the "Manual".

4 This Manual has been written in accordance with regulation 14 of Annex II and is concerned with the marine environmental aspects of the cleaning of cargo tanks and the discharge of residues and mixtures from these operations. The Manual is not a safety guide and reference shall be made to other publications specifically to evaluate safety hazards.

5 The purpose of the Manual is to identify the arrangements and equipment required to enable compliance with Annex II and to identify for the ship's officers all operational procedures with respect to cargo handling, tank cleaning, slops handling, residue discharging, ballasting and deballasting which must be followed in order to comply with the requirements of Annex II.

6 In addition, this Manual, together with the ship's Cargo Record Book and the Certificate issued under Annex II*, will be used by Administrations for control purposes in order to ensure full compliance with the requirements of Annex II by this ship.

7 The master shall ensure that no discharges into the sea of cargo residues or residue/water mixtures containing category X, Y or Z substances shall take place, unless such discharges are made in full compliance with the operational procedures contained in this Manual.

8 This Manual has been approved by the Administration and no alteration or revision shall be made to any part of it without the prior approval of the Administration.

Index of sections

Section 1 – Main features of MARPOL Annex II

1.1 The requirements of Annex II apply to all ships carrying noxious liquid substances in bulk. Substances posing a threat of harm to the marine environment are divided into three categories, X, Y and Z. Category X substances are those posing the greatest threat to the marine environment, whilst category Z substances are those posing the smallest threat.

1.2 Annex II prohibits the discharge into the sea of any effluent containing substances falling under these categories, except when the discharge is made under conditions which are specified in detail for each category. These conditions include, where applicable, such parameters as:

.1 the maximum quantity of substances per tank which may be discharged into the sea;

.2 the speed of the ship during the discharge;

.3 the minimum distance from the nearest land during discharge;

.4 the minimum depth of water at sea during discharge; and

.5 the need to effect the discharge below the waterline.

1.3 For certain sea areas identified as "special area" more stringent discharge criteria apply. Under Annex II the special area is the Antarctic area.

1.4 Annex II requires that every ship is provided with pumping and piping arrangements to ensure that each tank designated for the carriage of category X, Y and Z substances does not retain after unloading a quantity of residue in excess of the quantity given in the Annex. For each tank intended for the carriage of such substances an assessment of the residue quantity has to be made. Only when the residue quantity as assessed is less than the quantity prescribed by the Annex may a tank be approved for the carriage of a category X, Y or Z substance.

1.5 In addition to the conditions referred to above, an important requirement contained in Annex II is that the discharge operations of certain cargo residues and certain tank cleaning and ventilation operations may only be carried out in accordance with approved procedures and arrangements.

1.6 To enable the requirement of paragraph 1.5 to be met, this Manual contains in section 2 all particulars of the ship's equipment and arrangements, in section 3 operational procedures for cargo unloading and tank stripping and in section 4 procedures for discharge of cargo residues, tank washing, slops collection, ballasting and deballasting as may be applicable to the substances the ship is certified to carry.

1.7 By following the procedures as set out in this Manual, it will be ensured that the ship complies with all relevant requirements of Annex II to MARPOL.

* Include only the Certificate issued to the particular ship: i.e. The International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk or the Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk or the International Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk.

Section 2 – Description of the ship's equipment and arrangements

2.1 This section contains all particulars of the ship's equipment and arrangements necessary to enable the crew to follow the operational procedures set out in sections 3 and 4.

2.2 General arrangement of ship and description of cargo tanks

This section shall contain a brief description of the cargo area of the ship with the main features of the cargo tanks and their positions.

Line or schematic drawings showing the general arrangement of the ship and indicating the position and numbering of the cargo tanks and heating arrangements shall be included.

2.3 Description of cargo pumping and piping arrangements and stripping system

This section shall contain a description of the cargo pumping and piping arrangements and of the stripping system.

Line or schematic drawings shall be provided showing the following and be supported by textual explanation where necessary:

.1 cargo piping arrangements with diameters;

.2 cargo pumping arrangements with pump capacities;

.3 piping arrangements of stripping system with diameters;

.4 pumping arrangements of stripping system with pump capacities;

.5 location of suction points of cargo lines and stripping lines inside every cargo tank;

.6 if a suction well is fitted, the location and cubic capacity thereof;

.7 line draining and stripping or blowing arrangements; and

.8 quantity and pressure of nitrogen or air required for line blowing if applicable.

2.4 Description of ballast tanks and ballast pumping and piping arrangements

This section shall contain a description of the ballast tanks and ballast pumping and piping arrangements.

Line or schematic drawings and tables shall be provided showing the following:

.1 a general arrangement showing the segregated ballast tanks and cargo tanks to be used as ballast tanks together with their capacities (cubic metres);

.2 ballast piping arrangement;

.3 pumping capacity for those cargo tanks which may also be used as ballast tanks; and

.4 any interconnection between the ballast piping arrangements and the underwater outlet system.

2.5 Description of dedicated slop tanks with associated pumping and piping arrangements

This section shall contain a description of the dedicated slop tank(s), if any, with the associated pumping and piping arrangements.

Line or schematic drawings shall be provided showing the following:

.1 which dedicated slop tanks are provided together with the capacities of such tanks;

.2 pumping and piping arrangements of dedicated slop tanks with piping diameters and their connection with the underwater discharge outlet.

2.6 Description of underwater discharge outlet for effluents containing noxious liquid substances

This section shall contain information on position and maximum flow capacity of the underwater discharge outlet (or outlets) and the connections to this outlet from the cargo tanks and slop tanks.

Line or schematic drawings shall be provided showing the following:

.1 location and number of underwater discharge outlets;

.2 connections to underwater discharge outlets;

.3 location of all seawater intakes in relation to underwater discharge outlets.

2.7 Description of flow rate indicating and recording devices

[Deleted]

2.8 Description of cargo tank ventilation system

This section shall contain a description of the cargo tank ventilation system.

Line or schematic drawings and tables shall be provided showing the following and supported by textual explanation if necessary:

.1 the noxious liquid substances the ship is certified fit to carry having a vapour pressure over 5 kPa at 20°C suitable for cleaning by ventilation to be listed in paragraph 4.4.10 of the Manual;

.2 ventilation piping and fans;

.3 positions of the ventilation openings;

.4 the minimum flow rate of the ventilation system to adequately ventilate the bottom and all parts of the cargo tank;

.5 the location of structures inside the tank affecting ventilation;

.6 the method of ventilating the cargo pipeline system, pumps, filters, etc; and

.7 means for ensuring that the tank is dry.

2.9 Description of tank washing arrangements and wash water heating system

This section shall contain a description of the cargo tank washing arrangements, wash water heating system and all necessary tank washing equipment.

Line or schematic drawings and tables or charts shall be provided showing the following:

.1 arrangements of piping dedicated for tank washing with pipeline diameters;

.2 type of tank cleaning machines with capacities and pressure rating;

.3 maximum number of tank cleaning machines which can operate simultaneously;

.4 position of deck openings for cargo tank washing;

.5 the number of cleaning machines and their location required for ensuring complete coverage of the cargo tank walls;

.6 maximum capacity of wash water which can be heated to 60°C by the installed heating equipment; and

.7 maximum number of tank cleaning machines which can be operated simultaneously at 60°C.

Section 3 – Cargo unloading procedures and tank stripping

3.1 This section contains operational procedures in respect of cargo unloading and tank stripping which must be followed in order to ensure compliance with the requirements of Annex II.

3.2 Cargo unloading

This section shall contain procedures to be followed including the pump and cargo unloading and suction line to be used for each tank. Alternative methods may be given.

The method of operation of the pump or pumps and the sequence of operation of all valves shall be given.

The basic requirement is to unload the cargo to the maximum extent.

3.3 Cargo tank stripping

This section shall contain procedures to be followed during the stripping of each cargo tank.

The procedures shall include the following:

.1 operation of stripping system;

.2 list and trim requirements;

.3 line draining and stripping or blowing arrangements if applicable; and

.4 duration of the stripping time of the water test.

3.4 Cargo temperature

This section shall contain information on the heating requirements of cargoes which have been identified as being required to be at a certain minimum temperature during unloading.

Information shall be given on control of the heating system and the method of temperature measurement.

3.5 Procedures to be followed when a cargo tank cannot be unloaded in accordance with the required procedures

This section shall contain information on the procedures to be followed in the event that the requirements contained in sections 3.3 and/or 3.4 cannot be met due to circumstances such as the following:

.1 failure of cargo tank stripping system; and

.2 failure of cargo tank heating system.

3.6 Cargo Record Book

The Cargo Record Book shall be completed in the appropriate places on completion of any cargo operation.

Section 4 – Procedures relating to the cleaning of cargo tanks, the discharge of residues, ballasting and deballasting

4.1 This section contains operational procedures in respect of tank cleaning, ballast and slops handling which must be followed in order to ensure compliance with the requirements of Annex II.

4.2 The following paragraphs outline the sequence of actions to be taken and contain the information essential to ensure that noxious liquid substances are discharged without posing a threat of harm to the marine environment.

4.3 [Deleted]

4.4 The information necessary to establish the procedures for discharging the residue of the cargo, cleaning, ballasting and deballasting the tank shall take into account the following:

.1 **Category of substance**

The category of the substance should be obtained from the relevant Certificate.

.2 **Stripping efficiency of tank pumping system**

The contents of this section will depend on the design of the ship and whether it is a new ship or existing ship (See flow diagram and pumping/stripping requirements).

.3 **Vessel within or outside special area**

This section shall contain instructions on whether the tank washings can be discharged into the sea within a special area (as defined in section 1.3) or outside a special area. The different requirements shall be made clear and will depend on the design and trade of the ship.

No discharges into the sea of residues of noxious liquid substances, or mixtures containing such substances, are allowed within the Antarctic area (the sea area south of latitude 60° S).

.4 **Solidifying or high-viscosity substance**

The properties of the substance should be obtained from the shipping document.

.5 **Miscibility with water**

[Deleted]

.6 **Compatibility with slops containing other substances**

This section shall contain instructions on the permissible and non-permissible mixing of cargo slops. Reference should be made to compatibility guides.

.7 **Discharge to reception facility**

This section shall identify those substances the residues of which are required to be prewashed and discharged to a reception facility.

.8 **Discharging into the sea**

This section shall contain information on the factors to be considered in order to identify whether the residue/water mixtures are permitted to be discharged into the sea.

.9 **Use of cleaning agents or additives**

This section shall contain information on the use and disposal of cleaning agents (e.g., solvents used for tank cleaning) and additives to tank washing water (e.g., detergents).

.10 **Use of ventilation procedures for tank cleaning**

This section shall make reference to all substances suitable for the use of ventilation procedures.

4.5 Having assessed the above information, the correct operational procedures to be followed should be identified using the instructions and flow diagram of section 5. Appropriate entries shall be made in the Cargo Record Book indicating the procedure adopted.

Section 5 – Information and procedures

This section shall contain procedures, which will depend on the age of the ship and pumping efficiency. Examples of flow diagram referred to in this section are given at addendum A and incorporate comprehensive requirements applicable to both new and existing ships. The Manual for a particular ship shall only contain those requirements specifically applicable to that ship.

Information relating to melting point and viscosity, for those substances which have a melting point equal to or greater than 0°C or a viscosity equal or greater than 50 mPa·s at 20°C, should be obtained from the shipping document.

For substances allowed to be carried, reference is made to the relevant Certificate.

The Manual shall contain:

Table 1	[Deleted]
Table 2	Cargo tank information
Addendum A	Flow diagram
Addendum B	Prewash procedures
Addendum C	Ventilation procedures
Addendum D	Additional information and operational instructions when required or accepted by the Administration

Outlines of the above table and addenda are shown below.

Table 2 – Cargo tank information

Tank no.*	Capacity (m^3)	Stripping quantity (litres)

* Tank numbers should be identical to those in the ship's Certificate of Fitness.

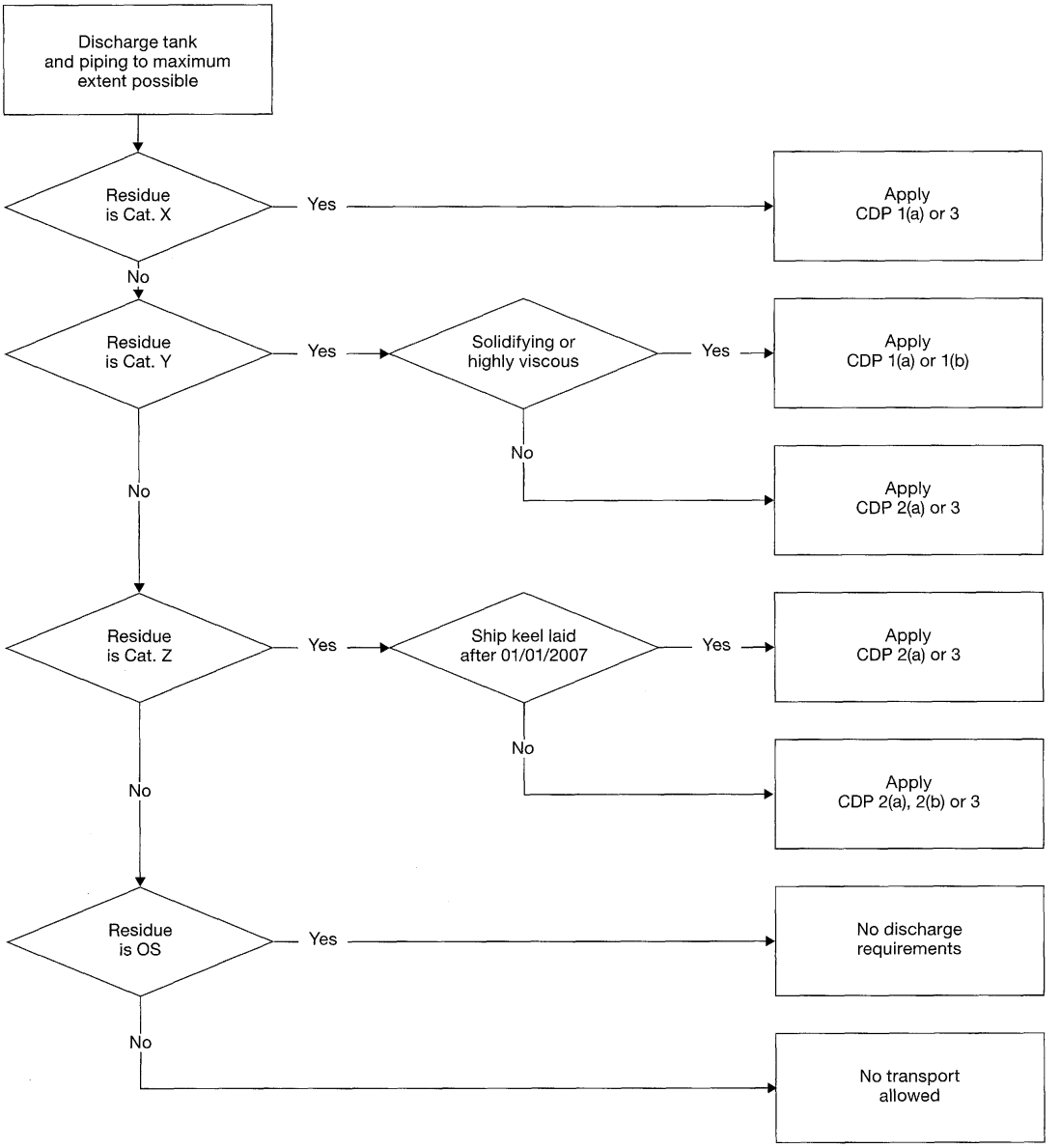
Addendum A

Flow diagrams – Cleaning of cargo tanks and disposal of tank washings/ballast containing residues of category X, Y, and Z substances

Note 1: This flow diagram shows the basic requirements applicable to all age groups of ships and is for guidance only.

Note 2: All discharges into the sea are regulated by Annex II.

Note 3: Within the Antarctic area, any discharge into the sea of noxious liquid substances or mixtures containing such substances is prohibited.



Ship details	Stripping requirements (in ℓ)		
	Category X	Category Y	Category Z
New ships: keel laid after 1 January 2007	75	75	75
IBC ships until 1 January 2007	100 + 50 tolerance	100 + 50 tolerance	300 + 50 tolerance
BCH ships	300 + 50 tolerance	300 + 50 tolerance	900 + 50 tolerance
Other ships: keel laid before 1 January 2007	N/A	N/A	Empty to the most possible extent

Cleaning and disposal procedures (CDP) (Start at the top of the column under the CDP number specified and complete each item procedure in the sequence where marked)						
No.	Operation	Procedure number				
		1(a)	1(b)	2(a)	2(b)	3
1	Strip tank and piping to maximum extent, at least in compliance with the procedures in section 3 of this Manual	X	X	X	X	X
2	Apply prewash in accordance with addendum B of this Manual and discharge residue to reception facility	X	X			
3	Apply subsequent wash, additional to the prewash, with: a complete cycle of the cleaning machine(s) (for ships built before 1 July 1994) a water quantity not less than calculated with "*k*" = 1.0 (for ships built on or after 1 July 1994)		X			
4	Apply ventilation procedure in accordance with addendum C of this Manual					X
5	Ballast tanks or wash tank to commercial standards	X		X	X	X
6	Ballast added to tank		X			
7	Conditions for discharge of ballast/residue/water mixtures other than prewash:					
	.1 distance from land > 12 nautical miles	X		X	X	
	.2 ship's speed > 7 knots	X		X	X	
	.3 water depth > 25 m	X		X	X	
	.4 Using underwater discharge (not exceeding permissible discharge rate)	X		X		
8	Conditions for discharge of ballast:					
	.1 distance from land > 12 nautical miles		X			
	.2 water depth > 25 m		X			
9	Any water subsequently introduced into a tank may be discharged into the sea without restrictions	X	X	X	X	X

Addendum B

Prewash procedures

This addendum to the Manual shall contain prewash procedures based on appendix VI of Annex II. These procedures shall contain specific requirements for the use of the tank washing arrangements and equipment provided on the particular ship and include the following:

.1 *cleaning machine positions to be used;*

.2 *slops pumping out procedure;*

.3 *requirements for hot washing;*

.4 *number of cycles of cleaning machine (or time); and*

.5 *minimum operating pressures.*

Addendum C

Ventilation procedures

This addendum to the Manual shall contain ventilation procedures based on appendix 7 of Annex II. The procedures shall contain specific requirements for the use of the cargo tank ventilation system, or equipment, fitted on the particular ship and shall include the following:

.1 *ventilation positions to be used;*

.2 *minimum flow or speed of fans;*

.3 *procedures for ventilating cargo pipeline, pumps, filters, etc.; and*

.4 *procedures for ensuring that tanks are dry on completion.*

Addendum D

Additional information and operational instructions required or accepted by the Administration

This addendum to the Manual shall contain additional information and operational instructions required or accepted by the Administration.

Appendix V

Assessment of residue quantities in cargo tanks, pumps and associated piping

1 Introduction

1.1 Purpose

1.1.1 The purpose of this appendix is to provide the procedure for testing the efficiency of cargo pumping systems.

1.2 Background

1.2.1 The ability of the pumping system of a tank to comply with regulation 12.1, 12.2 or 12.3 is determined by performing a test in accordance with the procedure set out in section 3 of this appendix. The quantity measured is termed the "stripping quantity". The stripping quantity of each tank shall be recorded in the ship's Manual.

1.2.2 After having determined the stripping quantity of one tank, the Administration may use the determined quantities for a similar tank, provided the Administration is satisfied that the pumping system in that tank is similar and operating properly.

2 Design criteria and performance test

2.1 The cargo pumping systems should be designed to meet the required maximum amount of residue per tank and associated piping as specified in regulation 12 of Annex II to the satisfaction of the Administration.

2.2 In accordance with regulation 12.5 the cargo pumping systems shall be tested with water to prove their performance. Such water tests shall, by measurement, show that the system meets the requirements of regulation 12. In respect of regulations 12.1 and 12.2 a tolerance of 50 ℓ per tank is acceptable.

3 Water performance test

3.1 Test condition

3.1.1 The ship's trim and list shall be such as to provide favourable drainage to the suction point. During the water test the ship's trim shall not exceed 3° by the stern, and the ship's list shall not exceed 1°.

3.1.2 The trim and list chosen for the water test shall be recorded. This shall be the minimum favourable trim and list used during the water test.

3.1.3 During the water test, means shall be provided to maintain a backpressure of not less than 100 kPa at the cargo tank's unloading manifold (see figures 5-1 and 5-2).

3.1.4 The time taken to complete the water test shall be recorded for each tank, recognizing that this may need to be amended as a result of subsequent tests.

3.2 Test procedure

3.2.1 Ensure that the cargo tank to be tested and its associated piping have been cleaned and that the cargo tank is safe for entry.

3.2.2 Fill the cargo tank with water to a depth necessary to carry out normal end of unloading procedures.

3.2.3 Discharge and strip water from the cargo tank and its associated piping in accordance with the proposed procedures.

3.2.4 Collect all water remaining in the cargo tank and its associated piping into a calibrated container for measurement. Water residues shall be collected, *inter alia*, from the following points:

.1 the cargo tank suction and its vicinity;

.2 any entrapped areas on the cargo tank bottom;

.3 the low point drain of the cargo pump; and

.4 all low point drains of piping associated with the cargo tank up to the manifold valve.

3.2.5 The total water volumes collected above determine the stripping quantity for the cargo tank.

3.2.6 Where a group of tanks is served by a common pump or piping, the water test residues associated with the common system(s) may be apportioned equally among the tanks provided that the following operational restriction is included in the ship's approved Manual: "For sequential unloading of tanks in this group, the pump or piping is not to be washed until all tanks in the group have been unloaded."

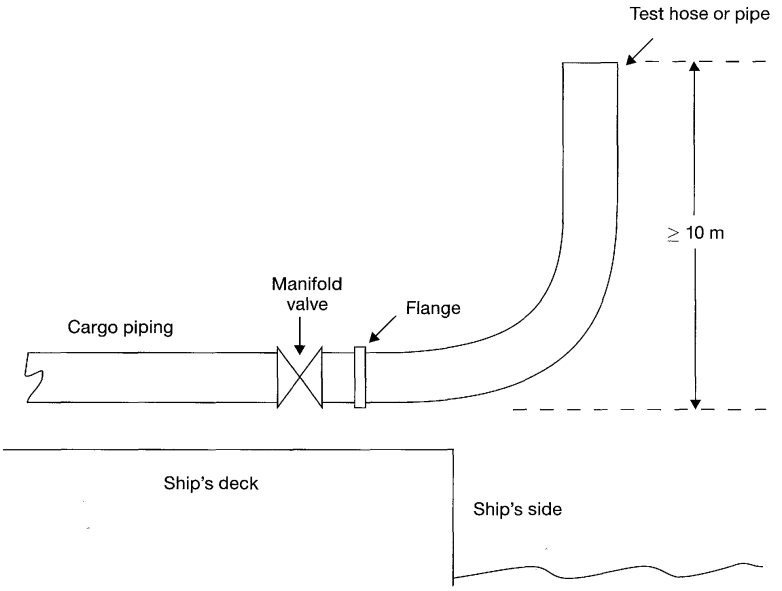


Figure 5-1

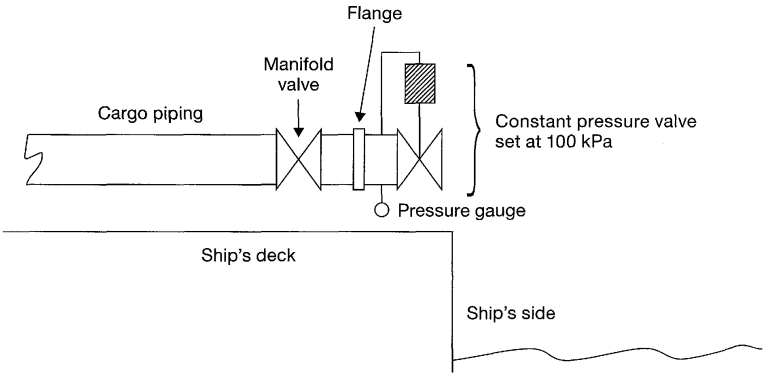


Figure 5-2

The above figures illustrate test arrangements that would provide a backpressure of not less than 100 kPa at the cargo tank's unloading manifold.

Appendix VI
Prewash procedures

A For ships built before 1 July 1994

A prewash procedure is required in order to meet certain Annex II requirements. This appendix explains how these prewash procedures shall be performed.

Prewash procedures for non-solidifying substances

1 Tanks shall be washed by means of a rotary water jet, operated at sufficiently high water pressure. In the case of category X substances, cleaning machines shall be operated in such locations that all tank surfaces are washed. In the case of category Y substances, only one location need be used.

2 During washing, the amount of water in the tank shall be minimized by continuously pumping out slops and promoting flow to the suction point (positive list and trim). If this condition cannot be met, the washing procedure shall be repeated three times, with thorough stripping of the tank between washings.

3 Those substances which have a viscosity equal to or greater than 50 mPa·s at 20°C shall be washed with hot water (temperature at least 60°C), unless the properties of such substances make the washing less effective.

4 The number of cycles of the cleaning machine used shall not be less than that specified in table 6-1. A cleaning machine cycle is defined as the period between two consecutive identical orientations of the tank cleaning machine (rotation through 360°).

5 After washing, the tank cleaning machine(s) shall be kept operating long enough to flush the pipeline, pump and filter, and discharge to shore reception facilities shall be continued until the tank is empty.

Prewash procedures for solidifying substances

1 Tanks shall be washed as soon as possible after unloading. If possible, tanks shall be heated prior to washing.

2 Residues in hatches and manholes shall preferably be removed prior to the prewash.

3 Tanks shall be washed by means of a rotary water jet operated at sufficiently high water pressure and in locations to ensure that all tank surfaces are washed.

4 During washing, the amount of water in the tank shall be minimized by pumping out slops continuously and promoting flow to the suction point (positive list and trim). If this condition cannot be met, the washing procedure shall be repeated three times with thorough stripping of the tank between washings.

5 Tanks shall be washed with hot water (temperature at least 60°C) unless the properties of such substances make the washing less effective.

6 The number of cycles of the cleaning machine used shall not be less than that specified in table 6-1. A cleaning machine cycle is defined as the period between two consecutive identical orientations of the machine (rotation through 360°).

7 After washing, the cleaning machine(s) shall be kept operating long enough to flush the pipeline, pump and filter, and discharge to shore reception facilities shall be continued until the tank is empty.

Table 6-1 – Number of cleaning machine cycles to be used in each location

Category of substance	Number of cleaning machine cycles	
	Non-solidifying substances	Solidifying substances
Category X	1	2
Category Y	$\frac{1}{2}$	1

B For ships built on or after 1 July 1994 and recommendatory for ships built before 1 July 1994

A prewash procedure is required in order to meet certain Annex II requirements. This appendix explains how these prewash procedures shall be performed and how the minimum volumes of washing media to be used shall be determined. Smaller volumes of washing media may be used based on actual verification testing to the satisfaction of the Administration. Where reduced volumes are approved, an entry to that effect must be recorded in the Manual.

If a medium other than water is used for the prewash, the provisions of regulation 13.5.1 apply.

Prewash procedures for non-solidifying substances without recycling

1 Tanks shall be washed by means of a rotary jet(s), operated at sufficiently high water pressure. In the case of category X substances, cleaning machines shall be operated in such locations that all tank surfaces are washed. In the case of category Y substances, only one location need be used.

2 During washing, the amount of liquid in the tank shall be minimized by continuously pumping out slops and promoting flow to the suction point. If this condition cannot be met, the washing procedure shall be repeated three times, with thorough stripping of the tank between washings.

3 Those substances which have a viscosity equal to or greater than 50 mPa·s at 20°C shall be washed with hot water (temperature at least 60°C), unless the properties of such substances make the washing less effective.

4 The quantities of wash water used shall not be less than those specified in paragraph 20 or determined according to paragraph 21.

5 After prewashing, the tanks and lines shall be thoroughly stripped.

Prewash procedures for solidifying substances without recycling

6 Tanks shall be washed as soon as possible after unloading. If possible, tanks should be heated prior to washing.

7 Residues in hatches and manholes should preferably be removed prior to the prewash.

8 Tanks shall be washed by means of a rotary jet(s) operated at sufficiently high water pressure and in locations to ensure that all tank surfaces are washed.

9 During washing, the amount of liquid in the tank shall be minimized by pumping out slops continuously and promoting flow to the suction point. If this condition cannot be met, the washing procedure shall be repeated three times with thorough stripping of the tank between washings.

10 Tanks shall be washed with hot water (temperature at least 60°C), unless the properties of such substances make the washing less effective.

11 The quantities of wash water used shall not be less than those specified in paragraph 20 or determined according to paragraph 21.

12 After prewashing, the tanks and lines shall be thoroughly stripped.

Prewash procedures with recycling of washing medium

13 Washing with a recycled washing medium may be adopted for the purpose of washing more than one cargo tank. In determining the quantity, due regard must be given to the expected amount of residues in the tanks and the properties of the washing medium and whether any initial rinse or flushing is employed. Unless sufficient data are provided, the calculated end concentration of cargo residues in the washing medium shall not exceed 5% based on nominal stripping quantities.

14 The recycled washing medium shall only be used for washing tanks having contained the same or similar substance.

15 A quantity of washing medium sufficient to allow continuous washing shall be added to the tank or tanks to be washed.

16 All tank surfaces shall be washed by means of a rotary jet(s) operated at sufficiently high pressure. The recycling of the washing medium may either be within the tank to be washed or via another tank, e.g., a slop tank.

17 The washing shall be continued until the accumulated throughput is not less than that corresponding to the relevant quantities given in paragraph 20 or determined according to paragraph 21.

18 Solidifying substances and substances with a viscosity equal to or greater than 50 mPa·s at 20°C shall be washed with hot water (temperature at least 60°C) when water is used as the washing medium, unless the properties of such substances make the washing less effective.

19 After completing the tank washing with recycling to the extent specified in paragraph 17, the washing medium shall be discharged and the tank thoroughly stripped. Thereafter, the tank shall be subjected to a rinse, using clean washing medium, with continuous drainage and discharged to a reception facility. The rinse shall as a minimum cover the tank bottom and be sufficient to flush the pipelines, pump and filter.

Minimum quantity of water to be used in a prewash

20 The minimum quantity of water to be used in a prewash is determined by the residual quantity of noxious liquid substance in the tank, the tank size, the cargo properties, the permitted concentration in any subsequent wash water effluent, and the area of operation. The minimum quantity is given by the following formula:

$$Q = k(15r^{0.8} + 5r^{0.7} \times V/1{,}000)$$

where

Q = the required minimum quantity in cubic metres

r = the residual quantity per tank in cubic metres. The value of r shall be the value demonstrated in the actual stripping efficiency test, but shall not be taken lower than 0.100 m^3 for a tank volume of 500 m^3 and above and 0.040 m^3 for a tank volume of 100 m^3 and below. For tank sizes between 100 m^3 and 500 m^3 the minimum value of r allowed to be used in the calculations is obtained by linear interpolation.

For category X substances the value of r shall either be determined based on stripping tests according to the Manual, observing the lower limits as given above, or be taken to be 0.9 m^3.

V = tank volume in cubic metres

k = a factor having values as follows:

Category X, non-solidifying, low-viscosity substance, $k = 1.2$

Category X, solidifying or high-viscosity substance, $k = 2.4$

Category Y, non-solidifying, low-viscosity substance, $k = 0.5$

Category Y, solidifying or high-viscosity substance, $k = 1.0$

The table below is calculated using the formula with a *k* factor of 1 and may be used as an easy reference.

Stripping quantity (m^3)	**Tank volume (m^3)**		
	100	**500**	**3000**
≤ 0.04	1.2	2.9	5.4
0.10	2.5	2.9	5.4
0.30	5.9	6.8	12.2
0.90	14.3	16.1	27.7

21 Verification testing for approval of prewash volumes lower than those given in paragraph 20 may be carried out to the satisfaction of the Administration to prove that the requirements of regulation 13 are met, taking into account the substances the ship is certified to carry. The prewash volume so verified shall be adjusted for other prewash conditions by application of the factor *k* as defined in paragraph 20.

Appendix VII
Ventilation procedures

1 Cargo residues of substances with a vapour pressure greater than 5 kPa at 20°C may be removed from a cargo tank by ventilation.

2 Before residues of noxious liquid substances are ventilated from a tank, the safety hazards relating to cargo flammability and toxicity shall be considered. With regard to safety aspects, the operational requirements for openings in cargo tanks in SOLAS 74, as amended, the International Bulk Chemical Code, the Bulk Chemical Code, and the ventilation procedures in the International Chamber of Shipping (ICS) *Tanker Safety Guide (Chemicals)* should be consulted.

3 Port authorities may also have regulations on cargo tank ventilation.

4 The procedures for ventilation of cargo residues from a tank are as follows:

.1 the pipelines shall be drained and further cleared of liquid by means of ventilation equipment;

.2 the list and trim shall be adjusted to the minimum levels possible so that evaporation of residues in the tank is enhanced;

.3 ventilation equipment producing an airjet which can reach the tank bottom shall be used. Figure 7-1 could be used to evaluate the adequacy of ventilation equipment used for ventilating a tank of a given depth;

.4 ventilation equipment shall be placed in the tank opening closest to the tank sump or suction point;

.5 ventilation equipment shall, when practicable, be positioned so that the airjet is directed at the tank sump or suction point and impingement of the airjet on tank structural members is to be avoided as much as possible; and

.6 ventilation shall continue until no visible remains of liquid can be observed in the tank. This shall be verified by a visual examination or an equivalent method.

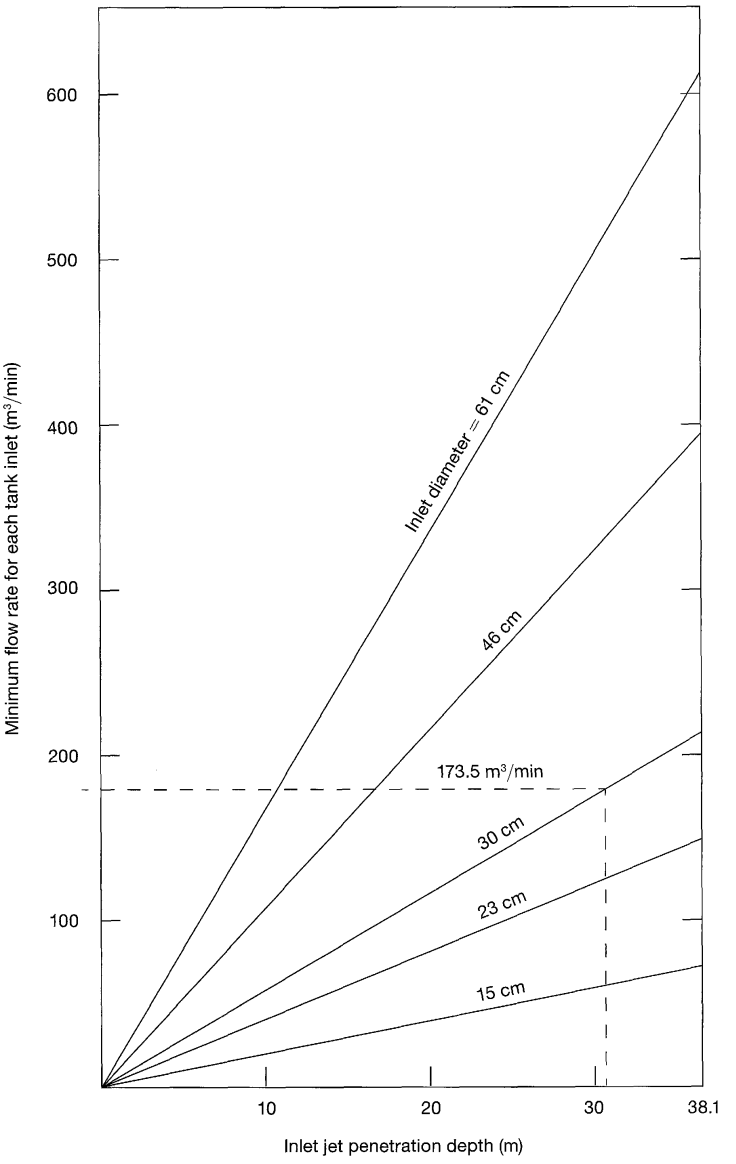


Figure 7-1 – *Minimum flow rate as a function of jet penetration depth. Jet penetration depth shall be compared against tank height.*

MARPOL Annex III

Regulations for the prevention of pollution by harmful substances carried by sea in packaged form

MARPOL Annex III

Regulations for the prevention of pollution by harmful substances carried by sea in packaged form

Regulation 1
Application

1 Unless expressly provided otherwise, the regulations of this Annex apply to all ships carrying harmful substances in packaged form.

.1 For the purpose of this Annex, "harmful substances" are those substances which are identified as marine pollutants in the International Maritime Dangerous Goods Code (IMDG Code)* or which meet the criteria in the Appendix of this Annex.

.2 For the purposes of this Annex, "packaged form" is defined as the forms of containment specified for harmful substances in the IMDG Code.

2 The carriage of harmful substances is prohibited, except in accordance with the provisions of this Annex.

3 To supplement the provisions of this Annex, the Government of each Party to the Convention shall issue, or cause to be issued, detailed requirements on packing, marking, labelling, documentation, stowage, quantity limitations and exceptions for preventing or minimizing pollution of the marine environment by harmful substances.*

4 For the purposes of this Annex, empty packagings which have been used previously for the carriage of harmful substances shall themselves be treated as harmful substances unless adequate precautions have been taken to ensure that they contain no residue that is harmful to the marine environment.

5 The requirements of this Annex do not apply to ship's stores and equipment.

Regulation 2
Packing

Packages shall be adequate to minimize the hazard to the marine environment, having regard to their specific contents.

Regulation 3
Marking and labelling

1 Packages containing a harmful substance shall be durably marked with the correct technical name (trade names alone shall not be used) and, further, shall be durably marked or labelled to indicate that the substance is a marine pollutant. Such identification shall be supplemented where possible by any other means, for example, by use of the relevant United Nations number.

* Refer to the IMDG Code adopted by the Organization by resolution MSC.122(75), as amended by the Maritime Safety Committee.

2 The method of marking the correct technical name and of affixing labels on packages containing a harmful substance shall be such that this information will still be identifiable on packages surviving at least three months' immersion in the sea. In considering suitable marking and labelling, account shall be taken of the durability of the materials used and of the surface of the package.

3 Packages containing small quantities of harmful substances may be exempted from the marking requirements.*

Regulation 4†

Documentation

1 In all documents relating to the carriage of harmful substances by sea where such substances are named, the correct technical name of each such substance shall be used (trade names alone shall not be used) and the substance further identified by the addition of the words "MARINE POLLUTANT".

2 The shipping documents supplied by the shipper shall include, or be accompanied by, a signed certificate or declaration that the shipment offered for carriage is properly packaged and marked, labelled or placarded as appropriate and in proper condition for carriage to minimize the hazard to the marine environment.

3 Each ship carrying harmful substances shall have a special list or manifest setting forth the harmful substances on board and the location thereof. A detailed stowage plan which sets out the location of the harmful substances on board may be used in place of such special list or manifest. Copies of such documents shall also be retained on shore by the owner of the ship or his representative until the harmful substances are unloaded. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.

4 At any stopover, where any loading or unloading operations, even partial, are carried out, a revision of the documents listing the harmful substances taken on board, indicating their location on board or showing a detailed stowage plan, shall be made available before departure to the person or organization designated by the port State authority.

5 When the ship carries a special list or manifest or a detailed stowage plan, required for the carriage of dangerous goods by the International Convention for the Safety of Life at Sea, 1974, as amended, the documents required by this regulation may be combined with those for dangerous goods. Where documents are combined, a clear distinction shall be made between dangerous goods and harmful substances covered by this Annex.

Regulation 5

Stowage

Harmful substances shall be properly stowed and secured so as to minimize the hazards to the marine environment without impairing the safety of the ship and persons on board.

Regulation 6

Quantity limitations

Certain harmful substances may, for sound scientific and technical reasons, need to be prohibited for carriage or be limited as to the quantity which may be carried aboard any one ship. In limiting the quantity, due consideration shall be given to size, construction and equipment of the ship, as well as the packaging and the inherent nature of the substances.

* Refer to the specific exemptions provided for in the IMDG Code adopted by resolution MSC.122(75), as amended.

† Reference to "documents" in this regulation does not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques as an aid to paper documentation.

Regulation 7
Exceptions

1 Jettisoning of harmful substances carried in packaged form shall be prohibited, except where necessary for the purpose of securing the safety of the ship or saving life at sea.

2 Subject to the provisions of the present Convention, appropriate measures based on the physical, chemical and biological properties of harmful substances shall be taken to regulate the washing of leakages overboard, provided that compliance with such measures would not impair the safety of the ship and persons on board.

Regulation 8
Port State control on operational requirements[*]

1 A ship when in a port or an offshore terminal of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by harmful substances.

2 In the circumstances given in paragraph 1 of this regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex.

3 Procedures relating to the port State control prescribed in article 5 of the present Convention shall apply to this regulation.

4 Nothing in this regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

[*] Refer to the Procedures for port State control adopted by the Organization by resolution A.787(19) and amended by A.882(21).

Appendix to Annex III

Appendix

Criteria for the identification of harmful substances in packaged form

For the purposes of this Annex, substances identified by any one of the following criteria are harmful substances:*

Category: Acute 1	
96 hr LC_{50} (for fish)	$\leq$ 1 mg/ℓ and/or
48 hr EC_{50} (for crustacea)	$\leq$ 1 mg/ℓ and/or
72 or 96 hr ErC_{50} (for algae or other aquatic plants)	$\leq$ 1 mg/ℓ

Category: Chronic 1	
96 hr LC_{50} (for fish)	$\leq$ 1 mg/ℓ and/or
48 hr EC_{50} (for crustacea)	$\leq$ 1 mg/ℓ and/or
72 or 96 hr ErC_{50} (for algae or other aquatic plants)	$\leq$ 1 mg/ℓ
and the substance is not rapidly degradable and/or the log $K_{ow} \geq 4$ (unless the experimentally determined BCF $<$ 500).	

Category: Chronic 2	
96 hr LC_{50} (for fish)	$>$ 1 to $\leq$ 10 mg/ℓ and/or
48 hr EC_{50} (for crustacea)	$>$ 1 to $\leq$ 10 mg/ℓ and/or
72 or 96 hr ErC_{50} (for algae or other aquatic plants)	$>$ 1 to $\leq$ 10 mg/ℓ
and the substance is not rapidly degradable and/or the log $K_{ow} \geq 4$ (unless the experimentally determined BCF $<$ 500), unless the chronic toxicity NOECs are $>$ 1 mg/ℓ.	

* The criteria are based on those developed by the United Nations Globally Harmonized System of Classification and Labelling of Chemicals (GHS), as amended.

For definitions of acronyms or terms used in this appendix, refer to the relevant paragraphs of the IMDG Code.

MARPOL Annex IV

Regulations for the prevention of pollution by sewage from ships

MARPOL Annex IV

Regulations for the prevention of pollution by sewage from ships

Chapter 1 – General

Regulation 1
Definitions

For the purposes of this Annex:

1 *New ship* means a ship:

.1 for which the building contract is placed, or in the absence of a building contract, the keel of which is laid, or which is at a similar stage of construction, on or after the date of entry into force of this Annex;* or

SEE INTERPRETATION 1

.2 the delivery of which is three years or more after the date of entry into force of this Annex.

SEE INTERPRETATION 2

2 *Existing ship* means a ship which is not a new ship.

3 *Sewage* means:

.1 drainage and other wastes from any form of toilets and urinals;

.2 drainage from medical premises (dispensary, sick bay, etc.) via wash basins, wash tubs and scuppers located in such premises;

.3 drainage from spaces containing living animals; or

.4 other waste waters when mixed with the drainages defined above.

4 *Holding tank* means a tank used for the collection and storage of sewage.

5 *Nearest land.* The term "from the nearest land" means from the baseline from which the territorial sea of the territory in question is established in accordance with international law except that, for the purposes of the present Convention, "from the nearest land" off the north-eastern coast of Australia shall mean from a line drawn from a point on the coast of Australia in:

latitude 11°00′ S, longitude 142°08′ E
to a point in latitude 10°35′ S, longitude 141°55′ E,
thence to a point latitude 10°00′ S, longitude 142°00′ E,
thence to a point latitude 09°10′ S, longitude 143°52′ E,

* Annex IV entered into force on 27 September 2003.

thence to a point latitude 09°00′ S, longitude 144°30′ E,
thence to a point latitude 10°41′ S, longitude 145°00′ E,
thence to a point latitude 13°00′ S, longitude 145°00′ E,
thence to a point latitude 15°00′ S, longitude 146°00′ E,
thence to a point latitude 17°30′ S, longitude 147°00′ E,
thence to a point latitude 21°00′ S, longitude 152°55′ E,
thence to a point latitude 24°30′ S, longitude 154°00′ E,
thence to a point on the coast of Australia in
latitude 24°42′ S, longitude 153°15′ E.

6 *International voyage* means a voyage from a country to which the present Convention applies to a port outside such country, or conversely.

7 *Person* means member of the crew and passengers.

8 *Anniversary date* means the day and the month of each year which will correspond to the date of expiry of the International Sewage Pollution Prevention Certificate.

Regulation 2
Application[*]

1 The provisions of this Annex shall apply to the following ships engaged in international voyages:

.1 new ships of 400 gross tonnage and above; and

.2 new ships of less than 400 gross tonnage which are certified to carry more than 15 persons; and

.3 existing ships of 400 gross tonnage and above, five years after the date of entry into force of this Annex; and

.4 existing ships of less than 400 gross tonnage which are certified to carry more than 15 persons, five years after the date of entry into force of this Annex.

2 The Administration shall ensure that existing ships, according to subparagraphs 1.3 and 1.4 of this regulation, the keels of which are laid or which are of a similar stage of construction before 2 October 1983 shall be equipped, as far as practicable, to discharge sewage in accordance with the requirements of regulation 11 of the Annex.

Regulation 3
Exceptions

1 Regulation 11 of this Annex shall not apply to:

.1 the discharge of sewage from a ship necessary for the purpose of securing the safety of a ship and those on board or saving life at sea; or

.2 the discharge of sewage resulting from damage to a ship or its equipment if all reasonable precautions have been taken before and after the occurrence of the damage, for the purpose of preventing or minimizing the discharge.

[*] MEPC 52 (11 to 15 October 2004) confirmed that 27 September 2003 was the one and only entry into force date of MARPOL Annex IV (see document MEPC 52/24, paragraphs 6.16 to 6.19).

Chapter 2 – Surveys and certification*

Regulation 4
Surveys

1 Every ship which, in accordance with regulation 2, is required to comply with the provisions of this Annex shall be subject to the surveys specified below:

.1 An initial survey before the ship is put in service or before the Certificate required under regulation 5 of this Annex is issued for the first time, which shall include a complete survey of its structure, equipment, systems, fittings, arrangements and material in so far as the ship is covered by this Annex. This survey shall be such as to ensure that the structure, equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of this Annex.

.2 A renewal survey at intervals specified by the Administration, but not exceeding five years, except where regulation 8.2, 8.5, 8.6 or 8.7 of this Annex is applicable. The renewal survey shall be such as to ensure that the structure, equipment, systems, fittings, arrangements and materials fully comply with applicable requirements of this Annex.

.3 An additional survey, either general or partial, according to the circumstances, shall be made after a repair resulting from investigations prescribed in paragraph 4 of this regulation, or whenever any important repairs or renewals are made. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory and that the ship complies in all respects with the requirements of this Annex.

2 The Administration shall establish appropriate measures for ships which are not subject to the provisions of paragraph 1 of this regulation in order to ensure that the applicable provisions of this Annex are complied with.

3 Surveys of ships as regards the enforcement of the provisions of this Annex shall be carried out by officers of the Administration. The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it.

4 An Administration nominating surveyors or recognizing organizations to conduct surveys as set forth in paragraph 3 of this regulation shall, as a minimum, empower any nominated surveyor or recognized organization to:

.1 require repairs to a ship; and

.2 carry out surveys if requested by the appropriate authorities of a Port State.

The Administration shall notify the Organization of the specific responsibilities and conditions of the authority delegated to the nominated surveyors or recognized organizations, for circulation to Parties to the present Convention for the information of their officers.

5 When a nominated surveyor or recognized organization determines that the condition of the ship or its equipment does not correspond substantially with the particulars of the Certificate or is such that the ship is not fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment, such

* Refer to Global and uniform implementation of the harmonized system of survey and certification (HSSC) adopted by the Assembly of the Organization by resolution A.883(21), the Survey guidelines under the harmonized system of survey and certification, 2007, adopted by the Assembly of the Organization by resolution A.997(25), as may be amended by the Organization. Refer to MSC/Circ.1010 – MEPC/Circ.382 on Communication of information on the authorization of recognized organizations (ROs), and the information collected via the Global Integrated Shipping Information System (GISIS).

surveyor or organization shall immediately ensure that corrective action is taken and shall in due course notify the Administration. If such corrective action is not taken, the Certificate should be withdrawn and the Administration shall be notified immediately and if the ship is in a port of another Party, the appropriate authorities of the Port State shall also be notified immediately. When an officer of the Administration, a nominated surveyor or recognized organization has notified the appropriate authorities of the Port State, the Government of the Port State concerned shall give such officer, surveyor or organization any necessary assistance to carry out their obligations under this regulation. When applicable, the Government of the Port State concerned shall take such steps as will ensure that the ship shall not sail until it can proceed to sea or leave the port for the purpose of proceeding to the nearest appropriate repair yard available without presenting an unreasonable threat of harm to the marine environment.

6 In every case, the Administration concerned shall fully guarantee the completeness and efficiency of the survey and shall undertake to ensure the necessary arrangements to satisfy this obligation.

7 The condition of the ship and its equipment shall be maintained to conform with the provisions of the present Convention to ensure that the ship in all respects will remain fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment.

8 After any survey of the ship under paragraph 1 of this regulation has been completed, no change shall be made in the structure, equipment, systems, fittings, arrangements or materials covered by the survey, without the sanction of the Administration, except the direct replacement of such equipment and fittings.

9 Whenever an accident occurs to a ship or a defect is discovered which substantially affects the integrity of the ship or the efficiency or completeness of its equipment covered by this Annex, the master or owner of the ship shall report at the earliest opportunity to the Administration, the recognized organization or the nominated surveyor responsible for issuing the relevant Certificate, who shall cause investigations to be initiated to determine whether a survey as required by paragraph 1 of this regulation is necessary. If the ship is in a port of another Party, the master or owner shall also report immediately to the appropriate authorities of the Port State and the nominated surveyor or recognized organization shall ascertain that such report has been made.

Regulation 5
Issue or endorsement of Certificate

1 An International Sewage Pollution Prevention Certificate shall be issued, after an initial or renewal survey in accordance with the provisions of regulation 4 of this Annex, to any ship which is engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention. In the case of existing ships this requirement shall apply five years after the date of entry into force of this Annex.

2 Such Certificate shall be issued or endorsed either by the Administration or by any persons or organization* duly authorized by it. In every case, the Administration assumes full responsibility for the Certificate.

Regulation 6
Issue or endorsement of a Certificate by another Government

1 The Government of a Party to the Convention may, at the request of the Administration, cause a ship to be surveyed and, if satisfied that the provisions of this Annex are complied with, shall issue or authorize the issue of an International Sewage Pollution Prevention Certificate to the ship, and where appropriate, endorse or authorize the endorsement of that Certificate on the ship in accordance with this Annex.

* Refer to the Guidelines for the authorization of organizations acting on behalf of the Administration, adopted by the Organization by resolution A.739(18), as amended by resolution MSC.208(81), and the Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration, adopted by the Organization by resolution A.789(19), as may be amended by the Organization.

2 A copy of the Certificate and a copy of the survey report shall be transmitted as soon as possible to the Administration requesting the survey.

3 A Certificate so issued shall contain a statement to the effect that it has been issued at the request of the Administration and it shall have the same force and receive the same recognition as the Certificate issued under regulation 5 of this Annex.

4 No International Sewage Pollution Prevention Certificate shall be issued to a ship which is entitled to fly the flag of a State which is not a Party.

Regulation 7
Form of Certificate

The International Sewage Pollution Prevention Certificate shall be drawn up in the form corresponding to the model given in the appendix to this Annex and 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.

Regulation 8
Duration and validity of Certificate[*]

1 An International Sewage Pollution Prevention Certificate shall be issued for a period specified by the Administration which shall not exceed five years.

2.1 Notwithstanding the requirements of paragraph 1 of this regulation, when the renewal survey is completed within three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing Certificate.

2.2 When the renewal survey is completed after the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing Certificate.

2.3 When the renewal survey is completed more than three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of completion of the renewal survey.

3 If a Certificate is issued for a period of less than five years, the Administration may extend the validity of the Certificate beyond the expiry date to the maximum period specified in paragraph 1 of this regulation.

4 If a renewal survey has been completed and a new Certificate cannot be issued or placed on board the ship before the expiry date of the existing Certificate, the person or organization authorized by the Administration may endorse the existing Certificate and such a Certificate shall be accepted as valid for a further period which shall not exceed five months from the expiry date.

5 If a ship at the time when a Certificate expires is not in a port in which it is to be surveyed, the Administration may extend the period of validity of the Certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed and then only in cases where it appears proper and reasonable to do so. No Certificate shall be extended for a period longer than three months, and a ship to which an extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port without having a new Certificate. When the renewal survey is completed, the new Certificate shall be valid to a date not exceeding five years from the date of expiry of the existing Certificate before the extension was granted.

[*] Refer to the Guidance on the timing of replacement of existing certificates issued after the entry into force of amendments to certificates in IMO instruments (MSC-MEPC.5/Circ.6).

6 A Certificate issued to a ship engaged on short voyages which has not been extended under the foregoing provisions of this regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it. When the renewal survey is completed, the new Certificate shall be valid to a date not exceeding five years from the date of expiry of the existing Certificate before the extension was granted.

7 In special circumstances, as determined by the Administration, a new Certificate need not be dated from the date of expiry of the existing Certificate as required by paragraph 2.2, 5 or 6 of this regulation. In these special circumstances, the new Certificate shall be valid to a date not exceeding five years from the date of completion of the renewal survey.

8 A Certificate issued under regulation 5 or 6 of this Annex shall cease to be valid in any of the following cases:

.1 if the relevant surveys are not completed within the periods specified under regulation 4.1 of this Annex; or

.2 upon transfer of the ship to the flag of another State. A new Certificate shall only be issued when the Government issuing the new Certificate is fully satisfied that the ship is in compliance with the requirements of regulations 4.7 and 4.8 of this Annex. In the case of a transfer between Parties, if requested within 3 months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the Certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.

Chapter 3 – Equipment and control of discharge

Regulation 9
Sewage systems

1 Every ship which, in accordance with regulation 2, is required to comply with the provisions of this Annex shall be equipped with one of the following sewage systems:

.1 a sewage treatment plant which shall be of a type approved by the Administration, taking into account the standards and test methods developed by the Organization,* or

SEE INTERPRETATION 3

.2 a sewage comminuting and disinfecting system approved by the Administration. Such system shall be fitted with facilities to the satisfaction of the Administration, for the temporary storage of sewage when the ship is less than 3 nautical miles from the nearest land, or

.3 a holding tank of the capacity to the satisfaction of the Administration for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed to the satisfaction of the Administration and shall have a means to indicate visually the amount of its contents.

Regulation 10
Standard discharge connections

1 To enable pipes of reception facilities to be connected with the ship's discharge pipeline, both lines shall be fitted with a standard discharge connection in accordance with the following table:

SEE INTERPRETATION 4

Standard dimensions of flanges for discharge connections

Description	Dimension
Outside diameter	210 mm
Inner diameter	According to pipe outside diameter
Bolt circle diameter	170 mm
Slots in flange	4 holes, 18 mm in diameter, equidistantly placed on a bolt circle of the above diameter, slotted to the flange periphery. The slot width to be 18 mm
Flange thickness	16 mm
Bolts and nuts: quantity and diameter	4, each of 16 mm in diameter and of suitable length
The flange is designed to accept pipes up to a maximum internal diameter of 100 mm and shall be of steel or other equivalent material having a flat face. This flange, together with a suitable gasket, shall be suitable for a service pressure of 600 kPa.For ships having a moulded depth of 5 m and less, the inner diameter of the discharge connection may be 38 mm.	

* Refer to the Recommendation on international effluent standards and guidelines for performance tests for sewage treatment plants adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.2(VI) or the Revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants adopted by the MEPC by resolution MEPC.159(55) (see Unified Interpretation 3).

2 For ships in dedicated trades, i.e. passenger ferries, alternatively the ship's discharge pipeline may be fitted with a discharge connection which can be accepted by the Administration, such as quick-connection couplings.

Regulation 11
Discharge of sewage

1 Subject to the provisions of regulation 3 of this Annex, the discharge of sewage into the sea is prohibited, except when:

.1 the ship is discharging comminuted and disinfected sewage using a system approved by the Administration in accordance with regulation 9.1.2 of this Annex at a distance of more than 3 nautical miles from the nearest land, or sewage which is not comminuted or disinfected, at a distance of more than 12 nautical miles from the nearest land, provided that, in any case, the sewage that has been stored in holding tanks, or sewage originating from spaces containing living animals, shall not be discharged instantaneously but at a moderate rate when the ship is *en route* and proceeding at not less than 4 knots; the rate of discharge shall be approved by the Administration based upon standards developed by the Organization;* or

.2 the ship has in operation an approved sewage treatment plant which has been certified by the Administration to meet the operational requirements referred to in regulation 9.1.1 of this Annex, and

.2.1 the test results of the plant are laid down in the ship's International Sewage Pollution Prevention Certificate; and

.2.2 additionally, the effluent shall not produce visible floating solids nor cause discoloration of the surrounding water.

2 The provisions of paragraph 1 shall not apply to ships operating in the waters under the jurisdiction of a State and visiting ships from other States while they are in these waters and are discharging sewage in accordance with such less stringent requirements as may be imposed by such State.

3 When the sewage is mixed with wastes or waste water covered by other Annexes of MARPOL, the requirements of those Annexes shall be complied with in addition to the requirements of this Annex.

* Refer to the Recommendation on standards for the rate of discharge of untreated sewage from ships adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.157(55).

Chapter 4 – Reception facilities

Regulation 12
Reception facilities[*]

1 The Government of each Party to the Convention, which requires ships operating in waters under its jurisdiction and visiting ships while in its waters to comply with the requirements of regulation 11.1, undertakes to ensure the provision of facilities at ports and terminals for the reception of sewage, without causing delay to ships, adequate to meet the needs of the ships using them.

2 The Government of each Party shall notify the Organization, for transmission to the Contracting Governments concerned, of all cases where the facilities provided under this regulation are alleged to be inadequate.

[*] Refer to the Guide to good practice for port reception facility providers and users, MEPC.1/Circ.671.

Chapter 5 – Port State control

Regulation 13

*Port State control on operational requirements**

1 A ship when in a port or an offshore terminal of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by sewage.

2 In the circumstances given in paragraph 1 of this regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex.

3 Procedures relating to the port State control prescribed in article 5 of the present Convention shall apply to this regulation.

4 Nothing in this regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

* Refer to procedures for port State control adopted by the Organization by resolution A.787(19) and amended by resolution A.882(21); see IMO sales publication IA650E.

Appendix to Annex IV

Appendix

Form of International Sewage Pollution Prevention Certificate

INTERNATIONAL SEWAGE POLLUTION PREVENTION CERTIFICATE

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:

.....

(full designation of the country)

by.....

(full designation of the competent person or organization authorized under the provisions of the Convention)

Particulars of ship[*]

Name of ship.....

Distinctive number or letters.....

Port of registry .....

Gross tonnage.....

Number of persons which the ship is certified to carry.....

IMO Number[†] .....

New/existing ship[‡]

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced .....

THIS IS TO CERTIFY:

1 That the ship is equipped with a sewage treatment plant/comminuter/holding tank[‡] and a discharge pipeline in compliance with regulations 9 and 10 of Annex IV of the Convention as follows:

[‡]1.1 Description of the sewage treatment plant:

Type of sewage treatment plant .....

Name of manufacturer .....

The sewage treatment plant is certified by the Administration to meet the effluent standards as provided for in resolution MEPC.2(VI).

[‡]1.2 Description of comminuter:

Type of comminuter .....

Name of manufacturer .....

Standard of sewage after disinfection .....

[*] Alternatively, the particulars of the ship may be placed horizontally in boxes.

[†] Refer to the IMO Ship Identification Number Scheme adopted by the Organization by resolution A.600(15).

[‡] Delete as appropriate.

*1.3 Description of holding tank:
Total capacity of the holding tank ..... m^3
Location .....

1.4 A pipeline for the discharge of sewage to a reception facility, fitted with a standard shore connection.

2 That the ship has been surveyed in accordance with regulation 4 of Annex IV of the Convention.

3 That the survey shows that the structure, equipment, systems, fittings, arrangements 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 IV of the Convention.

This Certificate is valid until (dd/mm/yyyy) .....† subject to surveys in accordance with regulation 4 of Annex IV of the Convention.

Completion date of the survey on which this Certificate is based (dd/mm/yyyy) .....

Issued at .....
(place of issue of Certificate)

Date (dd/mm/yyyy) ....
(date of issue) *(signature of duly authorized official issuing the Certificate)*

(seal or stamp of the authority, as appropriate)

* Delete as appropriate.

† Insert the date of expiry as specified by the Administration in accordance with regulation 8.1 of Annex IV of the Convention. The day and the month of this date correspond to the anniversary date as defined in regulation 1.8 of Annex IV of the Convention.

ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN 5 YEARS WHERE REGULATION 8.3 APPLIES

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with regulation 8.3 of Annex IV of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND REGULATION 8.4 APPLIES

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with regulation 8.4 of Annex IV of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....
(signature of duly authorized official)

Place.....

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

(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 8.5 OR 8.6 APPLIES

This Certificate shall, in accordance with regulation 8.5 or 8.6* of Annex IV of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

* Delete as appropriate.

Unified Interpretations of Annex IV

1 Definition of "a similar stage of construction"

Reg. 1.1.1 *"A similar stage of construction"* means the stage at which:

.1 construction identifiable with a specific ship begins; and

.2 assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.

2 Building contract date, keel-laying date and delivery date

Reg. 1.1.2 1 Under certain provisions of the SOLAS and MARPOL Conventions, the application of regulations to a ship is governed by the dates:

.1 for which the building contract is placed on or after dd/mm/yyyy; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after dd/mm/yyyy; or

.3 the delivery of which is on or after dd/mm/yyyy.

2 For the application of such provisions, the date on which the building contract is placed for optional ships should be interpreted to be the date on which the original building contract to construct the series of ships is signed between the shipowner and the shipbuilder provided:

.1 the option for construction of the optional ship(s) is ultimately exercised within the period of one year after the date of the original building contract for the series of ships; and

.2 the optional ships are of the same design plans and constructed by the same shipbuilder as that for the series of ships.

3 The application of regulations governed as described in paragraph 1, above, is to be applied as follows:

.1 if a building contract signing date occurs on or after the contract date specified for a particular set of regulation amendments, then, that set of regulation amendments applies;

.2 only in the absence of a building contract does the keel laying date criteria apply and, if a ship's keel laying date occurs on or after the keel laying date specified for a particular set of regulation amendments, then, that set of regulation amendments applies; and

.3 regardless of the building contract signing date or keel laying date, if a ship's delivery date occurs on or after the delivery date specified for a particular set of regulation amendments, then, that set of regulation amendments applies except in the case where the Administration has accepted that the delivery of the ships was delayed due to unforeseen circumstances beyond the control of the shipbuilder and the owner.*

3 Installed on board a ship on or after 1 January 2010

Reg. 9.1.1 For application of resolution MEPC.159(55), the phrase *"installed on board a ship on or after 1 January 2010"* shall be interpreted as follows:

.1 For new ships, installations on board ships the keels of which are laid or which are at a similar stage of construction on or after 1 January 2010.

.2 For existing ships, new installations with a contractual delivery date to the ship on or after 1 January 2010 or, in the absence of a contractual delivery date, the actual delivery of the equipment to the ship on or after 1 January 2010.

* Refer to Unified Interpretation of "Unforeseen delay in the delivery of ships" (MSC.1/Circ.1247 and MARPOL Annex I, Unified Interpretation 4).

4 Standard discharge connections

Reg. 10.1 All ships subject to Annex IV, irrespective of their size and of the presence of a sewage treatment plant or sewage holding tank, shall be provided with a pipeline and the relevant shore connection flange for discharging sewage to port sewage treatment facility.

MARPOL Annex V

Regulations for the prevention of pollution by garbage from ships

MARPOL Annex V

Regulations for the prevention of pollution by garbage from ships*

Regulation 1
Definitions

For the purposes of this Annex:

1 *Garbage* means all kinds of victual, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the ship and liable to be disposed of continuously or periodically except those substances which are defined or listed in other Annexes to the present Convention.

2 *Nearest land.* The term "from the nearest land" means from the baseline from which the territorial sea of the territory in question is established in accordance with international law, except that, for the purposes of the present Convention, "from the nearest land" off the north-eastern coast of Australia shall mean from a line drawn from a point on the coast of Australia in

latitude 11°00′ S, longitude 142°08′ E
to a point in latitude 10°35′ S, longitude 141°55′ E,
thence to a point latitude 10°00′ S, longitude 142°00′ E,
thence to a point latitude 09°10′ S, longitude 143°52′ E,
thence to a point latitude 09°00′ S, longitude 144°30′ E,
thence to a point latitude 10°41′ S, longitude 145°00′ E,
thence to a point latitude 13°00′ S, longitude 145°00′ E,
thence to a point latitude 15°00′ S, longitude 146°00′ E,
thence to a point latitude 17°30′ S, longitude 147°00′ E,
thence to a point latitude 21°00′ S, longitude 152°55′ E,
thence to a point latitude 24°30′ S, longitude 154°00′ E,
thence to a point on the coast of Australia in
latitude 24°42′ S, longitude 153°15′ E.

3 *Special area* means a sea area where for recognized technical reasons in relation to its oceanographical and ecological condition and to the particular character of its traffic the adoption of special mandatory methods for the prevention of sea pollution by garbage is required. Special areas shall include those listed in regulation 5 of this Annex.

Regulation 2
Application

Unless expressly provided otherwise, the provisions of this Annex shall apply to all ships.

* Refer to the Guidelines for the implementation of Annex V of MARPOL; see IMO sales publication IA656E.

Regulation 3
Disposal of garbage outside special areas

1 Subject to the provisions of regulations 4, 5 and 6 of this Annex:

(a) the disposal into the sea of all plastics, including but not limited to synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products which may contain toxic or heavy metal residues, is prohibited;

(b) the disposal into the sea of the following garbage shall be made as far as practicable from the nearest land but in any case is prohibited if the distance from the nearest land is less than:

(i) 25 nautical miles for dunnage, lining and packing materials which will float;

(ii) 12 nautical miles for food wastes and all other garbage including paper products, rags, glass, metal, bottles, crockery and similar refuse;

(c) disposal into the sea of garbage specified in subparagraph(b)(ii) of this regulation may be permitted when it has passed through a comminuter or grinder and made as far as practicable from the nearest land but in any case is prohibited if the distance from the nearest land is less than 3 nautical miles. Such comminuted or ground garbage shall be capable of passing through a screen with openings no greater than 25 mm.

2 When the garbage is mixed with other discharges having different disposal or discharge requirements the more stringent requirements shall apply.

Regulation 4
Special requirements for disposal of garbage

1 Subject to the provisions of paragraph 2 of this regulation, the disposal of any materials regulated by this Annex is prohibited from fixed or floating platforms engaged in the exploration, exploitation and associated offshore processing of sea-bed mineral resources, and from all other ships when alongside or within 500 m of such platforms.

2 The disposal into the sea of food wastes may be permitted when they have been passed through a comminuter or grinder from such fixed or floating platforms located more than 12 nautical miles from land and all other ships when alongside or within 500 m of such platforms. Such comminuted or ground food wastes shall be capable of passing through a screen with openings no greater than 25 mm.

Regulation 5
Disposal of garbage within special areas[*]

1 For the purposes of this Annex the special areas are the Mediterranean Sea area, the Baltic Sea area, the Black Sea area, the Red Sea area, the "Gulfs area", the North Sea area, the Antarctic area and the Wider Caribbean Region, including the Gulf of Mexico and the Caribbean Sea, which are defined as follows:

(a) The *Mediterranean Sea area* means the Mediterranean Sea proper including the gulfs and seas therein with the boundary between the Mediterranean and the Black Sea constituted by the 41° N parallel and bounded to the west by the Straits of Gibraltar at the meridian 5°36′ W.

(b) The *Baltic Sea area* means the Baltic Sea proper with the Gulf of Bothnia and the Gulf of Finland and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at 57°44.8′ N.

[*] Refer to MEPC.1/Circ.675/Rev.1 on Discharge of cargo hold washing water in the Gulfs area, Mediterranean Sea area and Wider Caribbean region under MARPOL Annex V.

(c) The *Black Sea area* means the Black Sea proper with the boundary between the Mediterranean and the Black Sea constituted by the parallel 41° N.

(d) The *Red Sea area* means the Red Sea proper including the Gulfs of Suez and Aqaba bounded at the south by the rhumb line between Ras si Ane (12°28.5′ N, 43°19.6′ E) and Husn Murad (12°40.4′ N, 43°30.2′ E).

(e) The *Gulfs area* means the sea area located north-west of the rhumb line between Ras al Hadd (22°30′ N, 59°48′ E) and Ras al Fasteh (25°04′ N, 61°25′ E).

(f) The *North Sea area* means the North Sea proper including seas therein with the boundary between:

(i) the North Sea southwards of latitude 62° N and eastwards of longitude 4° W;

(ii) the Skagerrak, the southern limit of which is determined east of the Skaw by latitude 57°44.8′ N; and

(iii) the English Channel and its approaches eastwards of longitude 5° W and northwards of latitude 48°30′ N.

(g) The *Antarctic area* means the sea area south of latitude 60° S.

(h) The *Wider Caribbean Region,* as defined in article 2, paragraph 1 of the Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region (Cartagena de Indias, 1983), means the Gulf of Mexico and Caribbean Sea proper including the bays and seas therein and that portion of the Atlantic Ocean within the boundary constituted by the 30° N parallel from Florida eastward to 77°30′ W meridian, thence a rhumb line to the intersection of 20° N parallel and 59° W meridian, thence a rhumb line to the intersection of 7°20′ N parallel and 50° W meridian, thence a rhumb line drawn south-westerly to the eastern boundary of French Guiana.

2 Subject to the provisions of regulation 6 of this Annex:

(a) disposal into the sea of the following is prohibited:

(i) all plastics, including but not limited to synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products which may contain toxic or heavy metal residues; and

(ii) all other garbage, including paper products, rags, glass, metal, bottles, crockery, dunnage, lining and packing materials;

(b) except as provided in subparagraph (c) of this paragraph, disposal into the sea of food wastes shall be made as far as practicable from land, but in any case not less than 12 nautical miles from the nearest land;

(c) disposal into the Wider Caribbean Region of food wastes which have been passed through a comminuter or grinder shall be made as far as practicable from land, but in any case not less than 3 nautical miles from the nearest land. Such comminuted or ground food wastes shall be capable of passing through a screen with openings no greater than 25 mm.

3 When the garbage is mixed with other discharges having different disposal or discharge requirements the more stringent requirements shall apply.

4 Reception facilities within special areas:

(a) The Government of each Party to the Convention, the coastline of which borders a special area, undertakes to ensure that as soon as possible in all ports within a special area adequate reception facilities are provided in accordance with regulation 7 of this Annex, taking into account the special needs of ships operating in these areas.

(b) The Government of each Party concerned shall notify the Organization of the measures taken pursuant to subparagraph (a) of this regulation. Upon receipt of sufficient notifications the Organization shall establish a date from which the requirements of this regulation in respect of the area in question shall take effect.* The Organization shall notify all Parties of the date so established no less than twelve months in advance of that date.

(c) After the date so established, ships calling also at ports in these special areas where such facilities are not yet available, shall fully comply with the requirements of this regulation.

5 Notwithstanding paragraph 4 of this regulation, the following rules apply to the Antarctic area:

(a) The Government of each Party to the Convention at whose ports ships depart *en route* to or arrive from the Antarctic area undertakes to ensure that as soon as practicable adequate facilities are provided for the reception of all garbage from all ships, without causing undue delay, and according to the needs of the ships using them.

(b) The Government of each Party to the Convention shall ensure that all ships entitled to fly its flag, before entering the Antarctic area, have sufficient capacity on board for the retention of all garbage while operating in the area and have concluded arrangements to discharge such garbage at a reception facility after leaving the area.

Regulation 6
Exceptions

Regulations 3, 4 and 5 of this Annex shall not apply to:

(a) the disposal of garbage from a ship necessary for the purpose of securing the safety of a ship and those on board or saving life at sea; or

(b) the escape of garbage resulting from damage to a ship or its equipment provided all reasonable precautions have been taken before and after the occurrence of the damage, for the purpose of preventing or minimizing the escape; or

(c) the accidental loss of synthetic fishing nets, provided that all reasonable precautions have been taken to prevent such loss.

Regulation 7
Reception facilities†

1 The Government of each Party to the Convention undertakes to ensure the provision of facilities at ports and terminals for the reception of garbage, without causing undue delay to ships, and according to the needs of the ships using them.

2 The Government of each Party shall notify the Organization for transmission to the Parties concerned of all cases where the facilities provided under this regulation are alleged to be inadequate.

Regulation 8
Port State control on operational requirements‡

1 A ship when in a port of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the

* At the time of publication, the requirements of regulation 5 have taken effect for all special areas except the Black Sea and the Red Sea.

† Refer to the Guide to good practice for port reception facility providers and users, MEPC.1/Circ.671.

‡ Refer to the Procedures for port State control, adopted by the Organization by resolution A.787(19) and amended by A.882(21); see IMO sales publication IA650E.

master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by garbage.

2 In the circumstances given in paragraph 1 of this regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex.

3 Procedures relating to the port State control prescribed in article 5 of the present Convention shall apply to this regulation.

4 Nothing in this regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

Regulation 9

Placards, garbage management plans and garbage record-keeping*

1 **(a)** Every ship of 12 m or more in length overall shall display placards which notify the crew and passengers of the disposal requirements of regulations 3 and 5 of this Annex, as applicable.

(b) The placards shall be written in the working language of the ship's personnel and, for ships engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention, shall also be in English, French or Spanish.

2 Every ship of 400 gross tonnage and above, and every ship which is certified to carry 15 persons or more, shall carry a garbage management plan which the crew shall follow. This plan shall provide written procedures for collecting, storing, processing and disposing of garbage, including the use of the equipment on board. It shall also designate the person in charge of carrying out the plan. Such a plan shall be in accordance with the guidelines developed by the Organization and written in the working language of the crew.

3 Every ship of 400 gross tonnage and above and every ship which is certified to carry 15 persons or more engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention and every fixed and floating platform engaged in exploration and exploitation of the sea-bed shall be provided with a Garbage Record Book. The Garbage Record Book, whether as a part of the ship's official log-book or otherwise, shall be in the form specified in the appendix to this Annex;

(a) each discharge operation, or completed incineration, shall be recorded in the Garbage Record Book and signed for on the date of the incineration or discharge by the officer in charge. Each completed page of the Garbage Record Book shall be signed by the master of the ship. The entries in the Garbage Record Book shall be at least in English, French or Spanish. Where the entries are also made in an official language of the State whose flag the ship is entitled to fly, these entries shall prevail in case of a dispute or discrepancy;

(b) the entry for each incineration or discharge shall include date and time, position of the ship, description of the garbage and the estimated amount incinerated or discharged;

(c) the Garbage Record Book shall be kept on board the ship and in such a place as to be available for inspection in a reasonable time. This document shall be preserved for a period of two years after the last entry is made on the record;

(d) in the event of discharge, escape or accidental loss referred to in regulation 6 of this Annex an entry shall be made in the Garbage Record Book of the circumstances of, and the reasons for, the loss.

4 The Administration may waive the requirements for Garbage Record Books for:

(a) any ship engaged on voyages of 1 h or less in duration which is certified to carry 15 persons or more; or

* Refer to the Guidelines for the development of garbage management plans; see IMO sales publication IA656E.

(b) fixed or floating platforms while engaged in exploration and exploitation of the sea-bed.

5 The competent authority of the Government of a Party to the Convention may inspect the Garbage Record Book on board any ship to which this regulation applies while the ship is in its ports 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 an entry. Any copy so made, which has been certified by the master of the ship as a true copy of an entry in the ship's Garbage Record Book, shall be admissible in any judicial proceedings as evidence of the facts stated in the entry. The inspection of a Garbage Record Book 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.

6 In the case of ships built before 1 July 1997, this regulation shall apply as from 1 July 1998.

Appendix to Annex V

Appendix
Form of Garbage Record Book

GARBAGE RECORD BOOK

Name of ship .....

Distinctive number or letters .....

IMO Number .....

Period from: ..... to .....

1 Introduction

In accordance with regulation 9 of Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL), a record is to be kept of each discharge operation or completed incineration. This includes discharges at sea, to reception facilities, or to other ships.

2 Garbage and garbage management

Garbage includes all kinds of food, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the vessel and liable to be disposed of continuously or periodically except those substances which are defined or listed in other annexes to MARPOL (such as oil, sewage or noxious liquid substances).

The Guidelines for the Implementation of Annex V of MARPOL* should also be referred to for relevant information.

3 Description of the garbage

The garbage is to be grouped into categories for the purposes of this record book as follows:

1 Plastics
2 Floating dunnage, lining, or packing material
3 Ground-down paper products, rags, glass, metal, bottles, crockery, etc.
4 Cargo residues, paper products, rags, glass, metal, bottles, crockery, etc.
5 Food waste
6 Incinerator ash.

4 Entries in the Garbage Record Book

4.1 Entries in the Garbage Record Book shall be made on each of the following occasions:

(a) When garbage is discharged into the sea:
  (i) Date and time of discharge
  (ii) Position of the ship (latitude and longitude). Note: for cargo residue discharges, include discharge start and stop positions.
  (iii) Category of garbage discharged
  (iv) Estimated amount discharged for each category in cubic metres
  (v) Signature of the officer in charge of the operation.

* Refer to the Guidelines for the implementation of Annex V of MARPOL; see IMO sales publication IA656E.

(b) When garbage is discharged to reception facilities ashore or to other ships:
  (i) Date and time of discharge
  (ii) Port or facility, or name of ship
  (iii) Category of garbage discharged
  (iv) Estimated amount discharged for each category in cubic metres
  (v) Signature of officer in charge of the operation.

(c) When garbage is incinerated:
  (i) Date and time of start and stop of incineration
  (ii) Position of the ship (latitude and longitude)
  (iii) Estimated amount incinerated in cubic metres
  (iv) Signature of the officer in charge of the operation.

(d) Accidental or other exceptional discharges of garbage
  (i) Time of occurrence
  (ii) Port or position of the ship at time of occurrence
  (iii) Estimated amount and category of garbage
  (iv) Circumstances of disposal, escape or loss, the reason therefor and general remarks.

4.2 Receipts

The master should obtain from the operator of port reception facilities, or from the master of the ship receiving the garbage, a receipt or certificate specifying the estimated amount of garbage transferred. The receipts or certificates must be kept on board the ship with the Garbage Record Book for two years.

4.3 Amount of garbage

The amount of garbage on board should be estimated in cubic metres, if possible separately according to category. The Garbage Record Book contains many references to estimated amount of garbage. It is recognized that the accuracy of estimating amounts of garbage is left to interpretation. Volume estimates will differ before and after processing. Some processing procedures may not allow for a usable estimate of volume, e.g. the continuous processing of food waste. Such factors should be taken into consideration when making and interpreting entries made in a record.

RECORD OF GARBAGE DISCHARGES

Ship's name ..... Distinctive number or letters .....IMO No. .....

Garbage categories:

1: Plastic.

2: Floating dunnage, lining, or packing materials.

3: Ground paper products, rags, glass, metal, bottles, crockery, etc.

4: Cargo residues, paper products, rags, glass, metal, bottles, crockery, etc.

5: Food waste.

6: Incinerator ash except from plastic products which may contain toxic or heavy metal residues.

Note: The discharge of any garbage other than food waste is prohibited in special areas. Only garbage discharged into the sea must be categorized. Garbage other than category 1 discharged to reception facilities need only be listed as a total estimated amount. Discharges of cargo residues require start and stop positions to be recorded.

Date/time	Position of the ship	Estimated amount discharged into sea (m^3)					Estimated amount discharged to reception facilities or to other ship (m^3)		Estimated amount incinerated (m^3)	Certification/ Signature
		Cat. 2	Cat. 3	Cat. 4	Cat. 5	Cat.6	Cat. 1	Other		

Master's signature .....Date .....

MARPOL Annex VI

Regulations for the prevention of air pollution from ships

MARPOL Annex VI

Regulations for the prevention of air pollution from ships

Chapter 1 – General

Regulation 1
Application

The provisions of this Annex shall apply to all ships, except where expressly provided otherwise in regulations 3, 5, 6, 13, 15, 16 and 18 of this Annex.

Regulation 2
Definitions

For the purpose of this Annex:

1 *Annex* means Annex VI to the International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL), as modified by the Protocol of 1978 relating thereto, and as modified by the Protocol of 1997, as amended by the Organization, provided that such amendments are adopted and brought into force in accordance with the provisions of article 16 of the present Convention.

2 *A similar stage of construction* means the stage at which:

.1 construction identifiable with a specific ship begins; and

.2 assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.

3 *Anniversary date* means the day and the month of each year that will correspond to the date of expiry of the International Air Pollution Prevention Certificate.

4 *Auxiliary control device* means a system, function or control strategy installed on a marine diesel engine that is used to protect the engine and/or its ancillary equipment against operating conditions that could result in damage or failure, or that is used to facilitate the starting of the engine. An auxiliary control device may also be a strategy or measure that has been satisfactorily demonstrated not to be a defeat device.

5 *Continuous feeding* is defined as the process whereby waste is fed into a combustion chamber without human assistance while the incinerator is in normal operating conditions with the combustion chamber operative temperature between 850°C and 1,200°C.

6 *Defeat device* means a device that measures, senses or responds to operating variables (e.g., engine speed, temperature, intake pressure or any other parameter) for the purpose of activating, modulating, delaying or deactivating the operation of any component or the function of the emission control system such that the effectiveness of the emission control system is reduced under conditions encountered during normal operation, unless the use of such a device is substantially included in the applied emission certification test procedures.

7 *Emission* means any release of substances, subject to control by this Annex, from ships into the atmosphere or sea.

8 *Emission control area* means an area where the adoption of special mandatory measures for emissions from ships is required to prevent, reduce and control air pollution from NO_x or SO_x and particulate matter or all three types of emissions and their attendant adverse impacts on human health and the environment. Emission control areas shall include those listed in, or designated under, regulations 13 and 14 of this Annex.

9 *Fuel oil* means any fuel delivered to and intended for combustion purposes for propulsion or operation on board a ship, including distillate and residual fuels.

10 *Gross tonnage* means the gross tonnage calculated in accordance with the tonnage measurement regulations contained in Annex I to the International Convention on Tonnage Measurements of Ships, 1969, or any successor Convention.

11 *Installations* in relation to regulation 12 of this Annex means the installation of systems, equipment, including portable fire-extinguishing units, insulation, or other material on a ship, but excludes the repair or recharge of previously installed systems, equipment, insulation or other material, or the recharge of portable fire-extinguishing units.

12 *Installed* means a marine diesel engine that is or is intended to be fitted on a ship, including a portable auxiliary marine diesel engine, only if its fuelling, cooling or exhaust system is an integral part of the ship. A fuelling system is considered integral to the ship only if it is permanently affixed to the ship. This definition includes a marine diesel engine that is used to supplement or augment the installed power capacity of the ship and is intended to be an integral part of the ship.

13 *Irrational emission control strategy* means any strategy or measure that, when the ship is operated under normal conditions of use, reduces the effectiveness of an emission control system to a level below that expected on the applicable emission test procedures.

14 *Marine diesel engine* means any reciprocating internal combustion engine operating on liquid or dual fuel, to which regulation 13 of this Annex applies, including booster/compound systems if applied.

15 *NO_x Technical Code* means the Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines adopted by resolution 2 of the 1997 MARPOL Conference, as amended by the Organization, provided that such amendments are adopted and brought into force in accordance with the provisions of article 16 of the present Convention.

16 *Ozone-depleting substances* means controlled substances defined in paragraph (4) of article 1 of the Montreal Protocol on Substances that Deplete the Ozone Layer, 1987, listed in Annexes A, B, C or E to the said Protocol in force at the time of application or interpretation of this Annex.

Ozone-depleting substances that may be found on board ship include, but are not limited to:

Halon 1211	Bromochlorodifluoromethane
Halon 1301	Bromotrifluoromethane
Halon 2402	1,2-Dibromo-1,1,2,2-tetraflouroethane (also known as Halon 114B2)
CFC-11	Trichlorofluoromethane
CFC-12	Dichlorodifluoromethane
CFC-113	1,1,2-Trichloro-1,2,2-trifluoroethane
CFC-114	1,2-Dichloro-1,1,2,2-tetrafluoroethane
CFC-115	Chloropentafluoroethane

17 *Shipboard incineration* means the incineration of wastes or other matter on board a ship, if such wastes or other matter were generated during the normal operation of that ship.

18 *Shipboard incinerator* means a shipboard facility designed for the primary purpose of incineration.

19 *Ships constructed* means ships the keels of which are laid or that are at a similar stage of construction.

20 *Sludge oil* means sludge from the fuel oil or lubricating oil separators, waste lubricating oil from main or auxiliary machinery, or waste oil from bilge water separators, oil filtering equipment or drip trays.

21 *Tanker* means an oil tanker as defined in regulation 1 of Annex I or a chemical tanker as defined in regulation 1 of Annex II of the present Convention.

Regulation 3
Exceptions and exemptions

General

1 Regulations of this Annex shall not apply to:

.1 any emission necessary for the purpose of securing the safety of a ship or saving life at sea; or

.2 any emission resulting from damage to a ship or its equipment:

.2.1 provided that all reasonable precautions have been taken after the occurrence of the damage or discovery of the emission for the purpose of preventing or minimizing the emission; and

.2.2 except if the owner or the master acted either with intent to cause damage, or recklessly and with knowledge that damage would probably result.

Trials for ship emission reduction and control technology research

2 The Administration of a Party may, in co-operation with other Administrations as appropriate, issue an exemption from specific provisions of this Annex for a ship to conduct trials for the development of ship emission reduction and control technologies and engine design programmes. Such an exemption shall only be provided if the applications of specific provisions of the Annex or the revised NO_x Technical Code 2008 could impede research into the development of such technologies or programmes. A permit for such an exemption shall only be provided to the minimum number of ships necessary and be subject to the following provisions:

.1 for marine diesel engines with a per cylinder displacement up to 30 ℓ, the duration of the sea trial shall not exceed 18 months. If additional time is required, a permitting Administration or Administrations may permit a renewal for one additional 18-month period; or

.2 for marine diesel engines with a per cylinder displacement at or above 30 ℓ, the duration of the ship trial shall not exceed five years and shall require a progress review by the permitting Administration or Administrations at each intermediate survey. A permit may be withdrawn based on this review if the testing has not adhered to the conditions of the permit or if it is determined that the technology or programme is not likely to produce effective results in the reduction and control of ship emissions. If the reviewing Administration or Administrations determine that additional time is required to conduct a test of a particular technology or programme, a permit may be renewed for an additional time period not to exceed five years.

Emissions from sea-bed mineral activities

3.1 Emissions directly arising from the exploration, exploitation and associated offshore processing of sea-bed mineral resources are, consistent with article 2(3)(b)(ii) of the present Convention, exempt from the provisions of this Annex. Such emissions include the following:

.1 emissions resulting from the incineration of substances that are solely and directly the result of exploration, exploitation and associated offshore processing of sea-bed mineral resources, including but not limited to the flaring of hydrocarbons and the burning of cuttings, muds, and/or stimulation fluids during well completion and testing operations, and flaring arising from upset conditions;

.2 the release of gases and volatile compounds entrained in drilling fluids and cuttings;

.3 emissions associated solely and directly with the treatment, handling or storage of sea-bed minerals; and

.4 emissions from marine diesel engines that are solely dedicated to the exploration, exploitation and associated offshore processing of sea-bed mineral resources.

3.2 The requirements of regulation 18 of this Annex shall not apply to the use of hydrocarbons that are produced and subsequently used on site as fuel, when approved by the Administration.

Regulation 4
Equivalents[*]

1 The Administration of a Party may allow any fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex if such fitting, material, appliance or apparatus or other procedures, alternative fuel oils, or compliance methods are at least as effective in terms of emissions reductions as that required by this Annex, including any of the standards set forth in regulations 13 and 14.

2 The Administration of a Party that allows a fitting, material, appliance or apparatus or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex shall communicate to the Organization for circulation to the Parties particulars thereof, for their information and appropriate action, if any.

3 The Administration of a Party should take into account any relevant guidelines developed by the Organization pertaining to the equivalents provided for in this regulation.

4 The Administration of a Party that allows the use of an equivalent as set forth in paragraph 1 of this regulation shall endeavour not to impair or damage its environment, human health, property or resources or those of other States.

[*] Refer to the 2009 Guidelines for exhaust gas cleaning systems, adopted by resolution MEPC.184(59).

Chapter 2 – Survey, certification and means of control

Regulation 5
Surveys

1 Every ship of 400 gross tonnage and above and every fixed and floating drilling rig and other platforms shall be subject to the surveys specified below:

.1 An initial survey before the ship is put into service or before the certificate required under regulation 6 of this Annex is issued for the first time. This survey shall be such as to ensure that the equipment, systems, fittings, arrangements and material fully comply with the applicable requirements of this Annex;

.2 A renewal survey at intervals specified by the Administration, but not exceeding five years, except where regulation 9.2, 9.5, 9.6 or 9.7 of this Annex is applicable. The renewal survey shall be such as to ensure that the equipment, systems, fittings, arrangements and material fully comply with applicable requirements of this Annex;

.3 An intermediate survey within three months before or after the second anniversary date or within three months before or after the third anniversary date of the certificate, which shall take the place of one of the annual surveys specified in paragraph 1.4 of this regulation. The intermediate survey shall be such as to ensure that the equipment and arrangements fully comply with the applicable requirements of this Annex and are in good working order. Such intermediate surveys shall be endorsed on the certificate issued under regulation 6 or 7 of this Annex;

.4 An annual survey within three months before or after each anniversary date of the certificate, including a general inspection of the equipment, systems, fittings, arrangements and material referred to in paragraph 1.1 of this regulation to ensure that they have been maintained in accordance with paragraph 4 of this regulation and that they remain satisfactory for the service for which the ship is intended. Such annual surveys shall be endorsed on the certificate issued under regulation 6 or 7 of this Annex; and

.5 An additional survey either general or partial, according to the circumstances, shall be made whenever any important repairs or renewals are made as prescribed in paragraph 4 of this regulation or after a repair resulting from investigations prescribed in paragraph 5 of this regulation. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory and that the ship complies in all respects with the requirements of this Annex.

2 In the case of ships of less than 400 gross tonnage, the Administration may establish appropriate measures in order to ensure that the applicable provisions of this Annex are complied with.

3 Surveys of ships as regards the enforcement of the provisions of this Annex shall be carried out by officers of the Administration.

.1 The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it. Such organizations shall comply with the guidelines adopted by the Organization;*

* Refer to the Guidelines for the authorization of organizations acting on behalf of the Administration, adopted by the Organization by resolution A.739(18), as amended by resolution MSC.208(81), and the Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration, adopted by the Organization by resolution A.789(19), as may be amended by the Organization. Refer also to the Survey Guidelines under the Harmonized System of Survey and Certification for the revised MARPOL Annex VI (resolution MEPC.180(59).

.2 The survey of marine diesel engines and equipment for compliance with regulation 13 of this Annex shall be conducted in accordance with the revised NO_x Technical Code 2008;

.3 When a nominated surveyor or recognized organization determines that the condition of the equipment does not correspond substantially with the particulars of the certificate, it shall ensure that corrective action is taken and shall in due course notify the Administration. If such corrective action is not taken, the certificate shall be withdrawn by the Administration. If the ship is in a port of another Party, the appropriate authorities of the port State shall also be notified immediately. When an officer of the Administration, a nominated surveyor or recognized organization has notified the appropriate authorities of the port State, the Government of the port State concerned shall give such officer, surveyor or organization any necessary assistance to carry out their obligations under this regulation; and

.4 In every case, the Administration concerned shall fully guarantee the completeness and efficiency of the survey and shall undertake to ensure the necessary arrangements to satisfy this obligation.

4 The equipment shall be maintained to conform with the provisions of this Annex and no changes shall be made in the equipment, systems, fittings, arrangements or material covered by the survey, without the express approval of the Administration. The direct replacement of such equipment and fittings with equipment and fittings that conform with the provisions of this Annex is permitted.

5 Whenever an accident occurs to a ship or a defect is discovered that substantially affects the efficiency or completeness of its equipment covered by this Annex, the master or owner of the ship shall report at the earliest opportunity to the Administration, a nominated surveyor or recognized organization responsible for issuing the relevant certificate.

Regulation 6
Issue or endorsement of a Certificate

1 An International Air Pollution Prevention Certificate shall be issued, after an initial or renewal survey in accordance with the provisions of regulation 5 of this Annex, to:

.1 any ship of 400 gross tonnage and above engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties; and

.2 platforms and drilling rigs engaged in voyages to waters under the sovereignty or jurisdiction of other Parties.

2 A ship constructed before the date of entry into force of Annex VI for such ship's Administration shall be issued with an International Air Pollution Prevention Certificate in accordance with paragraph 1 of this regulation no later than the first scheduled dry-docking after the date of such entry into force, but in no case later than three years after this date.

3 Such certificate shall be issued or endorsed either by the Administration or by any person or organization duly authorized by it. In every case, the Administration assumes full responsibility for the certificate.

Regulation 7
Issue of a Certificate by another Party

1 A Party may, at the request of the Administration, cause a ship to be surveyed and, if satisfied that the provisions of this Annex are complied with, shall issue or authorize the issuance of an International Air Pollution Prevention Certificate to the ship, and where appropriate, endorse or authorize the endorsement of that certificate on the ship, in accordance with this Annex.

2 A copy of the certificate and a copy of the survey report shall be transmitted as soon as possible to the requesting Administration.

3 A certificate so issued shall contain a statement to the effect that it has been issued at the request of the Administration and it shall have the same force and receive the same recognition as a certificate issued under regulation 6 of this Annex.

4 No International Air Pollution Prevention Certificate shall be issued to a ship that is entitled to fly the flag of a State which is not a Party.

Regulation 8
Form of Certificate

The International Air Pollution Prevention Certificate shall be drawn up in a form corresponding to the model given in appendix I to this Annex and 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.

Regulation 9
Duration and validity of Certificate

1 An International Air Pollution Prevention Certificate shall be issued for a period specified by the Administration, which shall not exceed five years.

2 Notwithstanding the requirements of paragraph 1 of this regulation:

.1 when the renewal survey is completed within three months before the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing certificate;

.2 when the renewal survey is completed after the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing certificate; and

.3 when the renewal survey is completed more than three months before the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of completion of the renewal survey.

3 If a certificate is issued for a period of less than five years, the Administration may extend the validity of the certificate beyond the expiry date to the maximum period specified in paragraph 1 of this regulation, provided that the surveys referred to in regulations 5.1.3 and 5.1.4 of this Annex applicable when a certificate is issued for a period of five years are carried out as appropriate.

4 If a renewal survey has been completed and a new certificate cannot be issued or placed on board the ship before the expiry date of the existing certificate, the person or organization authorized by the Administration may endorse the existing certificate and such a certificate shall be accepted as valid for a further period that shall not exceed five months from the expiry date.

5 If a ship, at the time when a certificate expires, is not in a port in which it is to be surveyed, the Administration may extend the period of validity of the certificate, but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so. No certificate shall be extended for a period longer than three months, and a ship to which an extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port without having a new certificate. When the renewal survey is completed, the new certificate shall be valid to a date not exceeding five years from the date of expiry of the existing certificate before the extension was granted.

6 A certificate issued to a ship engaged on short voyages that has not been extended under the foregoing provisions of this regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it. When the renewal survey is completed, the new certificate shall be valid to a date not exceeding five years from the date of expiry of the existing certificate before the extension was granted.

7 In special circumstances, as determined by the Administration, a new certificate need not be dated from the date of expiry of the existing certificate as required by paragraph 2.1, 5 or 6 of this regulation. In these special circumstances, the new certificate shall be valid to a date not exceeding five years from the date of completion of the renewal survey.

8 If an annual or intermediate survey is completed before the period specified in regulation 5 of this Annex, then:

.1 the anniversary date shown on the certificate shall be amended by endorsement to a date that shall not be more than three months later than the date on which the survey was completed;

.2 the subsequent annual or intermediate survey required by regulation 5 of this Annex shall be completed at the intervals prescribed by that regulation using the new anniversary date; and

.3 the expiry date may remain unchanged, provided one or more annual or intermediate surveys, as appropriate, are carried out so that the maximum intervals between the surveys prescribed by regulation 5 of this Annex are not exceeded.

9 A certificate issued under regulation 6 or 7 of this Annex shall cease to be valid in any of the following cases:

.1 if the relevant surveys are not completed within the periods specified under regulation 5.1 of this Annex;

.2 if the certificate is not endorsed in accordance with regulation 5.1.3 or 5.1.4 of this Annex; and

.3 upon transfer of the ship to the flag of another State. A new certificate shall only be issued when the Government issuing the new certificate is fully satisfied that the ship is in compliance with the requirements of regulation 5.4 of this Annex. In the case of a transfer between Parties, if requested within three months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.

Regulation 10
Port State control on operational requirements[*]

1 A ship, when in a port or an offshore terminal under the jurisdiction of another Party, is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of air pollution from ships.

2 In the circumstances given in paragraph 1 of this regulation, the Party shall take such steps as to ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex.

3 Procedures relating to the port State control prescribed in article 5 of the present Convention shall apply to this regulation.

4 Nothing in this regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

[*] Refer to the Procedures for port State control adopted by the Organization by resolution A.787(19) and amended by A.882(21); see IMO sales publication IA650E. Refer also to the revised Guidelines for port State control under the revised MARPOL Annex VI (resolution MEPC.181(59)).

Regulation 11
Detection of violations and enforcement

1 Parties shall co-operate in the detection of violations and the enforcement of the provisions of this Annex, using all appropriate and practicable measures of detection and environmental monitoring, adequate procedures for reporting and accumulation of evidence.

2 A ship to which this Annex applies may, in any port or offshore terminal of a Party, be subject to inspection by officers appointed or authorized by that Party for the purpose of verifying whether the ship has emitted any of the substances covered by this Annex in violation of the provision of this Annex. If an inspection indicates a violation of this Annex, a report shall be forwarded to the Administration for any appropriate action.

3 Any Party shall furnish to the Administration evidence, if any, that the ship has emitted any of the substances covered by this Annex in violation of the provisions of this Annex. If it is practicable to do so, the competent authority of the former Party shall notify the master of the ship of the alleged violation.

4 Upon receiving such evidence, the Administration so informed shall investigate the matter, and may request the other Party to furnish further or better evidence of the alleged contravention. If the Administration is satisfied that sufficient evidence is available to enable proceedings to be brought in respect of the alleged violation, it shall cause such proceedings to be taken in accordance with its law as soon as possible. The Administration shall promptly inform the Party that has reported the alleged violation, as well as the Organization, of the action taken.

5 A Party may also inspect a ship to which this Annex applies when it enters the ports or offshore terminals under its jurisdiction, if a request for an investigation is received from any Party together with sufficient evidence that the ship has emitted any of the substances covered by the Annex in any place in violation of this Annex. The report of such investigation shall be sent to the Party requesting it and to the Administration so that the appropriate action may be taken under the present Convention.

6 The international law concerning the prevention, reduction and control of pollution of the marine environment from ships, including that law relating to enforcement and safeguards, in force at the time of application or interpretation of this Annex, applies, *mutatis mutandis*, to the rules and standards set forth in this Annex.

Chapter 3 – Requirements for control of emissions from ships

Regulation 12
Ozone-depleting substances

1 This regulation does not apply to permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone-depleting substances.

2 Subject to the provisions of regulation 3.1, any deliberate emissions of ozone-depleting substances shall be prohibited. Deliberate emissions include emissions occurring in the course of maintaining, servicing, repairing or disposing of systems or equipment, except that deliberate emissions do not include minimal releases associated with the recapture or recycling of an ozone-depleting substance. Emissions arising from leaks of an ozone-depleting substance, whether or not the leaks are deliberate, may be regulated by Parties.

3.1 Installations that contain ozone-depleting substances, other than hydrochlorofluorocarbons, shall be prohibited:

.1 on ships constructed on or after 19 May 2005; or

.2 in the case of ships constructed before 19 May 2005, which have a contractual delivery date of the equipment to the ship on or after 19 May 2005 or, in the absence of a contractual delivery date, the actual delivery of the equipment to the ship on or after 19 May 2005.

3.2 Installations that contain hydrochlorofluorocarbons shall be prohibited:

.1 on ships constructed on or after 1 January 2020; or

.2 in the case of ships constructed before 1 January 2020, which have a contractual delivery date of the equipment to the ship on or after 1 January 2020 or, in the absence of a contractual delivery date, the actual delivery of the equipment to the ship on or after 1 January 2020.

4 The substances referred to in this regulation, and equipment containing such substances, shall be delivered to appropriate reception facilities when removed from ships.

5 Each ship subject to regulation 6.1 shall maintain a list of equipment containing ozone-depleting substances.*

6 Each ship subject to regulation 6.1 that has rechargeable systems that contain ozone-depleting substances shall maintain an *ozone-depleting substances record book*. This record book may form part of an existing logbook or electronic recording system as approved by the Administration.

7 Entries in the ozone-depleting substances record book shall be recorded in terms of mass (kg) of substance and shall be completed without delay on each occasion, in respect of the following:

.1 recharge, full or partial, of equipment containing ozone-depleting substances;

.2 repair or maintenance of equipment containing ozone-depleting substances;

.3 discharge of ozone-depleting substances to the atmosphere:

.3.1 deliberate; and

.3.2 non-deliberate;

.4 discharge of ozone-depleting substances to land-based reception facilities; and

.5 supply of ozone-depleting substances to the ship.

* See appendix I, Supplement to International Air Pollution Prevention Certificate (IAPP Certificate), section 2.1.

Regulation 13
Nitrogen oxides (NO_x)

Application

1.1 This regulation shall apply to:

.1 each marine diesel engine with a power output of more than 130 kW installed on a ship; and

.2 each marine diesel engine with a power output of more than 130 kW that undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine that it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.

1.2 This regulation does not apply to:

.1 a marine diesel engine intended to be used solely for emergencies, or solely to power any device or equipment intended to be used solely for emergencies on the ship on which it is installed, or a marine diesel engine installed in lifeboats intended to be used solely for emergencies; and

.2 a marine diesel engine installed on a ship solely engaged in voyages within waters subject to the sovereignty or jurisdiction of the State the flag of which the ship is entitled to fly, provided that such engine is subject to an alternative NO_x control measure established by the Administration.

1.3 Notwithstanding the provisions of paragraph 1.1 of this regulation, the Administration may provide an exclusion from the application of this regulation for any marine diesel engine that is installed on a ship constructed, or for any marine diesel engine that undergoes a major conversion, before 19 May 2005, provided that the ship on which the engine is installed is solely engaged in voyages to ports or offshore terminals within the State the flag of which the ship is entitled to fly.

Major conversion

2.1 For the purpose of this regulation, *major conversion* means a modification on or after 1 January 2000 of a marine diesel engine that has not already been certified to the standards set forth in paragraph 3, 4, or 5.1.1 of this regulation where:

.1 the engine is replaced by a marine diesel engine or an additional marine diesel engine is installed, or

.2 any substantial modification, as defined in the revised NO_x Technical Code 2008, is made to the engine, or

.3 the maximum continuous rating of the engine is increased by more than 10% compared to the maximum continuous rating of the original certification of the engine.

2.2 For a major conversion involving the replacement of a marine diesel engine with a non-identical marine diesel engine or the installation of an additional marine diesel engine, the standards in this regulation in force at the time of the replacement or addition of the engine shall apply. On or after 1 January 2016, in the case of replacement engines only, if it is not possible for such a replacement engine to meet the standards set forth in paragraph 5.1.1 of this regulation (Tier III), then that replacement engine shall meet the standards set forth in paragraph 4 of this regulation (Tier II). Guidelines are to be developed by the Organization to set forth the criteria of when it is not possible for a replacement engine to meet the standards in paragraph 5.1.1 of this regulation.

2.3 A marine diesel engine referred to in paragraph 2.1.2 or 2.1.3 of this regulation shall meet the following standards:

.1 for ships constructed prior to 1 January 2000, the standards set forth in paragraph 3 of this regulation shall apply; and

.2 for ships constructed on or after 1 January 2000, the standards in force at the time the ship was constructed shall apply.

Tier I

3 Subject to regulation 3 of this Annex, the operation of a marine diesel engine that is installed on a ship constructed on or after 1 January 2000 and prior to 1 January 2011 is prohibited, except when the emission of nitrogen oxides (calculated as the total weighted emission of NO_2) from the engine is within the following limits, where n = rated engine speed (crankshaft revolutions per minute):

.1 17.0 g/kWh when n is less than 130 rpm;

.2 $45 \cdot n^{(-0.2)}$ g/kWh when n is 130 or more but less than 2,000 rpm;

.3 9.8 g/kWh when n is 2,000 rpm or more.

Tier II

4 Subject to regulation 3 of this Annex, the operation of a marine diesel engine that is installed on a ship constructed on or after 1 January 2011 is prohibited, except when the emission of nitrogen oxides (calculated as the total weighted emission of NO_2) from the engine is within the following limits, where n = rated engine speed (crankshaft revolutions per minute):

.1 14.4 g/kWh when n is less than 130 rpm;

.2 $44 \cdot n^{(-0.23)}$ g/kWh when n is 130 or more but less than 2,000 rpm;

.3 7.7 g/kWh when n is 2,000 rpm or more.

Tier III

5.1 Subject to regulation 3 of this Annex, the operation of a marine diesel engine that is installed on a ship constructed on or after 1 January 2016:

.1 is prohibited except when the emission of nitrogen oxides (calculated as the total weighted emission of NO_2) from the engine is within the following limits, where n = rated engine speed (crankshaft revolutions per minute):

.1.1 3.4 g/kWh when n is less than 130 rpm;

.1.2 $9 \cdot n^{(-0.2)}$ g/kWh when n is 130 or more but less than 2,000 rpm; and

.1.3 2.0 g/kWh when n is 2,000 rpm or more;

.2 is subject to the standards set forth in paragraph 5.1.1 of this regulation when the ship is operating in an emission control area designated under paragraph 6 of this regulation; and

.3 is subject to the standards set forth in paragraph 4 of this regulation when the ship is operating outside of an emission control area designated under paragraph 6 of this regulation.

5.2 Subject to the review set forth in paragraph 10 of this regulation, the standards set forth in paragraph 5.1.1 of this regulation shall not apply to:

.1 a marine diesel engine installed on a ship with a length (L), as defined in regulation 1.19 of Annex I to the present Convention, less than 24 metres when it has been specifically designed, and is used solely, for recreational purposes; or

.2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship.

Emission control area

6 For the purposes of this regulation, emission control areas shall be:

.1 the North American area, which means the area described by the coordinates provided in appendix VII to this Annex; and

.2 any other sea area, including any port area, designated by the Organization in accordance with the criteria and procedures set forth in appendix III to this Annex.

Marine diesel engines installed on a ship constructed prior to 1 January 2000

7.1 Notwithstanding paragraph 1.1.1 of this regulation, a marine diesel engine with a power output of more than 5,000 kW and a per cylinder displacement at or above 90 ℓ installed on a ship constructed on or after 1 January 1990 but prior to 1 January 2000 shall comply with the emission limits set forth in paragraph 7.4 of this regulation, provided that an approved method for that engine has been certified by an Administration of a Party and notification of such certification has been submitted to the Organization by the certifying Administration. Compliance with this paragraph shall be demonstrated through one of the following:

.1 installation of the certified approved method, as confirmed by a survey using the verification procedure specified in the approved method file, including appropriate notation on the ship's International Air Pollution Prevention Certificate of the presence of the approved method; or

.2 certification of the engine confirming that it operates within the limits set forth in paragraph 3, 4, or 5.1.1 of this regulation and an appropriate notation of the engine certification on the ship's International Air Pollution Prevention Certificate.

7.2 Paragraph 7.1 of this regulation shall apply no later than the first renewal survey that occurs 12 months or more after deposit of the notification in paragraph 7.1. If a shipowner of a ship on which an approved method is to be installed can demonstrate to the satisfaction of the Administration that the approved method was not commercially available despite best efforts to obtain it, then that approved method shall be installed on the ship no later than the next annual survey of that ship that falls after the approved method is commercially available.

7.3 With regard to a ship with a marine diesel engine with a power output of more than 5,000 kW and a per cylinder displacement at or above 90 ℓ installed on a ship constructed on or after 1 January 1990 but prior to 1 January 2000, the International Air Pollution Prevention Certificate shall, for a marine diesel engine to which paragraph 7.1 of this regulation applies, indicate that either an approved method has been applied pursuant to paragraph 7.1.1 of this regulation or the engine has been certified pursuant to paragraph 7.1.2 of this regulation or that an approved method does not yet exist or is not yet commercially available as described in paragraph 7.2 of this regulation.

7.4 Subject to regulation 3 of this Annex, the operation of a marine diesel engine described in paragraph 7.1 of this regulation is prohibited, except when the emission of nitrogen oxides (calculated as the total weighted emission of NO_2) from the engine is within the following limits, where n = rated engine speed (crankshaft revolutions per minute):

.1 17.0 g/kWh when n is less than 130 rpm;

.2 $45 \cdot n^{(-0.2)}$ g/kWh when n is 130 or more but less than 2,000 rpm; and

.3 9.8 g/kWh when n is 2,000 rpm or more.

7.5 Certification of an approved method shall be in accordance with chapter 7 of the revised NO_x Technical Code 2008 and shall include verification:

.1 by the designer of the base marine diesel engine to which the approved method applies that the calculated effect of the approved method will not decrease engine rating by more than 1.0%, increase fuel consumption by more than 2.0% as measured according to the appropriate test cycle set forth in the revised NO_x Technical Code 2008, or adversely affect engine durability or reliability; and

.2 that the cost of the approved method is not excessive, which is determined by a comparison of the amount of NO_x reduced by the approved method to achieve the standard set forth in paragraph 7.4 of this regulation and the cost of purchasing and installing such approved method.*

Certification

8 The revised NO_x Technical Code 2008 shall be applied in the certification, testing and measurement procedures for the standards set forth in this regulation.

9 The procedures for determining NO_x emissions set out in the revised NO_x Technical Code 2008 are intended to be representative of the normal operation of the engine. Defeat devices and irrational emission control strategies undermine this intention and shall not be allowed. This regulation shall not prevent the use of auxiliary control devices that are used to protect the engine and/or its ancillary equipment against operating conditions that could result in damage or failure or that are used to facilitate the starting of the engine.

Review

10 Beginning in 2012 and completed no later than 2013, the Organization shall review the status of the technological developments to implement the standards set forth in paragraph 5.1.1 of this regulation and shall, if proven necessary, adjust the time periods (effective date) set forth in that paragraph.

Regulation 14
Sulphur oxides (SO_x) and particulate matter

General requirements

1 The sulphur content of any fuel oil used on board ships shall not exceed the following limits:

.1 4.50% m/m prior to 1 January 2012;

.2 3.50% m/m on and after 1 January 2012; and

.3 0.50% m/m on and after 1 January 2020.

2 The worldwide average sulphur content of residual fuel oil supplied for use on board ships shall be monitored taking into account guidelines developed by the Organization.†

Requirements within emission control areas

3 For the purpose of this regulation, emission control areas shall include:

.1 the Baltic Sea area as defined in regulation 1.11.2 of Annex I and the North Sea as defined in regulation 5.1(f) of Annex V;

.2 the North American area as described by the coordinates provided in appendix VII to this Annex; and

.3 any other sea area, including any port area, designated by the Organization in accordance with the criteria and procedures set forth in appendix III to this Annex.

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* The cost of an approved method shall not exceed 375 Special Drawing Rights/metric tonne NO_x calculated in accordance with the cost-effectiveness (Ce) formula below:

$$Ce = \frac{\text{Cost of approved method} \cdot 10^6}{\text{Power (kW)} \cdot 0.768 \cdot 6{,}000 \text{ (hours/year)} \cdot 5 \text{ (years)} \cdot \Delta NO_x \text{ (g/kWh)}}$$

See MEPC.1/Circ.678 on Definitions for the cost-effective formulae in regulation 13.7.5 of MARPOL Annex VI.

† Refer to resolution MEPC.192(61), 2010 Guidelines for monitoring the world-wide average sulphur content of residual fuel oils supplied for use on board ships.

4 While ships are operating within an emission control area, the sulphur content of fuel oil used on board ships shall not exceed the following limits:

.1 1.50% m/m prior to 1 July 2010;

.2 1.00% m/m on and after 1 July 2010; and

.3 0.10% m/m on and after 1 January 2015.

5 The sulphur content of fuel oil referred to in paragraph 1 and paragraph 4 of this regulation shall be documented by its supplier as required by regulation 18 of this Annex.

6 Those ships using separate fuel oils to comply with paragraph 4 of this regulation and entering or leaving an emission control area set forth in paragraph 3 of this regulation shall carry a written procedure showing how the fuel oil changeover is to be done, allowing sufficient time for the fuel oil service system to be fully flushed of all fuel oils exceeding the applicable sulphur content specified in paragraph 4 of this regulation prior to entry into an emission control area. The volume of low sulphur fuel oils in each tank as well as the date, time and position of the ship when any fuel oil changeover operation is completed prior to the entry into an emission control area or commenced after exit from such an area shall be recorded in such logbook as prescribed by the Administration.

7 During the first twelve months immediately following an amendment designating a specific emission control area under paragraph 3 of this regulation, ships operating in that emission control area are exempt from the requirements in paragraphs 4 and 6 of this regulation and from the requirements of paragraph 5 of this regulation insofar as they relate to paragraph 4 of this regulation.

Review provision

8 A review of the standard set forth in paragraph 1.3 of this regulation shall be completed by 2018 to determine the availability of fuel oil to comply with the fuel oil standard set forth in that paragraph and shall take into account the following elements:

.1 the global market supply and demand for fuel oil to comply with paragraph 1.3 of this regulation that exist at the time that the review is conducted;

.2 an analysis of the trends in fuel oil markets; and

.3 any other relevant issue.

9 The Organization shall establish a group of experts, comprising representatives with the appropriate expertise in the fuel oil market and appropriate maritime, environmental, scientific and legal expertise, to conduct the review referred to in paragraph 8 of this regulation. The group of experts shall develop the appropriate information to inform the decision to be taken by the Parties.

10 The Parties, based on the information developed by the group of experts, may decide whether it is possible for ships to comply with the date in paragraph 1.3 of this regulation. If a decision is taken that it is not possible for ships to comply, then the standard in that paragraph shall become effective on 1 January 2025.

Regulation 15

Volatile organic compounds (VOCs)

1 If the emissions of VOCs from a tanker are to be regulated in a port or ports or a terminal or terminals under the jurisdiction of a Party, they shall be regulated in accordance with the provisions of this regulation.

2 A Party regulating tankers for VOC emissions shall submit a notification to the Organization. This notification shall include information on the size of tankers to be controlled, the cargoes requiring vapour emission control systems and the effective date of such control. The notification shall be submitted at least six months before the effective date.

3 A Party that designates ports or terminals at which VOC emissions from tankers are to be regulated shall ensure that vapour emission control systems, approved by that Party taking into account the safety standards for such systems developed by the Organization,* are provided in any designated port and terminal and are operated safely and in a manner so as to avoid undue delay to a ship.

4 The Organization shall circulate a list of the ports and terminals designated by Parties to other Parties and Member States of the Organization for their information.

5 A tanker to which paragraph 1 of this regulation applies shall be provided with a vapour emission collection system approved by the Administration taking into account the safety standards for such systems developed by the Organization,* and shall use this system during the loading of relevant cargoes. A port or terminal that has installed vapour emission control systems in accordance with this regulation may accept tankers that are not fitted with vapour collection systems for a period of three years after the effective date identified in paragraph 2 of this regulation.

6 A tanker carrying crude oil shall have on board and implement a VOC management plan approved by the Administration.† Such a plan shall be prepared taking into account the guidelines developed by the Organization. The plan shall be specific to each ship and shall at least:

.1 provide written procedures for minimizing VOC emissions during the loading, sea passage and discharge of cargo;

.2 give consideration to the additional VOC generated by crude oil washing;

.3 identify a person responsible for implementing the plan; and

.4 for ships on international voyages, be written in the working language of the master and officers and, if the working language of the master and officers is not English, French or Spanish, include a translation into one of these languages.

7 This regulation shall also apply to gas carriers only if the types of loading and containment systems allow safe retention of non-methane VOCs on board or their safe return ashore.‡

SEE INTERPRETATION 1

Regulation 16
Shipboard incineration

1 Except as provided in paragraph 4 of this regulation, shipboard incineration shall be allowed only in a shipboard incinerator.

2 Shipboard incineration of the following substances shall be prohibited:

.1 residues of cargoes subject to Annex I, II or III or related contaminated packing materials;

.2 polychlorinated biphenyls (PCBs);

.3 garbage, as defined by Annex V, containing more than traces of heavy metals;

.4 refined petroleum products containing halogen compounds;

.5 sewage sludge and sludge oil either of which is not generated on board the ship; and

.6 exhaust gas cleaning system residues.

* See MSC/Circ.585, Standards for vapour emission control systems.

† Refer to resolution MEPC.185(59), Guidelines for the development of a VOC management plan. See also MEPC.1/Circ.680 on Technical information on systems and operation to assist development of VOC management plans; and MEPC.1/Circ.719 on Technical information on a vapour pressure control system to facilitate the development and update of VOC management plans.

‡ Refer to resolution MSC.30(61), International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk.

3 Shipboard incineration of polyvinyl chlorides (PVCs) shall be prohibited, except in shipboard incinerators for which IMO Type Approval Certificates* have been issued.

4 Shipboard incineration of sewage sludge and sludge oil generated during normal operation of a ship may also take place in the main or auxiliary power plant or boilers, but in those cases, shall not take place inside ports, harbours and estuaries.

5 Nothing in this regulation neither:

.1 affects the prohibition in, or other requirements of, the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972, as amended, and the 1996 Protocol thereto, nor

.2 precludes the development, installation and operation of alternative design shipboard thermal waste treatment devices that meet or exceed the requirements of this regulation.

6.1 Except as provided in paragraph 6.2 of this regulation, each incinerator on a ship constructed on or after 1 January 2000 or incinerator that is installed on board a ship on or after 1 January 2000 shall meet the requirements contained in appendix IV to this Annex. Each incinerator subject to this paragraph shall be approved by the Administration taking into account the standard specification for shipboard incinerators developed by the Organization;† or

6.2 The Administration may allow exclusion from the application of paragraph 6.1 of this regulation to any incinerator installed on board a ship before 19 May 2005, provided that the ship is solely engaged in voyages within waters subject to the sovereignty or jurisdiction of the State the flag of which the ship is entitled to fly.

7 Incinerators installed in accordance with the requirements of paragraph 6.1 of this regulation shall be provided with a manufacturer's operating manual, which is to be retained with the unit and which shall specify how to operate the incinerator within the limits described in paragraph 2 of appendix IV of this Annex.

8 Personnel responsible for the operation of an incinerator installed in accordance with the requirements of paragraph 6.1 of this regulation shall be trained to implement the guidance provided in the manufacturer's operating manual as required by paragraph 7 of this regulation.

9 For incinerators installed in accordance with the requirements of paragraph 6.1 of this regulation the combustion chamber gas outlet temperature shall be monitored at all times the unit is in operation. Where that incinerator is of the continuous-feed type, waste shall not be fed into the unit when the combustion chamber gas outlet temperature is below 850°C. Where that incinerator is of the batch-loaded type, the unit shall be designed so that the combustion chamber gas outlet temperature shall reach 600°C within five minutes after start-up and will thereafter stabilize at a temperature not less than 850°C.

Regulation 17
Reception facilities

1 Each Party undertakes to ensure the provision of facilities adequate to meet the:

.1 needs of ships using its repair ports for the reception of ozone-depleting substances and equipment containing such substances when removed from ships;

.2 needs of ships using its ports, terminals or repair ports for the reception of exhaust gas cleaning residues from an exhaust gas cleaning system;

without causing undue delay to ships, and

* Type Approval Certificates issued in accordance with resolution MEPC.59(33), Revised guidelines for the implementation of Annex V of MARPOL 73/78, as amended by resolution MEPC.92(45), or MEPC.76(40), Standard specification for shipboard incinerators, as amended by resolution MEPC.93(45).

† Refer to resolution MEPC.76(40), as amended by resolution MEPC.93(45), Standard specification for shipboard incinerators.

.3 needs in ship-breaking facilities for the reception of ozone-depleting substances and equipment containing such substances when removed from ships.

2 If a particular port or terminal of a Party is, taking into account the guidelines to be developed by the Organization,* remotely located from, or lacking in, the industrial infrastructure necessary to manage and process those substances referred to in paragraph 1 of this regulation and therefore cannot accept such substances, then the Party shall inform the Organization of any such port or terminal so that this information may be circulated to all Parties and Member States of the Organization for their information and any appropriate action. Each Party that has provided the Organization with such information shall also notify the Organization of its ports and terminals where reception facilities are available to manage and process such substances.

3 Each Party shall notify the Organization for transmission to the Members of the Organization of all cases where the facilities provided under this regulation are unavailable or alleged to be inadequate.

Regulation 18
Fuel oil availability and quality

Fuel oil availability

1 Each Party shall take all reasonable steps to promote the availability of fuel oils that comply with this Annex and inform the Organization of the availability of compliant fuel oils in its ports and terminals.

2.1 If a ship is found by a Party not to be in compliance with the standards for compliant fuel oils set forth in this Annex, the competent authority of the Party is entitled to require the ship to:

.1 present a record of the actions taken to attempt to achieve compliance; and

.2 provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase.

2.2 The ship should not be required to deviate from its intended voyage or to delay unduly the voyage in order to achieve compliance.

2.3 If a ship provides the information set forth in paragraph 2.1 of this regulation, a Party shall take into account all relevant circumstances and the evidence presented to determine the appropriate action to take, including not taking control measures.

2.4 A ship shall notify its Administration and the competent authority of the relevant port of destination when it cannot purchase compliant fuel oil.

2.5 A Party shall notify the Organization when a ship has presented evidence of the non-availability of compliant fuel oil.

Fuel oil quality

3 Fuel oil for combustion purposes delivered to and used on board ships to which this Annex applies shall meet the following requirements:

.1 except as provided in paragraph 3.2 of this regulation:

.1.1 the fuel oil shall be blends of hydrocarbons derived from petroleum refining. This shall not preclude the incorporation of small amounts of additives intended to improve some aspects of performance;

.1.2 the fuel oil shall be free from inorganic acid; and

* Refer to resolution MEPC.199(62), 2011 Guidelines for reception facilities under MARPOL Annex VI.

.1.3 the fuel oil shall not include any added substance or chemical waste that:

.1.3.1 jeopardizes the safety of ships or adversely affects the performance of the machinery, or

.1.3.2 is harmful to personnel, or

.1.3.3 contributes overall to additional air pollution.

.2 fuel oil for combustion purposes derived by methods other than petroleum refining shall not:

.2.1 exceed the applicable sulphur content set forth in regulation 14 of this Annex;

.2.2 cause an engine to exceed the applicable NO_x emission limit set forth in paragraphs 3, 4, 5.1.1 and 7.4 of regulation 13;

.2.3 contain inorganic acid; or

.2.4.1 jeopardize the safety of ships or adversely affect the performance of the machinery, or

.2.4.2 be harmful to personnel, or

.2.4.3 contribute overall to additional air pollution.

4 This regulation does not apply to coal in its solid form or nuclear fuels. Paragraphs 5, 6, 7.1, 7.2, 8.1, 8.2, 9.2, 9.3, and 9.4 of this regulation do not apply to gas fuels such as liquefied natural gas, compressed natural gas or liquefied petroleum gas. The sulphur content of gas fuels delivered to a ship specifically for combustion purposes on board that ship shall be documented by the supplier.

5 For each ship subject to regulations 5 and 6 of this Annex, details of fuel oil for combustion purposes delivered to and used on board shall be recorded by means of a bunker delivery note that shall contain at least the information specified in appendix V to this Annex.

6 The bunker delivery note shall be kept on board the ship in such a place as to be readily available for inspection at all reasonable times. It shall be retained for a period of three years after the fuel oil has been delivered on board.

7.1 The competent authority of a Party may inspect the bunker delivery notes on board any ship to which this Annex applies while the ship is in its port or offshore terminal, may make a copy of each delivery note, and may require the master or person in charge of the ship to certify that each copy is a true copy of such bunker delivery note. The competent authority may also verify the contents of each note through consultations with the port where the note was issued.

7.2 The inspection of the bunker delivery notes and the taking of certified copies by the competent authority under paragraph 7.1 shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

8.1 The bunker delivery note shall be accompanied by a representative sample of the fuel oil delivered taking into account guidelines developed by the Organization.* The sample is to be sealed and signed by the supplier's representative and the master or officer in charge of the bunker operation on completion of bunkering operations and retained under the ship's control until the fuel oil is substantially consumed, but in any case for a period of not less than 12 months from the time of delivery.

8.2 If an Administration requires the representative sample to be analysed, it shall be done in accordance with the verification procedure set forth in appendix VI to determine whether the fuel oil meets the requirements of this Annex.

9 Parties undertake to ensure that appropriate authorities designated by them:

.1 maintain a register of local suppliers of fuel oil;

.2 require local suppliers to provide the bunker delivery note and sample as required by this regulation, certified by the fuel oil supplier that the fuel oil meets the requirements of regulations 14 and 18 of this Annex;

* Refer to MEPC.182(59), Guidelines for the sampling of fuel oil for determination of compliance with the revised Annex VI of MARPOL.

.3 require local suppliers to retain a copy of the bunker delivery note for at least three years for inspection and verification by the port State as necessary;

.4 take action as appropriate against fuel oil suppliers that have been found to deliver fuel oil that does not comply with that stated on the bunker delivery note;

.5 inform the Administration of any ship receiving fuel oil found to be non-compliant with the requirements of regulation 14 or 18 of this Annex; and

.6 inform the Organization for transmission to Parties and Member States of the Organization of all cases where fuel oil suppliers have failed to meet the requirements specified in regulations 14 or 18 of this Annex.

10 In connection with port State inspections carried out by Parties, the Parties further undertake to:

.1 inform the Party or non-Party under whose jurisdiction a bunker delivery note was issued of cases of delivery of non-compliant fuel oil, giving all relevant information; and

.2 ensure that remedial action as appropriate is taken to bring non-compliant fuel oil discovered into compliance.

11 For every ship of 400 gross tonnage and above on scheduled services with frequent and regular port calls, an Administration may decide after application and consultation with affected States that compliance with paragraph 6 of this regulation may be documented in an alternative manner that gives similar certainty of compliance with regulations 14 and 18 of this Annex.

Appendices to Annex VI

Appendix I

Form of International Air Pollution Prevention (IAPP) Certificate (Regulation 8)

INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

Issued under the provisions of the Protocol of 1997, as amended by resolution MEPC.176(58) in 2008, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

.....

(full designation of the country)

by.....

(full designation of the competent person or organization authorized under the provisions of the Convention)

Particulars of ship[*]

Name of ship.....

Distinctive number or letters.....

IMO Number[†] .....

Port of registry .....

Gross tonnage.....

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with regulation 5 of Annex VI of the Convention; and

2 That the survey shows that the equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of Annex VI of the Convention.

This Certificate is valid until (dd/mm/yyyy)[‡].....
subject to surveys in accordance with regulation 5 of Annex VI of the Convention.

Completion date of the survey on which this Certificate is based (dd/mm/yyyy).....

Issued at .....

(place of issue of Certificate)

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

(date of issue) *(signature of duly authorized official issuing the Certificate)*

(seal or stamp of the authority, as appropriate)

[*] Alternatively, the particulars of the ship may be placed horizontally in boxes.

[†] In accordance with the IMO ship identification number scheme, adopted by the Organization by resolution A.600(15).

[‡] Insert the date of expiry as specified by the Administration in accordance with regulation 9.1 of Annex VI of the Convention. The day and the month of this date correspond to the anniversary date as defined in regulation 2.3 of Annex VI of the Convention, unless amended in accordance with regulation 9.8 of Annex VI of the Convention.

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that, at a survey required by regulation 5 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex:

Annual survey

Signed. . . . . .
(signature of duly authorized official)

Place . . . . . .

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

(seal or stamp of the authority, as appropriate)

Annual/Intermediate* survey

Signed. . . . . .
(signature of duly authorized official)

Place . . . . . .

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

(seal or stamp of the authority, as appropriate)

Annual/Intermediate* survey

Signed. . . . . .
(signature of duly authorized official)

Place . . . . . .

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

(seal or stamp of the authority, as appropriate)

Annual survey

Signed. . . . . .
(signature of duly authorized official)

Place . . . . . .

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

(seal or stamp of the authority, as appropriate)

ANNUAL/INTERMEDIATE SURVEY IN ACCORDANCE WITH REGULATION 9.8.3

THIS IS TO CERTIFY that, at an annual/intermediate* survey in accordance with regulation 9.8.3 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex:

Signed. . . . . .
(signature of duly authorized 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 9.3 APPLIES

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with regulation 9.3 of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy) . . . . . .

Signed. . . . . .
(signature of duly authorized official)

Place . . . . . .

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

(seal or stamp of the authority, as appropriate)

* Delete as appropriate.

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND REGULATION 9.4 APPLIES

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with regulation 9.4 of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....

(signature of duly authorized official)

Place.....

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

(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 9.5 OR 9.6 APPLIES

This Certificate shall, in accordance with regulation 9.5 or 9.6* of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....

(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE WHERE REGULATION 9.8 APPLIES

In accordance with regulation 9.8 of Annex VI of the Convention, the new anniversary date is (dd/mm/yyyy).....

Signed.....

(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

In accordance with regulation 9.8 of Annex VI of the Convention, the new anniversary date is (dd/mm/yyyy).....

Signed.....

(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

* Delete as appropriate.

SUPPLEMENT TO
INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE
(IAPP CERTIFICATE)

RECORD OF CONSTRUCTION AND EQUIPMENT

Notes:

1 This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times.

2 The 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.

3 Entries in boxes shall be made by inserting either a cross (x) for the answer "yes" and "applicable" or a (–) for the answers "no" and "not applicable" as appropriate.

4 Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization.

1 Particulars of ship

1.1 Name of ship .....

1.2 IMO Number .....

1.3 Date on which keel was laid or ship was at a similar stage of construction (dd/mm/yyyy) .....

1.4 Length (*L*)* metres .....

2 Control of emissions from ships

2.1 *Ozone-depleting substances* (regulation 12)

2.1.1 The following fire-extinguishing systems, other systems and equipment containing ozone-depleting substances, other than hydrochlorofluorocarbons (HCFCs), installed before 19 May 2005 may continue in service:

System or equipment	Location on board	Substance

2.1.2 The following systems containing HCFCs installed before 1 January 2020 may continue in service:

System or equipment	Location on board	Substance

* Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely, for recreational purposes and to which, in accordance with regulation 13.5.2.1, the NO_x emission limit as given by regulation 13.5.1.1 will not apply.

2.2 *Nitrogen oxides (NO_x)* (regulation 13)

2.2.1 The following marine diesel engines installed on this ship comply with the applicable emission limit of regulation 13 in accordance with the revised NO_x Technical Code 2008:

	Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6
Manufacturer and model						
Serial number						
Use						
Power output (kW)						
Rated speed (rpm)						
Date of installation (dd/mm/yyyy)						
Date of major conversion (dd/mm/yyyy)	According to Reg. 13.2.2					
	According to Reg. 13.2.3					
Exempted by regulation 13.1.1.2	☐	☐	☐	☐	☐	☐
Tier I Reg.13.3	☐	☐	☐	☐	☐	☐
Tier II Reg.13.4	☐	☐	☐	☐	☐	☐
Tier II Reg. 13.2.2 or 13.5.2	☐	☐	☐	☐	☐	☐
Tier III Reg.13.5.1.1	☐	☐	☐	☐	☐	☐
Approved method exists	☐	☐	☐	☐	☐	☐
Approved method not commercially available	☐	☐	☐	☐	☐	☐
Approved method installed	☐	☐	☐	☐	☐	☐

2.3 *Sulphur oxides (SO_x) and particulate matter* (regulation 14)*

2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012); or. . . . . ☐
- 3.50% m/m (not applicable on or after 1 January 2020); or . . . . . ☐
- 0.50% m/m, and/or. . . . . ☐

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO_x emission reductions as compared to using a fuel oil with a sulphur content limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012); or. . . . . ☐
- 3.50% m/m (not applicable on or after 1 January 2020); or . . . . . ☐
- 0.50% m/m . . . . . ☐

* The revised form of the Supplement to the IAPP Certificate, adopted by resolution MEPC.194(61), has been inserted into Annex VI, as the amendments were accepted on 1 August 2011 and will enter into force on 1 February 2012.

2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 1.00% m/m (not applicable on or after 1 January 2015); or ☐
- 0.10% m/m, and/or ☐

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO_x emission reductions as compared to using a fuel oil with a sulphur content limit value of:

- 1.00% m/m (not applicable on or after 1 January 2015); or ☐
- 0.10% m/m ☐

2.4 *Volatile organic compounds (VOCs)* (regulation 15)

2.4.1 The tanker has a vapour collection system installed and approved in accordance with MSC/Circ.585 ☐

2.4.2.1 For a tanker carrying crude oil, there is an approved VOC management plan ☐

2.4.2.2 VOC management plan approval reference: ☐

2.5 *Shipboard incineration* (regulation 16)

The ship has an incinerator:

.1 installed on or after 1 January 2000 that complies with resolution MEPC.76(40)* ☐

.2 installed before 1 January 2000 that complies with:

.2.1 resolution MEPC.59(33)† ☐

.2.2 resolution MEPC.76(40)* ☐

2.6 *Equivalents (regulation 4)*

The ship has been allowed to use the following fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex:

System or equipment	Equivalent used	Approval reference

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

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

Date (dd/mm/yyyy) ....
(date of issue) *(signature of duly authorized official issuing the Record)*

(seal or stamp of the authority, as appropriate)

* As amended by resolution MEPC.93(45).

† As amended by resolution MEPC.92(45).

Appendix II

Test cycles and weighting factors (Regulation 13)

The following test cycles and weighting factors shall be applied for verification of compliance of marine diesel engines with the applicable NO_x limit in accordance with regulation 13 of this Annex using the test procedure and calculation method as specified in the revised NO_x Technical Code 2008.

.1 For constant-speed marine engines for ship main propulsion, including diesel-electric drive, test cycle E2 shall be applied;

.2 For controllable-pitch propeller sets test cycle E2 shall be applied;

.3 For propeller-law-operated main and propeller-law-operated auxiliary engines the test cycle E3 shall be applied;

.4 For constant-speed auxiliary engines test cycle D2 shall be applied; and

.5 For variable-speed, variable-load auxiliary engines, not included above, test cycle C1 shall be applied.

Test cycle for *constant-speed main propulsion* application
(including diesel-electric drive and all controllable-pitch propeller installations)

Test cycle type E2	Speed	100%	100%	100%	100%
	Power	100%	75%	50%	25%
	Weighting factor	0.2	0.5	0.15	0.15

Test cycle for *propeller-law-operated main* and *propeller-law-operated auxiliary engine* application

Test cycle type E3	Speed	100%	91%	80%	63%
	Power	100%	75%	50%	25%
	Weighting factor	0.2	0.5	0.15	0.15

Test cycle for *constant-speed auxiliary engine* application

Test cycle type D2	Speed	100%	100%	100%	100%	100%
	Power	100%	75%	50%	25%	10%
	Weighting factor	0.05	0.25	0.3	0.3	0.1

Test cycle for *variable-speed and variable-load auxiliary engine* application

Test cycle type C1	Speed	Rated				Intermediate			Idle
	Torque	100%	75%	50%	10%	100%	75%	50%	0%
	Weighting factor	0.15	0.15	0.15	0.1	0.1	0.1	0.1	0.15

In the case of an engine to be certified in accordance with paragraph 5.1.1 of regulation 13, the specific emission at each individual mode point shall not exceed the applicable NO_x emission limit value by more than 50% except as follows:

.1 The 10% mode point in the D2 test cycle.

.2 The 10% mode point in the C1 test cycle.

.3 The idle mode point in the C1 test cycle.

Appendix III

Criteria and procedures for designation of emission control areas (Regulation 13.6 and regulation 14.3)

1 Objectives

1.1 The purpose of this appendix is to provide the criteria and procedures to Parties for the formulation and submission of proposals for the designation of emission control areas and to set forth the factors to be considered in the assessment of such proposals by the Organization.

1.2 Emissions of NO_x, SO_x and particulate matter from ocean-going ships contribute to ambient concentrations of air pollution in cities and coastal areas around the world. Adverse public health and environmental effects associated with air pollution include premature mortality, cardiopulmonary disease, lung cancer, chronic respiratory ailments, acidification and eutrophication.

1.3 An emission control area should be considered for adoption by the Organization if supported by a demonstrated need to prevent, reduce and control emissions of NO_x or SO_x and particulate matter or all three types of emissions (hereinafter emissions) from ships.

2 Process for the designation of emission control areas

2.1 A proposal to the Organization for designation of an emission control area for NO_x or SO_x and particulate matter or all three types of emissions may be submitted only by Parties. Where two or more Parties have a common interest in a particular area, they should formulate a coordinated proposal.

2.2 A proposal to designate a given area as an emission control area should be submitted to the Organization in accordance with the rules and procedures established by the Organization.

3 Criteria for designation of an emission control area

3.1 The proposal shall include:

.1 a clear delineation of the proposed area of application, along with a reference chart on which the area is marked;

.2 the type or types of emission(s) that is or are being proposed for control (i.e., NO_x or SO_x and particulate matter or all three types of emissions);

.3 a description of the human populations and environmental areas at risk from the impacts of ship emissions;

.4 an assessment that emissions from ships operating in the proposed area of application are contributing to ambient concentrations of air pollution or to adverse environmental impacts. Such assessment shall include a description of the impacts of the relevant emissions on human health and the environment, such as adverse impacts to terrestrial and aquatic ecosystems, areas of natural productivity, critical habitats, water quality, human health, and areas of cultural and scientific significance, if applicable. The sources of relevant data including methodologies used shall be identified;

.5 relevant information, pertaining to the meteorological conditions in the proposed area of application, to the human populations and environmental areas at risk, in particular prevailing wind patterns, or to topographical, geological, oceanographic, morphological or other conditions that contribute to ambient concentrations of air pollution or adverse environmental impacts;

.6 the nature of the ship traffic in the proposed emission control area, including the patterns and density of such traffic;

.7 a description of the control measures taken by the proposing Party or Parties addressing land-based sources of NO_x, SO_x and particulate matter emissions affecting the human populations and environmental areas at risk that are in place and operating concurrent with the consideration of measures to be adopted in relation to provisions of regulations 13 and 14 of Annex VI; and

.8 the relative costs of reducing emissions from ships when compared with land-based controls, and the economic impacts on shipping engaged in international trade.

3.2 The geographical limits of an emission control area will be based on the relevant criteria outlined above, including emissions and deposition from ships navigating in the proposed area, traffic patterns and density, and wind conditions.

4 Procedures for the assessment and adoption of emission control areas by the Organization

4.1 The Organization shall consider each proposal submitted to it by a Party or Parties.

4.2 In assessing the proposal, the Organization shall take into account the criteria that are to be included in each proposal for adoption as set forth in section 3 above.

4.3 An emission control area shall be designated by means of an amendment to this Annex, considered, adopted and brought into force in accordance with article 16 of the present Convention.

5 Operation of emission control areas

5.1 Parties that have ships navigating in the area are encouraged to bring to the Organization any concerns regarding the operation of the area.

Appendix IV

Type approval and operating limits for shipboard incinerators (Regulation 16)

1 Shipboard incinerators described in regulation 16.6.1 shall possess an IMO Type Approval Certificate for each incinerator. In order to obtain such certificate, the incinerator shall be designed and built to an approved standard as described in regulation 16.6.1. Each model shall be subject to a specified type approval test operation at the factory or an approved test facility, and under the responsibility of the Administration, using the following standard fuel/waste specification for the type approval test for determining whether the incinerator operates within the limits specified in paragraph 2 of this appendix:

Sludge oil consisting of:	75% sludge oil from heavy fuel oil (HFO);
	5% waste lubricating oil; and
	20% emulsified water.
Solid waste consisting of:	50% food waste;
	50% rubbish containing;
	approx. 30% paper,
	" 40% cardboard,
	" 10% rags,
	" 20% plastic
	The mixture will have up to 50% moisture and 7% incombustible solids.

2 Incinerators described in regulation 16.6.1 shall operate within the following limits:

O_2 in combustion chamber:	6–12%
CO in flue gas maximum average:	200 mg/MJ
Soot number maximum average:	Bacharach 3 or Ringelman 1 (20% opacity) (a higher soot number is acceptable only during very short periods such as starting up)
Unburned components in ash residues:	Maximum 10% by weight
Combustion chamber flue gas outlet temperature range:	850–1200°C

Appendix V

Information to be included in the bunker delivery note (Regulation 18.5)

Name and IMO Number of receiving ship

Port

Date of commencement of delivery

Name, address and telephone number of marine fuel oil supplier

Product name(s)

Quantity in metric tonnes

Density at 15°C, kg/m^3*

Sulphur content (% m/m)†

A declaration signed and certified by the fuel oil supplier's representative that the fuel oil supplied is in conformity with the applicable paragraph of regulation 14.1 or 14.4 and regulation 18.3 of this Annex.

* Fuel oil shall be tested in accordance with ISO 3675:1998 or ISO 12185:1996.

† Fuel oil shall be tested in accordance with ISO 8754:2003.

Appendix VI

Fuel verification procedure for MARPOL Annex VI fuel oil samples (Regulation 18.8.2)

The following procedure shall be used to determine whether the fuel oil delivered to and used on board ships is compliant with the sulphur limits required by regulation 14 of Annex VI.

1 General requirements

1.1 The representative fuel oil sample, which is required by paragraph 8.1 of regulation 18 (the "MARPOL sample") shall be used to verify the sulphur content of the fuel oil supplied to a ship.

1.2 An Administration, through its competent authority, shall manage the verification procedure.

1.3 The laboratories responsible for the verification procedure set forth in this appendix shall be fully accredited* for the purpose of conducting the tests.

2 Verification procedure stage 1

2.1 The MARPOL sample shall be delivered by the competent authority to the laboratory.

2.2 The laboratory shall:

.1 record the details of the seal number and the sample label on the test record;

.2 confirm that the condition of the seal on the MARPOL sample is that it has not been broken; and

.3 reject any MARPOL sample where the seal has been broken.

2.3 If the seal of the MARPOL sample has not been broken, the laboratory shall proceed with the verification procedure and shall:

.1 ensure that the MARPOL sample is thoroughly homogenized;

.2 draw two subsamples from the MARPOL sample; and

.3 reseal the MARPOL sample and record the new reseal details on the test record.

2.4 The two subsamples shall be tested in succession, in accordance with the specified test method referred to in appendix V (second footnote). For the purposes of this verification procedure, the results of the test analysis shall be referred to as "A" and "B":

.1 If the results of "A" and "B" are within the repeatability (*r*) of the test method, the results shall be considered valid.

.2 If the results of "A" and "B" are not within the repeatability (*r*) of the test method, both results shall be rejected and two new subsamples should be taken by the laboratory and analysed. The sample bottle should be resealed in accordance with paragraph 2.3.3 above after the new subsamples have been taken.

2.5 If the test results of "A" and "B" are valid, an average of these two results should be calculated thus giving the result referred to as "X":

.1 If the result of "X" is equal to or falls below the applicable limit required by Annex VI, the fuel oil shall be deemed to meet the requirements.

.2 If the result of "X" is greater than the applicable limit required by Annex VI, verification procedure stage 2 should be conducted; however, if the result of "X" is greater than the specification limit by 0.59*R* (where *R* is the reproducibility of the test method), the fuel oil shall be considered non-compliant and no further testing is necessary.

* Accreditation is in accordance with ISO 17025 or an equivalent standard.

3 Verification procedure stage 2

3.1 If stage 2 of the verification procedure is necessary in accordance with paragraph 2.5.2 above, the competent authority shall send the MARPOL sample to a second accredited laboratory.

3.2 Upon receiving the MARPOL sample, the laboratory shall:

.1 record the details of the reseal number applied in accordance with 2.3.3 above and the sample label on the test record;

.2 draw two subsamples from the MARPOL sample; and

.3 reseal the MARPOL sample and record the new reseal details on the test record.

3.3 The two subsamples shall be tested in succession, in accordance with the test method specified in appendix V (second footnote). For the purposes of this verification procedure, the results of the test analysis shall be referred to as "C" and "D":

.1 If the results of "C" and "D" are within the repeatability (*r*) of the test method, the results shall be considered valid.

.2 If the results of "C" and "D" are not within the repeatability (*r*) of the test method, both results shall be rejected and two new subsamples shall be taken by the laboratory and analysed. The sample bottle should be resealed in accordance with paragraph 3.2.3 above after the new subsamples have been taken.

3.4 If the test results of "C" and "D" are valid, and the results of "A", "B", "C", and "D" are within the reproducibility (*R*) of the test method then the laboratory shall average the results, which is referred to as "Y":

.1 If the result of "Y" is equal to or falls below the applicable limit required by Annex VI, the fuel oil shall be deemed to meet the requirements.

.2 If the result of "Y" is greater than the applicable limit required by Annex VI, then the fuel oil fails to meet the standards required by Annex VI.

3.5 If the results of "A", "B", "C" and "D" are not within the reproducibility (*R*) of the test method then the Administration may discard all of the test results and, at its discretion, repeat the entire testing process.

3.6 The results obtained from the verification procedure are final.

Appendix VII

North American Emission Control Area (Regulation 13.6 and regulation 14.3)

The North American area comprises:

.1 the sea area located off the Pacific coasts of the United States and Canada, enclosed by geodesic lines connecting the following coordinates:

Point	Latitude	Longitude
1	32°32′.10 N	117°06′.11 W
2	32°32′.04 N	117°07′.29 W
3	32°31′.39 N	117°14′.20 W
4	32°33′.13 N	117°15′.50 W
5	32°34′.21 N	117°22′.01 W
6	32°35′.23 N	117°27′.53 W
7	32°37′.38 N	117°49′.34 W
8	31°07′.59 N	118°36′.21 W
9	30°33′.25 N	121°47′.29 W
10	31°46′.11 N	123°17′.22 W
11	32°21′.58 N	123°50′.44 W
12	32°56′.39 N	124°11′.47 W
13	33°40′.12 N	124°27′.15 W
14	34°31′.28 N	125°16′.52 W
15	35°14′.38 N	125°43′.23 W
16	35°43′.60 N	126°18′.53 W
17	36°16′.25 N	126°45′.30 W
18	37°01′.35 N	127°07′.18 W
19	37°45′.39 N	127°38′.02 W
20	38°25′.08 N	127°52′.60 W
21	39°25′.05 N	128°31′.23 W
22	40°18′.47 N	128°45′.46 W
23	41°13′.39 N	128°40′.22 W
24	42°12′.49 N	129°00′.38 W
25	42°47′.34 N	129°05′.42 W
26	43°26′.22 N	129°01′.26 W
27	44°24′.43 N	128°41′.23 W
28	45°30′.43 N	128°40′.02 W
29	46°11′.01 N	128°49′.01 W
30	46°33′.55 N	129°04′.29 W
31	47°39′.55 N	131°15′.41 W
32	48°32′.32 N	132°41′.00 W
33	48°57′.47 N	133°14′.47 W
34	49°22′.39 N	134°15′.51 W
35	50°01′.52 N	135°19′.01 W

Point	Latitude	Longitude
36	51°03′.18 N	136°45′.45 W
37	51°54′.04 N	137°41′.54 W
38	52°45′.12 N	138°20′.14 W
39	53°29′.20 N	138°40′.36 W
40	53°40′.39 N	138°48′.53 W
41	54°13′.45 N	139°32′.38 W
42	54°39′.25 N	139°56′.19 W
43	55°20′.18 N	140°55′.45 W
44	56°07′.12 N	141°36′.18 W
45	56°28′.32 N	142°17′.19 W
46	56°37′.19 N	142°48′.57 W
47	58°51′.04 N	153°15′.03 W

.2 the sea areas located off the Atlantic coasts of the United States, Canada, and France (Saint-Pierre-et-Miquelon) and the Gulf of Mexico coast of the United States enclosed by geodesic lines connecting the following coordinates:

Point	Latitude	Longitude
1	60°00′.00 N	64°09′.36 W
2	60°00′.00 N	56°43′.00 W
3	58°54′.01 N	55°38′.05 W
4	57°50′.52 N	55°03′.47 W
5	57°35′.13 N	54°00′.59 W
6	57°14′.20 N	53°07′.58 W
7	56°48′.09 N	52°23′.29 W
8	56°18′.13 N	51°49′.42 W
9	54°23′.21 N	50°17′.44 W
10	53°44′.54 N	50°07′.17 W
11	53°04′.59 N	50°10′.05 W
12	52°20′.06 N	49°57′.09 W
13	51°34′.20 N	48°52′.45 W
14	50°40′.15 N	48°16′.04 W
15	50°02′.28 N	48°07′.03 W
16	49°24′.03 N	48°09′.35 W
17	48°39′.22 N	47°55′.17 W
18	47°24′.25 N	47°46′.56 W
19	46°35′.12 N	48°00′.54 W
20	45°19′.45 N	48°43′.28 W
21	44°43′.38 N	49°16′.50 W
22	44°16′.38 N	49°51′.23 W
23	43°53′.15 N	50°34′.01 W
24	43°36′.06 N	51°20′.41 W
25	43°23′.59 N	52°17′.22 W

Point	Latitude	Longitude
26	43°19′.50 N	53°20′.13 W
27	43°21′.14 N	54°09′.20 W
28	43°29′.41 N	55°07′.41 W
29	42°40′.12 N	55°31′.44 W
30	41°58′.19 N	56°09′.34 W
31	41°20′.21 N	57°05′.13 W
32	40°55′.34 N	58°02′.55 W
33	40°41′.38 N	59°05′.18 W
34	40°38′.33 N	60°12′.20 W
35	40°45′.46 N	61°14′.03 W
36	41°04′.52 N	62°17′.49 W
37	40°36′.55 N	63°10′.49 W
38	40°17′.32 N	64°08′.37 W
39	40°07′.46 N	64°59′.31 W
40	40°05′.44 N	65°53′.07 W
41	39°58′.05 N	65°59′.51 W
42	39°28′.24 N	66°21′.14 W
43	39°01′.54 N	66°48′.33 W
44	38°39′.16 N	67°20′.59 W
45	38°19′.20 N	68°02′.01 W
46	38°05′.29 N	68°46′.55 W
47	37°58′.14 N	69°34′.07 W
48	37°57′.47 N	70°24′.09 W
49	37°52′.46 N	70°37′.50 W
50	37°18′.37 N	71°08′.33 W
51	36°32′.25 N	71°33′.59 W
52	35°34′.58 N	71°26′.02 W
53	34°33′.10 N	71°37′.04 W
54	33°54′.49 N	71°52′.35 W
55	33°19′.23 N	72°17′.12 W
56	32°45′.31 N	72°54′.05 W
57	31°55′.13 N	74°12′.02 W
58	31°27′.14 N	75°15′.20 W
59	31°03′.16 N	75°51′.18 W
60	30°45′.42 N	76°31′.38 W
61	30°12′.48 N	77°18′.29 W
62	29°25′.17 N	76°56′.42 W
63	28°36′.59 N	76°47′.60 W
64	28°17′.13 N	76°40′.10 W
65	28°17′.12 N	79°11′.23 W
66	27°52′.56 N	79°28′.35 W
67	27°26′.01 N	79°31′.38 W

Point	Latitude	Longitude
68	27°16′.13 N	79°34′.18 W
69	27°11′.54 N	79°34′.56 W
70	27°05′.59 N	79°35′.19 W
71	27°00′.28 N	79°35′.17 W
72	26°55′.16 N	79°34′.39 W
73	26°53′.58 N	79°34′.27 W
74	26°45′.46 N	79°32′.41 W
75	26°44′.30 N	79°32′.23 W
76	26°43′.40 N	79°32′.20 W
77	26°41′.12 N	79°32′.01 W
78	26°38′.13 N	79°31′.32 W
79	26°36′.30 N	79°31′.06 W
80	26°35′.21 N	79°30′.50 W
81	26°34′.51 N	79°30′.46 W
82	26°34′.11 N	79°30′.38 W
83	26°31′.12 N	79°30′.15 W
84	26°29′.05 N	79°29′.53 W
85	26°25′.31 N	79°29′.58 W
86	26°23′.29 N	79°29′.55 W
87	26°23′.21 N	79°29′.54 W
88	26°18′.57 N	79°31′.55 W
89	26°15′.26 N	79°33′.17 W
90	26°15′.13 N	79°33′.23 W
91	26°08′.09 N	79°35′.53 W
92	26°07′.47 N	79°36′.09 W
93	26°06′.59 N	79°36′.35 W
94	26°02′.52 N	79°38′.22 W
95	25°59′.30 N	79°40′.03 W
96	25°59′.16 N	79°40′.08 W
97	25°57′.48 N	79°40′.38 W
98	25°56′.18 N	79°41′.06 W
99	25°54′.04 N	79°41′.38 W
100	25°53′.24 N	79°41′.46 W
101	25°51′.54 N	79°41′.59 W
102	25°49′.33 N	79°42′.16 W
103	25°48′.24 N	79°42′.23 W
104	25°48′.20 N	79°42′.24 W
105	25°46′.26 N	79°42′.44 W
106	25°46′.16 N	79°42′.45 W
107	25°43′.40 N	79°42′.59 W
108	25°42′.31 N	79°42′.48 W
109	25°40′.37 N	79°42′.27 W

Point	Latitude	Longitude
110	25°37′.24 N	79°42′.27 W
111	25°37′.08 N	79°42′.27 W
112	25°31′.03 N	79°42′.12 W
113	25°27′.59 N	79°42′.11 W
114	25°24′.04 N	79°42′.12 W
115	25°22′.21 N	79°42′.20 W
116	25°21′.29 N	79°42′.08 W
117	25°16′.52 N	79°41′.24 W
118	25°15′.57 N	79°41′.31 W
119	25°10′.39 N	79°41′.31 W
120	25°09′.51 N	79°41′.36 W
121	25°09′.03 N	79°41′.45 W
122	25°03′.55 N	79°42′.29 W
123	25°02′.60 N	79°42′.56 W
124	25°00′.30 N	79°44′.05 W
125	24°59′.03 N	79°44′.48 W
126	24°55′.28 N	79°45′.57 W
127	24°44′.18 N	79°49′.24 W
128	24°43′.04 N	79°49′.38 W
129	24°42′.36 N	79°50′.50 W
130	24°41′.47 N	79°52′.57 W
131	24°38′.32 N	79°59′.58 W
132	24°36′.27 N	80°03′.51 W
133	24°33′.18 N	80°12′.43 W
134	24°33′.05 N	80°13′.21 W
135	24°32′.13 N	80°15′.16 W
136	24°31′.27 N	80°16′.55 W
137	24°30′.57 N	80°17′.47 W
138	24°30′.14 N	80°19′.21 W
139	24°30′.06 N	80°19′.44 W
140	24°29′.38 N	80°21′.05 W
141	24°28′.18 N	80°24′.35 W
142	24°28′.06 N	80°25′.10 W
143	24°27′.23 N	80°27′.20 W
144	24°26′.30 N	80°29′.30 W
145	24°25′.07 N	80°32′.22 W
146	24°23′.30 N	80°36′.09 W
147	24°22′.33 N	80°38′.56 W
148	24°22′.07 N	80°39′.51 W
149	24°19′.31 N	80°45′.21 W
150	24°19′.16 N	80°45′.47 W
151	24°18′.38 N	80°46′.49 W

Point	Latitude	Longitude
152	24°18′.35 N	80°46′.54 W
153	24°09′.51 N	80°59′.47 W
154	24°09′.48 N	80°59′.51 W
155	24°08′.58 N	81°01′.07 W
156	24°08′.30 N	81°01′.51 W
157	24°08′.26 N	81°01′.57 W
158	24°07′.28 N	81°03′.06 W
159	24°02′.20 N	81°09′.05 W
160	23°59′.60 N	81°11′.16 W
161	23°55′.32 N	81°12′.55 W
162	23°53′.52 N	81°19′.43 W
163	23°50′.52 N	81°29′.59 W
164	23°50′.02 N	81°39′.59 W
165	23°49′.05 N	81°49′.59 W
166	23°49′.05 N	82°00′.11 W
167	23°49′.42 N	82°09′.59 W
168	23°51′.14 N	82°24′.59 W
169	23°51′.14 N	82°39′.59 W
170	23°49′.42 N	82°48′.53 W
171	23°49′.32 N	82°51′.11 W
172	23°49′.24 N	82°59′.59 W
173	23°49′.52 N	83°14′.59 W
174	23°51′.22 N	83°25′.49 W
175	23°52′.27 N	83°33′.01 W
176	23°54′.04 N	83°41′.35 W
177	23°55′.47 N	83°48′.11 W
178	23°58′.38 N	83°59′.59 W
179	24°09′.37 N	84°29′.27 W
180	24°13′.20 N	84°38′.39 W
181	24°16′.41 N	84°46′.07 W
182	24°23′.30 N	84°59′.59 W
183	24°26′.37 N	85°06′.19 W
184	24°38′.57 N	85°31′.54 W
185	24°44′.17 N	85°43′.11 W
186	24°53′.57 N	85°59′.59 W
187	25°10′.44 N	86°30′.07 W
188	25°43′.15 N	86°21′.14 W
189	26°13′.13 N	86°06′.45 W
190	26°27′.22 N	86°13′.15 W
191	26°33′.46 N	86°37′.07 W
192	26°01′.24 N	87°29′.35 W
193	25°42′.25 N	88°33′.00 W

Point	Latitude	Longitude
194	25°46′.54 N	90°29′.41 W
195	25°44′.39 N	90°47′.05 W
196	25°51′.43 N	91°52′.50 W
197	26°17′.44 N	93°03′.59 W
198	25°59′.55 N	93°33′.52 W
199	26°00′.32 N	95°39′.27 W
200	26°00′.33 N	96°48′.30 W
201	25°58′.32 N	96°55′.28 W
202	25°58′.15 N	96°58′.41 W
203	25°57′.58 N	97°01′.54 W
204	25°57′.41 N	97°05′.08 W
205	25°57′.24 N	97°08′.21 W
206	25°57′.24 N	97°08′.47 W

.3 the sea area located off the coasts of the Hawaiian Islands of Hawai'i, Maui, Oahu, Moloka'i, Ni'ihau, Kaua'i, Lāna'i, and Kaho'olawe, enclosed by geodesic lines connecting the following coordinates:

Point	Latitude	Longitude
1	22°32′.54 N	153°00′.33 W
2	23°06′.05 N	153°28′.36 W
3	23°32′.11 N	154°02′.12 W
4	23°51′.47 N	154°36′.48 W
5	24°21′.49 N	155°51′.13 W
6	24°41′.47 N	156°27′.27 W
7	24°57′.33 N	157°22′.17 W
8	25°13′.41 N	157°54′.13 W
9	25°25′.31 N	158°30′.36 W
10	25°31′.19 N	159°09′.47 W
11	25°30′.31 N	159°54′.21 W
12	25°21′.53 N	160°39′.53 W
13	25°00′.06 N	161°38′.33 W
14	24°40′.49 N	162°13′.13 W
15	24°15′.53 N	162°43′.08 W
16	23°40′.50 N	163°13′.00 W
17	23°03′.20 N	163°32′.58 W
18	22°20′.09 N	163°44′.41 W
19	21°36′.45 N	163°46′.03 W
20	20°55′.26 N	163°37′.44 W
21	20°13′.34 N	163°19′.13 W
22	19°39′.03 N	162°53′.48 W
23	19°09′.43 N	162°20′.35 W
24	18°39′.16 N	161°19′.14 W
25	18°30′.31 N	160°38′.30 W

Point	Latitude	Longitude
26	18°29′.31 N	159°56′.17 W
27	18°10′.41 N	159°14′.08 W
28	17°31′.17 N	158°56′.55 W
29	16°54′.06 N	158°30′.29 W
30	16°25′.49 N	157°59′.25 W
31	15°59′.57 N	157°17′.35 W
32	15°40′.37 N	156°21′.06 W
33	15°37′.36 N	155°22′.16 W
34	15°43′.46 N	154°46′.37 W
35	15°55′.32 N	154°13′.05 W
36	16°46′.27 N	152°49′.11 W
37	17°33′.42 N	152°00′.32 W
38	18°30′.16 N	151°30′.24 W
39	19°02′.47 N	151°22′.17 W
40	19°34′.46 N	151°19′.47 W
41	20°07′.42 N	151°22′.58 W
42	20°38′.43 N	151°31′.36 W
43	21°29′.09 N	151°59′.50 W
44	22°06′.58 N	152°31′.25 W
45	22°32′.54 N	153°00′.33 W

Unified Interpretations of Annex VI

1 VOC management plan

Regs. 15.6, 15.7 The requirement for a VOC management plan applies only to a tanker carrying crude oil.

Additional information

1

List of related documents

1 The following is a list of related documents which have been incorporated into this book.

Reference	*Document*
International Convention for the Prevention of Pollution from Ships, 1973	
Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973	
Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto	
Protocol I: Provisions concerning reports on incidents involving harmful substances	
– 1985 amendments to Protocol	MEPC 22/21, annex 10
– 1996 amendment to article II(1)	MEPC 38/20, annex 2
Protocol II: Arbitration	
Annex I	
– Annex I of MARPOL 73/78	MEPC 52/24, annex 2
– 2006 amendments	MEPC 54/21, annex 2
– 2006 amendments	MEPC 55/23, annex 11
– 2007 amendments	MEPC 56/23, annex 11
– 2009 amendments	MEPC 59/24, annexes 22 and 23
– 2010 amendments	MEPC 60/22, annex 10
Annex II	
– Annex II of MARPOL 73/78	MEPC 52/24, annex 6
Annex III	
– 2006 amendments	MEPC 55/23, annex 13
Annex IV	
– Annex IV of MARPOL 73/78	MEPC 51/22, annex 5
– 2006 amendments	MEPC 54/21, annex 4
– 2007 amdendments	MEPC 56/23, annex 11
Annex V	
– 1989 amendments	MEPC 28/4, annex 2
– 1994 amendments	MP/CONF.2/8

– 1995 amendments	MEPC 37/22/Add.1, annex 13
– 2000 amendments	MEPC 45/20, annex 3
– 2004 amendments	MEPC 51/22, annex 6
Annex VI	
– 2005 amendments	MEPC 53/24, annex 16
– 2008 amendments	MEPC 58/23, annex 13
– 2010 amendments	MEPC 60/22, annex 11
– 2010 amendments	MEPC 61/24, annex 10*

2 **The following is a list of related documents which have not been included in this book.**

Reference	*Document or IMO publication sales number*
Protocol I	
– Resolution A.851(20): General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants	IA516E
– Provisions concerning the reporting of incidents involving harmful substances under MARPOL 73/78 (1999 edition)	IA516E
Annex I	
– Guidelines for surveys under Annex I of MARPOL 73/78	
– Guidelines for the development of shipboard marine pollution emergency plans (2010 edition)	IB586E
– Crude oil washing systems (2000 edition)	IA617E
– Dedicated clean ballast tanks (1982 edition)	I619E
– Inert gas systems (1990 edition)	I860E
– Guidelines on enhanced programme of inspections during surveys of bulk carriers and oil tankers (2008 edition)	IA265E
– CAS (Condition Assessment Scheme)	I530E
Annex II	
– Guidelines for the provisional assessment of liquids transported in bulk	I653E
– Annex 1 – Flow chart for provisional assessment of liquids transported in bulk	
– *Annex 2 is included within this publication*	
– Annex 3 – Example of an amendment sheet to the ship's Certificate of Fitness and Procedures and Arrangements Manual	
– Annex 4 – Interpretation of the Guidelines for the categorization of noxious liquid substances	
– Annex 5 – Abbreviated legend to the hazard profiles	

* Expected to enter into force on 1 February 2012.

–	Annex 6 – Criteria for establishing ship type requirements from the marine pollution point of view	
–	Annex 7 – Telex/Telefax format for proposing tripartite agreement for provisional assessment of liquid substances	
–	Annex 8 – Format for assessment of liquid chemicals	
–	Annex 9 – Examples of the calculation method	
–	Annex 10 – Interpretation for assigning the minimum carriage requirements for mixtures involving products included in the IBC/BCH Codes for safety reasons	
–	International code for the construction and equipment of ships carrying dangerous chemicals in bulk (IBC Code) (2007 edition)	IC100E
–	Guidelines for surveys under Annex II of MARPOL 73/78 (1987 edition)	I508E
–	Code for the construction and equipment of ships carrying dangerous chemicals in bulk (BCH Code) (2008 edition)	IC772E
–	Guidelines for the development of shipboard marine pollution emergency plans (2010 edition)	IB586E
Annex III		
-	International Maritime Dangerous Goods Code (IMDG Code) (2010 edition)	IH200E
Annex V		
–	Guidelines for the implementation of Annex V (2006 edition)	IA656E
–	Appendix 1 – Form for reporting alleged inadequacy of port reception facilities for garbage	
–	Appendix 2 – Standard specification for shipboard incinerators (MEPC.59(33))	
General		
–	Procedures for port State control (2000 edition)	IA650E
–	Comprehensive manual on port reception facilities (1999 edition)	IA597E
–	Pollution prevention equipment required under MARPOL 73/78 (2006 edition)	IA646E
–	MARPOL – How to do it	IA636E

4

Prospective amendments to MARPOL Annexes

Prospective amendments to MARPOL Annex III

Resolution MEPC.193(61)
adopted on 1 October 2010

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973

(Revised MARPOL Annex III)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

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

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

HAVING CONSIDERED draft amendments to Annex III of MARPOL 73/78,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to Annex III of MARPOL 73/78, the text of which is set out at annex to the present resolution;

2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 July 2013 unless, prior to that date, not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;

3. INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 January 2014 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the Annex;

5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL 73/78 copies of the present resolution and its Annex.

Annex

Amendments to MARPOL Annex III

The existing text of MARPOL Annex III, as adopted by resolution MEPC.156(55), is replaced by the following:

"Regulations for the prevention of pollution by harmful substances carried by sea in packaged form

Regulation 1
Application

1 Unless expressly provided otherwise, the regulations of this Annex apply to all ships carrying harmful substances in packaged form.

.1 For the purpose of this Annex, "harmful substances" are those substances which are identified as marine pollutants in the International Maritime Dangerous Goods Code (IMDG Code)* or which meet the criteria in the appendix of this Annex.

.2 For the purposes of this Annex, "packaged form" is defined as the forms of containment specified for harmful substances in the IMDG Code.

2 The carriage of harmful substances is prohibited, except in accordance with the provisions of this Annex.

3 To supplement the provisions of this Annex, the Government of each Party to the Convention shall issue, or cause to be issued, detailed requirements on packing, marking, labelling, documentation, stowage, quantity limitations and exceptions for preventing or minimizing pollution of the marine environment by harmful substances.*

4 For the purposes of this Annex, empty packagings which have been used previously for the carriage of harmful substances shall themselves be treated as harmful substances unless adequate precautions have been taken to ensure that they contain no residue that is harmful to the marine environment.

5 The requirements of this Annex do not apply to ship's stores and equipment.

Regulation 2
Packing

Packages shall be adequate to minimize the hazard to the marine environment, having regard to their specific contents.

Regulation 3
Marking and labelling

1 Packages containing a harmful substance shall be durably marked or labelled to indicate that the substance is a harmful substance in accordance with the relevant provisions of the IMDG Code.

2 The method of affixing marks or labels on packages containing a harmful substance shall be in accordance with the relevant provisions of the IMDG Code.

* Refer to the IMDG Code adopted by the Organization by resolution MSC.122(75), as amended by the Maritime Safety Committee.

Regulation 4*
Documentation

1 Transport information relating to the carriage of harmful substances shall be in accordance with the relevant provisions of the IMDG Code and shall be made available to the person or organization designated by the port State authority.

2 Each ship carrying harmful substances shall have a special list, manifest or stowage plan setting forth, in accordance with the relevant provisions of the IMDG Code, the harmful substances on board and the location thereof. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority.

Regulation 5
Stowage

Harmful substances shall be properly stowed and secured so as to minimize the hazards to the marine environment without impairing the safety of the ship and persons on board.

Regulation 6
Quantity limitations

Certain harmful substances may, for sound scientific and technical reasons, need to be prohibited for carriage or be limited as to the quantity which may be carried aboard any one ship. In limiting the quantity, due consideration shall be given to size, construction and equipment of the ship, as well as the packaging and the inherent nature of the substances.

Regulation 7
Exceptions

1 Jettisoning of harmful substances carried in packaged form shall be prohibited, except where necessary for the purpose of securing the safety of the ship or saving life at sea.

2 Subject to the provisions of the present Convention, appropriate measures based on the physical, chemical and biological properties of harmful substances shall be taken to regulate the washing of leakages overboard, provided that compliance with such measures would not impair the safety of the ship and persons on board.

Regulation 8
Port State control on operational requirements†

1 A ship when in a port or an offshore terminal of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex.

2 Where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by harmful substances, the Party shall take such steps, including carrying out detailed inspection and, if required, will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex.

* Reference to "documents" in this regulation does not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques as an aid to paper documentation.

† Refer to the Procedures for port State control adopted by the Organization by resolution A.787(19) and amended by resolution A.882(21).

3 Procedures relating to the port State control prescribed in article 5 of the present Convention shall apply to this regulation.

4 Nothing in this regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

Appendix to Annex III

Criteria for the identification of harmful substances in packaged form

For the purposes of this Annex, substances identified by any one of the following criteria are harmful substances:*

(a) Acute (short-term) aquatic hazard

Category: Acute 1	
96 hr LC_{50} (for fish)	≤ 1 mg/ℓ and/or
48 hr EC_{50} (for crustacea)	≤ 1 mg/ℓ and/or
72 or 96 hr ErC_{50} (for algae or other aquatic plants)	≤ 1 mg/ℓ

(b) Long-term aquatic hazard

(i) Non-rapidly degradable substances for which there are adequate chronic toxicity data available

Category: Chronic 1	
Chronic NOEC or EC_x (for fish)	≤ 0.1 mg/ℓ and/or
Chronic NOEC or EC_x (for crustacea)	≤ 0.1 mg/ℓ and/or
Chronic NOEC or EC_x (for algae or other aquatic plants)	≤ 0.1 mg/ℓ
Category: Chronic 2	
Chronic NOEC or EC_x (for fish)	≤ 1 mg/ℓ and/or
Chronic NOEC or EC_x (for crustacea)	≤ 1 mg/ℓ and/or
Chronic NOEC or EC_x (for algae or other aquatic plants)	≤ 1 mg/ℓ

(ii) Rapidly degradable substances for which there are adequate chronic toxicity data available

Category: Chronic 1	
Chronic NOEC or EC_x (for fish)	≤ 0.01 mg/ℓ and/or
Chronic NOEC or EC_x (for crustacea)	≤ 0.01 mg/ℓ and/or
Chronic NOEC or EC_x (for algae or other aquatic plants)	≤ 0.01 mg/ℓ
Category: Chronic 2	
Chronic NOEC or EC_x (for fish)	≤ 0.1 mg/ℓ and/or
Chronic NOEC or EC_x (for crustacea)	≤ 0.1 mg/ℓ and/or
Chronic NOEC or EC_x (for algae or other aquatic plants)	≤ 0.1 mg/ℓ

* The criteria are based on those developed by the United Nations Globally Harmonized System of Classification and Labelling of Chemicals (GHS), as amended.

For definitions of acronyms or terms used in this appendix, refer to the relevant paragraphs of the IMDG Code.

Additional information

(iii) Substances for which adequate chronic toxicity data are not available

Category: Chronic 1	
96 hr LC_{50} (for fish)	$\leq$ 1 mg/ℓ and/or
48 hr EC_{50} (for crustacea)	$\leq$ 1 mg/ℓ and/or
72 or 96 hr ErC_{50} (for algae or other aquatic plants)	$\leq$ 1 mg/ℓ
and the substance is not rapidly degradable and/or the experimentally determined BCF $\geq$ 500 (or, if absent, the log $K_{ow} \geq 4$).	
Category: Chronic 2	
96 hr LC_{50} (for fish)	> 1 mg/ℓ but $\leq$ 10 mg/ℓ and/or
48 hr EC_{50} (for crustacea)	> 1 mg/ℓ but $\leq$ 10 mg/ℓ and/or
72 or 96 hr ErC_{50} (for algae or other aquatic plants)	> 1 mg/ℓ but $\leq$ 10 mg/ℓ
and the substance is not rapidly degradable and/or the experimentally determined BCF $\geq$ 500 (or, if absent, the log $K_{ow} \geq 4$).	

Additional guidance on the classification process for substances and mixtures is included in the IMDG Code."

Consolidated text of MARPOL Annex IV, including amendments adopted by resolution MEPC.200(62)*

Regulations for the prevention of pollution by sewage from ships

Chapter 1 – General

Regulation 1
Definitions

For the purposes of this Annex:

1 *New ship* means a ship:

.1 for which the building contract is placed, or in the absence of a building contract, the keel of which is laid, or which is at a similar stage of construction, on or after the date of entry into force of this Annex; or

.2 the delivery of which is three years or more after the date of entry into force of this Annex.

2 *Existing ship* means a ship which is not a new ship.

3 *Sewage* means:

.1 drainage and other wastes from any form of toilets and urinals;

.2 drainage from medical premises (dispensary, sick bay, etc.) via wash basins, wash tubs and scuppers located in such premises;

.3 drainage from spaces containing living animals; or

.4 other waste waters when mixed with the drainages defined above.

4 *Holding tank* means a tank used for the collection and storage of sewage.

5 *Nearest land*. The term "from the nearest land" means from the baseline from which the territorial sea of the territory in question is established in accordance with international law except that, for the purposes of the present Convention, "from the nearest land" off the north-eastern coast of Australia shall mean from a line drawn from a point on the coast of Australia in:

latitude 11°00′ S, longitude 142°08′ E
to a point in latitude 10°35′ S, longitude 141°55′ E,
thence to a point latitude 10°00′ S, longitude 142°00′ E,
thence to a point latitude 09°10′ S, longitude 143°52′ E,
thence to a point latitude 09°00′ S, longitude 144°30′ E,
thence to a point latitude 10°41′ S, longitude 145°00′ E,
thence to a point latitude 13°00′ S, longitude 145°00′ E,
thence to a point latitude 15°00′ S, longitude 146°00′ E,

* Annex IV entered into force on 27 September 2003. The amendments adopted by resolution MEPC.200(62) are expected to enter into force on 1 January 2013.

thence to a point latitude 17°30′ S, longitude 147°00′ E,
thence to a point latitude 21°00′ S, longitude 152°55′ E,
thence to a point latitude 24°30′ S, longitude 154°00′ E,
thence to a point on the coast of Australia in
latitude 24°42′ S, longitude 153°15′ E.

6 *Special area* means a sea area where for recognized technical reasons in relation to its oceanographical and ecological condition and to the particular character of its traffic the adoption of special mandatory methods for the prevention of sea pollution by sewage is required.

The special areas are:

.1 the Baltic Sea area as defined in regulation 1.11.2 of Annex I; and

.2 any other sea area designated by the Organization in accordance with criteria and procedures for designation of special areas with respect to prevention of pollution by sewage from ships.*

7 *International voyage* means a voyage from a country to which the present Convention applies to a port outside such country, or conversely.

8 *Person* means member of the crew and passengers.

9 A *passenger* means every person other than:

.1 the master and the members of the crew or other persons employed or engaged in any capacity on board a ship on the business of that ship; and

.2 a child under one year of age.

10 A *passenger ship* means a ship which carries more than 12 passengers.

For the application of regulation 11.3, a *new passenger ship* is a passenger ship:

.1 for which the building contract is placed, or in the absence of a building contract, the keel of which is laid, or which is in a similar stage of construction, on or after 1 January 2016; or

.2 the delivery of which is two years or more after 1 January 2016.

An *existing passenger ship* is a passenger ship which is not a new passenger ship.

11 *Anniversary date* means the day and the month of each year which will correspond to the date of expiry of the International Sewage Pollution Prevention Certificate.

Regulation 2
Application†

1 The provisions of this Annex shall apply to the following ships engaged in international voyages:

.1 new ships of 400 gross tonnage and above; and

.2 new ships of less than 400 gross tonnage which are certified to carry more than 15 persons; and

.3 existing ships of 400 gross tonnage and above, five years after the date of entry into force of this Annex; and

.4 existing ships of less than 400 gross tonnage which are certified to carry more than 15 persons, five years after the date of entry into force of this Annex.

2 The Administration shall ensure that existing ships, according to subparagraphs 1.3 and 1.4 of this regulation, the keels of which are laid or which are of a similar stage of construction before 2 October 1983 shall be

* Refer to Assembly resolution A.927(22), Guidelines for the designation of special areas under MARPOL and guidelines for the identification and designation of particularly sensitive sea areas.

† MEPC 52 (11 to 15 October 2004) confirmed that 27 September 2003 was the one and only entry into force date of MARPOL Annex IV (see document MEPC 52/24, paragraphs 6.16 to 6.19).

equipped, as far as practicable, to discharge sewage in accordance with the requirements of regulation 11 of the Annex.

Regulation 3
Exceptions

1 Regulation 11 of this Annex shall not apply to:

.1 the discharge of sewage from a ship necessary for the purpose of securing the safety of a ship and those on board or saving life at sea; or

.2 the discharge of sewage resulting from damage to a ship or its equipment if all reasonable precautions have been taken before and after the occurrence of the damage, for the purpose of preventing or minimizing the discharge.

Chapter 2 – Surveys and certification*

Regulation 4
Surveys

1 Every ship which, in accordance with regulation 2, is required to comply with the provisions of this Annex shall be subject to the surveys specified below:

.1 An initial survey before the ship is put in service or before the Certificate required under regulation 5 of this Annex is issued for the first time, which shall include a complete survey of its structure, equipment, systems, fittings, arrangements and material in so far as the ship is covered by this Annex. This survey shall be such as to ensure that the structure, equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of this Annex.

.2 A renewal survey at intervals specified by the Administration, but not exceeding five years, except where regulation 8.2, 8.5, 8.6 or 8.7 of this Annex is applicable. The renewal survey shall be such as to ensure that the structure, equipment, systems, fittings, arrangements and materials fully comply with applicable requirements of this Annex.

.3 An additional survey, either general or partial, according to the circumstances, shall be made after a repair resulting from investigations prescribed in paragraph 4 of this regulation, or whenever any important repairs or renewals are made. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory and that the ship complies in all respects with the requirements of this Annex.

2 The Administration shall establish appropriate measures for ships which are not subject to the provisions of paragraph 1 of this regulation in order to ensure that the applicable provisions of this Annex are complied with.

3 Surveys of ships as regards the enforcement of the provisions of this Annex shall be carried out by officers of the Administration. The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it.

* Refer to Global and uniform implementation of the harmonized system of survey and certification (HSSC) adopted by the Assembly of the Organization by resolution A.883(21), the Survey guidelines under the harmonized system of survey and certification, 2007, adopted by the Assembly of the Organization by resolution A.997(25), as may be amended by the Organization. Refer to MSC/Circ.1010 – MEPC/Circ.382 on Communication of information on the authorization of recognized organizations (ROs), and the information collected via the Global Integrated Shipping Information System (GISIS).

4 An Administration nominating surveyors or recognizing organizations to conduct surveys as set forth in paragraph 3 of this regulation shall, as a minimum, empower any nominated surveyor or recognized organization to:

.1 require repairs to a ship; and

.2 carry out surveys if requested by the appropriate authorities of a Port State.

The Administration shall notify the Organization of the specific responsibilities and conditions of the authority delegated to the nominated surveyors or recognized organizations, for circulation to Parties to the present Convention for the information of their officers.

5 When a nominated surveyor or recognized organization determines that the condition of the ship or its equipment does not correspond substantially with the particulars of the Certificate or is such that the ship is not fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment, such surveyor or organization shall immediately ensure that corrective action is taken and shall in due course notify the Administration. If such corrective action is not taken, the Certificate should be withdrawn and the Administration shall be notified immediately and if the ship is in a port of another Party, the appropriate authorities of the Port State shall also be notified immediately. When an officer of the Administration, a nominated surveyor or recognized organization has notified the appropriate authorities of the Port State, the Government of the Port State concerned shall give such officer, surveyor or organization any necessary assistance to carry out their obligations under this regulation. When applicable, the Government of the Port State concerned shall take such steps as will ensure that the ship shall not sail until it can proceed to sea or leave the port for the purpose of proceeding to the nearest appropriate repair yard available without presenting an unreasonable threat of harm to the marine environment.

6 In every case, the Administration concerned shall fully guarantee the completeness and efficiency of the survey and shall undertake to ensure the necessary arrangements to satisfy this obligation.

7 The condition of the ship and its equipment shall be maintained to conform with the provisions of the present Convention to ensure that the ship in all respects will remain fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment.

8 After any survey of the ship under paragraph 1 of this regulation has been completed, no change shall be made in the structure, equipment, systems, fittings, arrangements or materials covered by the survey, without the sanction of the Administration, except the direct replacement of such equipment and fittings.

9 Whenever an accident occurs to a ship or a defect is discovered which substantially affects the integrity of the ship or the efficiency or completeness of its equipment covered by this Annex, the master or owner of the ship shall report at the earliest opportunity to the Administration, the recognized organization or the nominated surveyor responsible for issuing the relevant Certificate, who shall cause investigations to be initiated to determine whether a survey as required by paragraph 1 of this regulation is necessary. If the ship is in a port of another Party, the master or owner shall also report immediately to the appropriate authorities of the Port State and the nominated surveyor or recognized organization shall ascertain that such report has been made.

Regulation 5
Issue or endorsement of Certificate

1 An International Sewage Pollution Prevention Certificate shall be issued, after an initial or renewal survey in accordance with the provisions of regulation 4 of this Annex, to any ship which is engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention. In the case of existing ships this requirement shall apply five years after the date of entry into force of this Annex.

2 Such Certificate shall be issued or endorsed either by the Administration or by any persons or organization* duly authorized by it. In every case, the Administration assumes full responsibility for the Certificate.

Regulation 6
Issue or endorsement of a Certificate by another Government

1 The Government of a Party to the Convention may, at the request of the Administration, cause a ship to be surveyed and, if satisfied that the provisions of this Annex are complied with, shall issue or authorize the issue of an International Sewage Pollution Prevention Certificate to the ship, and where appropriate, endorse or authorize the endorsement of that Certificate on the ship in accordance with this Annex.

2 A copy of the Certificate and a copy of the survey report shall be transmitted as soon as possible to the Administration requesting the survey.

3 A Certificate so issued shall contain a statement to the effect that it has been issued at the request of the Administration and it shall have the same force and receive the same recognition as the Certificate issued under regulation 5 of this Annex.

4 No International Sewage Pollution Prevention Certificate shall be issued to a ship which is entitled to fly the flag of a State which is not a Party.

Regulation 7
Form of Certificate

The International Sewage Pollution Prevention Certificate shall be drawn up in the form corresponding to the model given in the appendix to this Annex and 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.

Regulation 8
Duration and validity of Certificate†

1 An International Sewage Pollution Prevention Certificate shall be issued for a period specified by the Administration which shall not exceed five years.

2.1 Notwithstanding the requirements of paragraph 1 of this regulation, when the renewal survey is completed within three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing Certificate.

2.2 When the renewal survey is completed after the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing Certificate.

2.3 When the renewal survey is completed more than three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of completion of the renewal survey.

3 If a Certificate is issued for a period of less than five years, the Administration may extend the validity of the Certificate beyond the expiry date to the maximum period specified in paragraph 1 of this regulation.

* Refer to the Guidelines for the authorization of organizations acting on behalf of the Administration, adopted by the Organization by resolution A.739(18), as amended by resolution MSC.208(81), and the Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration, adopted by the Organization by resolution A.789(19), as may be amended by the Organization.

† Refer to the Guidance on the timing of replacement of existing certificates issued after the entry into force of amendments to certificates in IMO instruments (MSC-MEPC.5/Circ.6).

4 If a renewal survey has been completed and a new Certificate cannot be issued or placed on board the ship before the expiry date of the existing Certificate, the person or organization authorized by the Administration may endorse the existing Certificate and such a Certificate shall be accepted as valid for a further period which shall not exceed five months from the expiry date.

5 If a ship at the time when a Certificate expires is not in a port in which it is to be surveyed, the Administration may extend the period of validity of the Certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed and then only in cases where it appears proper and reasonable to do so. No Certificate shall be extended for a period longer than three months, and a ship to which an extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port without having a new Certificate. When the renewal survey is completed, the new Certificate shall be valid to a date not exceeding five years from the date of expiry of the existing Certificate before the extension was granted.

6 A Certificate issued to a ship engaged on short voyages which has not been extended under the foregoing provisions of this regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it. When the renewal survey is completed, the new Certificate shall be valid to a date not exceeding five years from the date of expiry of the existing Certificate before the extension was granted.

7 In special circumstances, as determined by the Administration, a new Certificate need not be dated from the date of expiry of the existing Certificate as required by paragraph 2.2, 5 or 6 of this regulation. In these special circumstances, the new Certificate shall be valid to a date not exceeding five years from the date of completion of the renewal survey.

8 A Certificate issued under regulation 5 or 6 of this Annex shall cease to be valid in any of the following cases:

.1 if the relevant surveys are not completed within the periods specified under regulation 4.1 of this Annex; or

.2 upon transfer of the ship to the flag of another State. A new Certificate shall only be issued when the Government issuing the new Certificate is fully satisfied that the ship is in compliance with the requirements of regulations 4.7 and 4.8 of this Annex. In the case of a transfer between Parties, if requested within 3 months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the Certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.

Chapter 3 – Equipment and control of discharge

Regulation 9

Sewage systems

1 Every ship which, in accordance with regulation 2, is required to comply with the provisions of this Annex shall be equipped with one of the following sewage systems:

.1 a sewage treatment plant which shall be of a type approved by the Administration, taking into account the standards and test methods developed by the Organization,* or

* Refer to the Recommendation on international effluent standards and guidelines for performance tests for sewage treatment plants adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.2(VI) or the Revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants adopted by the MEPC by resolution MEPC.159(55) (see Unified Interpretation 3).

.2 a sewage comminuting and disinfecting system approved by the Administration. Such system shall be fitted with facilities to the satisfaction of the Administration, for the temporary storage of sewage when the ship is less than 3 nautical miles from the nearest land, or

.3 a holding tank of the capacity to the satisfaction of the Administration for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed to the satisfaction of the Administration and shall have a means to indicate visually the amount of its contents.

2 By derogation from paragraph 1, every passenger ship which, in accordance with regulation 2, is required to comply with the provisions of this Annex, and for which regulation 11.3 applies while in a special area, shall be equipped with one of the following sewage systems:

.1 a sewage treatment plant which shall be of a type approved by the Administration, taking into account the standards and test methods developed by the Organization,* or

.2 a holding tank of the capacity to the satisfaction of the Administration for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed to the satisfaction of the Administration and shall have a means to indicate visually the amount of its contents.

Regulation 10
Standard discharge connections

1 To enable pipes of reception facilities to be connected with the ship's discharge pipeline, both lines shall be fitted with a standard discharge connection in accordance with the following table:

Standard dimensions of flanges for discharge connections

Description	Dimension
Outside diameter	210 mm
Inner diameter	According to pipe outside diameter
Bolt circle diameter	170 mm
Slots in flange	4 holes, 18 mm in diameter, equidistantly placed on a bolt circle of the above diameter, slotted to the flange periphery. The slot width to be 18 mm
Flange thickness	16 mm
Bolts and nuts: quantity and diameter	4, each of 16 mm in diameter and of suitable length
The flange is designed to accept pipes up to a maximum internal diameter of 100 mm and shall be of steel or other equivalent material having a flat face. This flange, together with a suitable gasket, shall be suitable for a service pressure of 600 kPa.For ships having a moulded depth of 5 m and less, the inner diameter of the discharge connection may be 38 mm.	

2 For ships in dedicated trades, i.e. passenger ferries, alternatively the ship's discharge pipeline may be fitted with a discharge connection which can be accepted by the Administration, such as quick-connection couplings.

* Refer to the Recommendation on international effluent standards and guidelines for performance tests for sewage treatment plants adopted by the Organization by resolution MEPC.2(VI); or the Revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants adopted by the MEPC by resolution MEPC.159(55) (see Unified Interpretation 3); or the (2012) Guidelines on implementation of effluent standards and performance tests for sewage treatment plants, which are expected to be adopted by MEPC 63 in March 2012.

Regulation 11
Discharge of sewage

A Discharge of sewage from ships other than passenger ships in all areas and discharge of sewage from passenger ships outside special areas

1 Subject to the provisions of regulation 3 of this Annex, the discharge of sewage into the sea is prohibited, except when:

.1 the ship is discharging comminuted and disinfected sewage using a system approved by the Administration in accordance with regulation 9.1.2 of this Annex at a distance of more than 3 nautical miles from the nearest land, or sewage which is not comminuted or disinfected at a distance of more than 12 nautical miles from the nearest land, provided that, in any case, the sewage that has been stored in holding tanks, or sewage originating from spaces containing living animals, shall not be discharged instantaneously but at a moderate rate when the ship is *en route* and proceeding at not less than 4 knots; the rate of discharge shall be approved by the Administration based upon standards developed by the Organization;* or

.2 the ship has in operation an approved sewage treatment plant which has been certified by the Administration to meet the operational requirements referred to in regulation 9.1.1 of this Annex, and the effluent shall not produce visible floating solids nor cause discoloration of the surrounding water.

2 The provisions of paragraph 1 shall not apply to ships operating in the waters under the jurisdiction of a State and visiting ships from other States while they are in these waters and are discharging sewage in accordance with such less stringent requirements as may be imposed by such State.

B Discharge of sewage from passenger ships within a special area

3 Subject to the provisions of regulation 3 of this Annex, the discharge of sewage from a passenger ship within a special area shall be prohibited:

.1 for new passenger ships on, or after 1 January 2016, subject to paragraph 2 of regulation 13; and

.2 for existing passenger ships on, or after 1 January 2018, subject to paragraph 2 of regulation 13,

except when the following conditions are satisfied:

the ship has in operation an approved sewage treatment plant which has been certified by the Administration to meet the operational requirements referred to in regulation 9.2.1 of this Annex, and the effluent shall not produce visible floating solids nor cause discoloration of the surrounding water.

C General requirements

4 When the sewage is mixed with wastes or waste water covered by other Annexes of the present Convention, the requirements of those Annexes shall be complied with in addition to the requirements of this Annex.

Chapter 4 – Reception facilities

Regulation 12
Reception facilities

1 The Government of each Party to the Convention, which requires ships operating in waters under its jurisdiction and visiting ships while in its waters to comply with the requirements of regulation 11.1, undertakes to ensure the provision of facilities at ports and terminals for the reception of sewage, without causing delay to ships, adequate to meet the needs of the ships using them.

* Refer to the Recommendation on standards for the rate of discharge of untreated sewage from ships adopted by the Marine Environmental Protection Committee of the Organization by resolution MEPC.157(55).

2 The Government of each Party shall notify the Organization, for transmission to the Contracting Governments concerned, of all cases where the facilities provided under this regulation are alleged to be inadequate.

Regulation 13
Reception facilities for passenger ships in special areas

1 Each Party, the coastline of which borders a special area, undertakes to ensure that:

.1 facilities for the reception of sewage are provided in ports and terminals which are in a special area and which are used by passenger ships;

.2 the facilities are adequate to meet the needs of those passenger ships; and

.3 the facilities are operated so as not to cause undue delay to those passenger ships.

2 The Government of each Party concerned shall notify the Organization of the measures taken pursuant to paragraph 1 of this regulation. Upon receipt of sufficient notifications in accordance with paragraph 1 of this regulation, the Organization shall establish a date from which the requirements of regulation 11.3 in respect of the area in question shall take effect. The Organization shall notify all Parties of the date so established no less than 12 months in advance of that date. Until the date so established, ships while navigating in the special area shall comply with the requirements of regulation 11.1 of this Annex.

Chapter 5 – Port State control

Regulation 14
Port State control on operational requirements[*]

1 A ship when in a port or an offshore terminal of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by sewage.

2 In the circumstances given in paragraph 1 of this regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex.

3 Procedures relating to the port State control prescribed in article 5 of the present Convention shall apply to this regulation.

4 Nothing in this regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

[*] Refer to procedures for port State control adopted by the Organization by resolution A.787(19) and amended by resolution A.882(21); see IMO sales publication IA650E.

Additional information

Appendix to Annex IV

Appendix
Form of International Sewage Pollution Prevention Certificate

INTERNATIONAL SEWAGE POLLUTION PREVENTION CERTIFICATE

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:

.....

(full designation of the country)

by.....

(full designation of the competent person or organization authorized under the provisions of the Convention)

Particulars of ship[*]

Name of ship.....

Distinctive number or letters.....

Port of registry .....

Gross tonnage.....

Number of persons which the ship is certified to carry.....

IMO Number[†] .....

New/existing ship[‡]

Type of ship for the application of regulation 11.3:[‡]

New/existing passenger ship[‡]

Ship other than a passenger ship

Date on which keel was laid or ship was at a similar stage of construction or, where applicable, date on which work for a conversion or an alteration or modification of a major character was commenced .....

THIS IS TO CERTIFY:

1 That the ship is equipped with a sewage treatment plant/comminuter/holding tank[‡] and a discharge pipeline in compliance with regulations 9 and 10 of Annex IV of the Convention as follows:

[‡]1.1 Description of the sewage treatment plant:

Type of sewage treatment plant .....

Name of manufacturer .....

The sewage treatment plant is certified by the Administration to meet the effluent standards as provided for in resolution MEPC.2(VI).

The sewage treatment plant is certified by the Administration to meet the effluent standards as provided for in resolution MEPC.159(55).

The sewage treatment plant is certified by the Administration to meet the effluent standards as provided for in the guidelines developed by the Organization.

[*] Alternatively, the particulars of the ship may be placed horizontally in boxes.

[†] Refer to the IMO Ship Identification Number Scheme adopted by the Organization by resolution A.600(15).

[‡] Delete as appropriate.

‡1.2 Description of comminuter:
Type of comminuter .....
Name of manufacturer .....
Standard of sewage after disinfection .....

*1.3 Description of holding tank:
Total capacity of the holding tank ..... m^3
Location .....

1.4 A pipeline for the discharge of sewage to a reception facility, fitted with a standard shore connection.

2 That the ship has been surveyed in accordance with regulation 4 of Annex IV of the Convention.

3 That the survey shows that the structure, equipment, systems, fittings, arrangements 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 IV of the Convention.

This Certificate is valid until (dd/mm/yyyy) .....† subject to surveys in accordance with regulation 4 of Annex IV of the Convention.

Completion date of the survey on which this Certificate is based (dd/mm/yyyy) .....

Issued at .....
(place of issue of Certificate)

Date (dd/mm/yyyy) ....
(date of issue) *(signature of duly authorized official issuing the Certificate)*

(seal or stamp of the authority, as appropriate)

* Delete as appropriate.

† Insert the date of expiry as specified by the Administration in accordance with regulation 8.1 of Annex IV of the Convention. The day and the month of this date correspond to the anniversary date as defined in regulation 1.8 of Annex IV of the Convention.

Additional information

ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN 5 YEARS WHERE REGULATION 8.3 APPLIES

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with regulation 8.3 of Annex IV of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND REGULATION 8.4 APPLIES

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with regulation 8.4 of Annex IV of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....
(signature of duly authorized official)

Place.....

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

(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 8.5 OR 8.6 APPLIES

This Certificate shall, in accordance with regulation 8.5 or 8.6* of Annex IV of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

* Delete as appropriate.

Prospective amendments to MARPOL Annex V

Resolution MEPC.201(62)
adopted on 15 July 2011

Amendments to the Annex of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (Revised MARPOL Annex V)

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

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

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

HAVING CONSIDERED draft amendments to Annex V of MARPOL 73/78,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to Annex V of MARPOL 73/78, the text of which is set out at annex to the present resolution;

2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 July 2012 unless, prior to that date, not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;

3. INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 January 2013 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the Annex;

5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL 73/78 copies of the present resolution and its Annex.

Additional information

Annex

Revised MARPOL Annex V

Regulations for the prevention of pollution by garbage from ships

Regulation 1
Definitions

For the purposes of this Annex:

1 *Animal carcasses* means the bodies of any animals that are carried on board as cargo and that die or are euthanized during the voyage.

2 *Cargo residues* means the remnants of any cargo which are not covered by other Annexes to the present Convention and which remain on the deck or in holds following loading or unloading, including loading and unloading excess or spillage, whether in wet or dry condition or entrained in wash water but does not include cargo dust remaining on the deck after sweeping or dust on the external surfaces of the ship.

3 *Cooking oil* means any type of edible oil or animal fat used or intended to be used for the preparation or cooking of food, but does not include the food itself that is prepared using these oils.

4 *Domestic wastes* means all types of wastes not covered by other Annexes that are generated in the accommodation spaces on board the ship. Domestic wastes does not include grey water.

5 *En route* means that the ship is underway at sea on a course or courses, including deviation from the shortest direct route, which as far as practicable for navigational purposes, will cause any discharge to be spread over as great an area of the sea as is reasonable and practicable.

6 *Fishing gear* means any physical device or part thereof or combination of items that may be placed on or in the water or on the sea-bed with the intended purpose of capturing, or controlling for subsequent capture or harvesting, marine or fresh water organisms.

7 *Fixed or floating platforms* means fixed or floating structures located at sea which are engaged in the exploration, exploitation or associated offshore processing of sea-bed mineral resources.

8 *Food wastes* means any spoiled or unspoiled food substances and includes fruits, vegetables, dairy products, poultry, meat products and food scraps generated aboard ship.

9 *Garbage* means all kinds of food wastes, domestic wastes and operational wastes, all plastics, cargo residues, incinerator ashes, cooking oil, fishing gear, and animal carcasses generated during the normal operation of the ship and liable to be disposed of continuously or periodically except those substances which are defined or listed in other Annexes to the present Convention. Garbage does not include fresh fish and parts thereof generated as a result of fishing activities undertaken during the voyage, or as a result of aquaculture activities which involve the transport of fish including shellfish for placement in the aquaculture facility and the transport of harvested fish including shellfish from such facilities to shore for processing.

10 *Incinerator ashes* means ash and clinkers resulting from shipboard incinerators used for the incineration of garbage.

11 *Nearest land.* The term "from the nearest land" means from the baseline from which the territorial sea of the territory in question is established in accordance with international law, except that, for the purposes

of the present Annex, "from the nearest land" off the north-eastern coast of Australia shall mean from a line drawn from a point on the coast of Australia in:

latitude 11°00′ S, longitude 142°08′ E
to a point in latitude 10°35′ S, longitude 141°55′ E,
thence to a point latitude 10°00′ S, longitude 142°00′ E,
thence to a point latitude 09°10′ S, longitude 143°52′ E,
thence to a point latitude 09°00′ S, longitude 144°30′ E,
thence to a point latitude 10°41′ S, longitude 145°00′ E,
thence to a point latitude 13°00′ S, longitude 145°00′ E,
thence to a point latitude 15°00′ S, longitude 146°00′ E,
thence to a point latitude 17°30′ S, longitude 147°00′ E,
thence to a point latitude 21°00′ S, longitude 152°55′ E,
thence to a point latitude 24°30′ S, longitude 154°00′ E,
thence to a point on the coast of Australia in
latitude 24°42′ S, longitude 153°15′ E.

12 *Operational wastes* means all solid wastes (including slurries) not covered by other Annexes that are collected on board during normal maintenance or operations of a ship, or used for cargo stowage and handling. Operational wastes also includes cleaning agents and additives contained in cargo hold and external wash water. Operational wastes does not include grey water, bilge water, or other similar discharges essential to the operation of a ship, taking into account the guidelines developed by the Organization.

13 *Plastic* means a solid material which contains as an essential ingredient one or more high molecular mass polymers and which is formed (shaped) during either manufacture of the polymer or the fabrication into a finished product by heat and/or pressure. Plastics have material properties ranging from hard and brittle to soft and elastic. For the purposes of this annex, "all plastics" means all garbage that consists of or includes plastic in any form, including synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products.

14 *Special area* means a sea area where for recognized technical reasons in relation to its oceanographic and ecological condition and to the particular character of its traffic the adoption of special mandatory methods for the prevention of sea pollution by garbage is required.

For the purposes of this Annex the special areas are the Mediterranean Sea area, the Baltic Sea area, the Black Sea area, the Red Sea area, the Gulfs area, the North Sea area, the Antarctic area and the Wider Caribbean Region, which are defined as follows:

.1 The Mediterranean Sea area means the Mediterranean Sea proper including the gulfs and seas therein with the boundary between the Mediterranean and the Black Sea constituted by the 41° N parallel and bounded to the west by the Straits of Gibraltar at the meridian 5°36′ W.

.2 The Baltic Sea area means the Baltic Sea proper with the Gulf of Bothnia and the Gulf of Finland and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at 57°44.8′ N.

.3 The Black Sea area means the Black Sea proper with the boundary between the Mediterranean and the Black Sea constituted by the parallel 41°N.

.4 The Red Sea area means the Red Sea proper including the Gulfs of Suez and Aqaba bounded at the south by the rhumb line between Ras si Ane (12°28.5′ N, 43°19.6′ E) and Husn Murad (12°40.4′ N, 43°30.2′ E).

.5 The Gulfs area means the sea area located north-west of the rhumb line between Ras al Hadd (22°30′ N, 59°48′ E) and Ras al Fasteh (25°04′ N, 61°25′ E).

.6 The North Sea area means the North Sea proper including seas therein with the boundary between:

.1 the North Sea southwards of latitude 62°N and eastwards of longitude 4° W;

.2 the Skagerrak, the southern limit of which is determined east of the Skaw by latitude 57°44.8′ N; and

.3 the English Channel and its approaches eastwards of longitude 5° W and northwards of latitude 48°30′ N.

.7 The Antarctic area means the sea area south of latitude 60° S.

.8 The Wider Caribbean Region means the Gulf of Mexico and Caribbean Sea proper including the bays and seas therein and that portion of the Atlantic Ocean within the boundary constituted by the 30° N parallel from Florida eastward to 77°30′ W meridian, thence a rhumb line to the intersection of 20° N parallel and 59° W meridian, thence a rhumb line to the intersection of 7°20′ N parallel and 50° W meridian, thence a rhumb line drawn southwesterly to the eastern boundary of French Guiana.

Regulation 2
Application

Unless expressly provided otherwise, the provisions of this Annex shall apply to all ships.

Regulation 3
General prohibition on discharge of garbage into the sea

1 Discharge of all garbage into the sea is prohibited, except as provided otherwise in regulations 4, 5, 6 and 7 of this Annex.

2 Except as provided in regulation 7 of this Annex, discharge into the sea of all plastics, including but not limited to synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products is prohibited.

3 Except as provided in regulation 7 of this Annex, the discharge into the sea of cooking oil is prohibited.

Regulation 4
Discharge of garbage outside special areas

1 Discharge of the following garbage into the sea outside special areas shall only be permitted while the ship is en route and as far as practicable from the nearest land, but in any case not less than:

.1 3 nautical miles from the nearest land for food wastes which have been passed through a comminuter or grinder. Such comminuted or ground food wastes shall be capable of passing through a screen with openings no greater than 25 mm.

.2 12 nautical miles from the nearest land for food wastes that have not been treated in accordance with subparagraph .1 above.

.3 12 nautical miles from the nearest land for cargo residues that cannot be recovered using commonly available methods for unloading. These cargo residues shall not contain any substances classified as harmful to the marine environment, taking into account guidelines developed by the Organization.

.4 For animal carcasses, discharge shall occur as far from the nearest land as possible, taking into account the guidelines developed by the Organization.

2 Cleaning agents or additives contained in cargo hold, deck and external surfaces wash water may be discharged into the sea, but these substances must not be harmful to the marine environment, taking into account guidelines developed by the Organization.

3 When garbage is mixed with or contaminated by other substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall apply.

Regulation 5
Special requirements for discharge of garbage from fixed or floating platforms

1 Subject to the provisions of paragraph 2 of this regulation, the discharge into the sea of any garbage is prohibited from fixed or floating platforms and from all other ships when alongside or within 500 m of such platforms.

2 Food wastes may be discharged into the sea from fixed or floating platforms located more than 12 nautical miles from the nearest land and from all other ships when alongside or within 500 m of such platforms, but only when the wastes have been passed through a comminuter or grinder. Such comminuted or ground food wastes shall be capable of passing through a screen with openings no greater than 25 mm.

Regulation 6
Discharge of garbage within special areas

1 Discharge of the following garbage into the sea within special areas shall only be permitted while the ship is en route and as follows:

.1 Discharge into the sea of food wastes as far as practicable from the nearest land, but not less than 12 nautical miles from the nearest land or the nearest ice shelf. Food wastes shall be comminuted or ground and shall be capable of passing through a screen with openings no greater than 25 mm. Food wastes shall not be contaminated by any other garbage type. Discharge of introduced avian products, including poultry and poultry parts, is not permitted in the Antarctic area unless it has been treated to be made sterile.

.2 Discharge of cargo residues that cannot be recovered using commonly available methods for unloading, where all the following conditions are satisfied:

.1 cargo residues, cleaning agents or additives, contained in hold washing water do not include any substances classified as harmful to the marine environment, taking into account guidelines developed by the Organization;

.2 both the port of departure and the next port of destination are within the special area and the ship will not transit outside the special area between those ports;

.3 no adequate reception facilities are available at those ports taking into account guidelines developed by the Organization; and

.4 where the conditions of subparagraphs 2.1, 2.2 and 2.3 of this paragraph have been fulfilled, discharge of cargo hold washing water containing residues shall be made as far as practicable from the nearest land or the nearest ice shelf and not less than 12 nautical miles from the nearest land or the nearest ice shelf.

2 Cleaning agents or additives contained in deck and external surfaces wash water may be discharged into the sea, but only if these substances are not harmful to the marine environment, taking into account guidelines developed by the Organization.

3 The following rules (in addition to the rules in paragraph 1 of this regulation) apply with respect to the Antarctic area:

.1 Each Party at whose ports ships depart en route to or arrive from the Antarctic area undertakes to ensure that as soon as practicable adequate facilities are provided for the reception of all garbage from all ships, without causing undue delay, and according to the needs of the ships using them.

.2 Each Party shall ensure that all ships entitled to fly its flag, before entering the Antarctic area, have sufficient capacity on board for the retention of all garbage, while operating in the area and have concluded arrangements to discharge such garbage at a reception facility after leaving the area.

4 When garbage is mixed with or contaminated by other substances prohibited from discharge or having different discharge requirements, the more stringent requirements shall apply.

Regulation 7
Exceptions

1 Regulations 3, 4, 5 and 6 of this Annex shall not apply to:

.1 the discharge of garbage from a ship necessary for the purpose of securing the safety of a ship and those on board or saving life at sea; or

.2 the accidental loss of garbage resulting from damage to a ship or its equipment, provided that all reasonable precautions have been taken before and after the occurrence of the damage, to prevent or minimize the accidental loss; or

.3 the accidental loss of fishing gear from a ship provided that all reasonable precautions have been taken to prevent such loss; or

.4 the discharge of fishing gear from a ship for the protection of the marine environment or for the safety of that ship or its crew.

2 Exception of *en route*:

.1 The *en route* requirements of regulations 4 and 6 shall not apply to the discharge of food wastes where it is clear the retention on board of these food wastes presents an imminent health risk to the people on board.

Regulation 8
Reception facilities[*]

1 Each Party undertakes to ensure the provision of adequate facilities at ports and terminals for the reception of garbage without causing undue delay to ships, and according to the needs of the ships using them.

2 Reception facilities within special areas

.1 Each Party, the coastline of which borders a special area, undertakes to ensure that as soon as possible, in all ports and terminals within the special area, adequate reception facilities are provided, taking into account the needs of ships operating in these areas.

.2 Each Party concerned shall notify the Organization of the measures taken pursuant to subparagraph 3.1 of this regulation. Upon receipt of sufficient notifications the Organization shall establish a date from which the requirements of regulation 6 of this Annex in respect of the area in question are to take effect. The Organization shall notify all Parties of the date so established no less than 12 months in advance of that date. Until the date so established, ships that are navigating in a special area shall comply with the requirements of regulation 4 of this Annex as regards discharges outside special areas.

3 Each Party shall notify the Organization for transmission to the Contracting Parties concerned of all cases where the facilities provided under this regulation are alleged to be inadequate.

Regulation 9
Port State control on operational requirements[†]

1 A ship when in a port or an offshore terminal of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by garbage.

[*] Refer to the Guide to good practice for port reception facility providers and users, MEPC.1/Circ.671.

[†] Refer to the Procedures for port State control adopted by the Organization by resolution A.787(19) and amended by A.882(21); see IMO sales publication IA650E.

2 In the circumstances given in paragraph 1 of this regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex.

3 Procedures relating to the port State control prescribed in article 5 of the present Convention shall apply to this regulation.

4 Nothing in this regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

Regulation 10

Placards, garbage management plans and garbage record-keeping*

1 **.1** Every ship of 12 m or more in length overall and fixed or floating platforms shall display placards which notify the crew and passengers of the discharge requirements of regulations 3, 4, 5 and 6 of this Annex, as applicable.

.2 The placards shall be written in the working language of the ship's crew and, for ships engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention, shall also be in English, French or Spanish.

2 Every ship of 100 gross tonnage and above, and every ship which is certified to carry 15 or more persons, and fixed or floating platforms shall carry a garbage management plan which the crew shall folloW This plan shall provide written procedures for minimizing, collecting, storing, processing and disposing of garbage, including the use of the equipment on board. It shall also designate the person or persons in charge of carrying out the plan. Such a plan shall be based on the guidelines developed by the Organization2 and written in the working language of the creW

3 Every ship of 400 gross tonnage and above and every ship which is certified to carry 15 or more persons engaged in voyages to ports or offshore terminals under the jurisdiction of another Party to the Convention and every fixed or floating platform shall be provided with a Garbage Record Book. The Garbage Record Book, whether as a part of the ship's official log-book or otherwise, shall be in the form specified in the appendix to this Annex:

.1 Each discharge into the sea or to a reception facility, or a completed incineration, shall be promptly recorded in the Garbage Record Book and signed for on the date of the discharge or incineration by the officer in charge. Each completed page of the Garbage Record Book shall be signed by the master of the ship. The entries in the Garbage Record Book shall be at least in English, French or Spanish. Where the entries are also made in an official language of the State whose flag the ship is entitled to fly, the entries in that language shall prevail in case of a dispute or discrepancy.

.2 The entry for each discharge or incineration shall include date and time, position of the ship, category of the garbage and the estimated amount discharged or incinerated.

.3 The Garbage Record Book shall be kept on board the ship or the fixed or floating platform, and in such a place as to be readily available for inspection at all reasonable times. This document shall be preserved for a period of at least two years from the date of the last entry made in it.

.4 In the event of any discharge or accidental loss referred to in regulation 7 of this Annex an entry shall be made in the Garbage Record Book, or in the case of any ship of less than 400 gross tonnage, an entry shall be made in the ship's official log-book, of the location, circumstances of, and the reasons for the discharge or loss, details of the items discharged or lost, and the reasonable precautions taken to prevent or minimize such discharge or accidental loss.

* Refer to the Guidelines for the development of garbage management plans; see IMO sales publication IA656E.

4 The Administration may waive the requirements for Garbage Record Books for:

.1 any ship engaged on voyages of 1 h or less in duration which is certified to carry 15 or more persons; or

.2 fixed or floating platforms.

5 The competent authority of the Government of a Party to the Convention may inspect the Garbage Record Books or ship's official log–book on board any ship to which this regulation applies while the ship is in its ports or offshore terminals and may make a copy of any entry in those books, and may require the master of the ship to certify that the copy is a true copy of such an entry. Any copy so made, which has been certified by the master of the ship as a true copy of an entry in the ship's Garbage Record Book or ship's official log-book, shall be admissible in any judicial proceedings as evidence of the facts stated in the entry. The inspection of a Garbage Record Book or ship's official log-book 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.

6 The accidental loss or discharge of fishing gear as provided for in regulations 7.1.3 and 7.1.4 which poses a significant threat to the marine environment or navigation shall be reported to the State whose flag the ship is entitled to fly, and, where the loss or discharge occurs within waters subject to the jurisdiction of a coastal State, also to that coastal State.

Appendix
Form of Garbage Record Book

GARBAGE RECORD BOOK

Name of ship .....

Distinctive number or letters .....

IMO Number .....

Period ..... from: ..... to .....

1 Introduction

In accordance with regulation 10 of Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL), a record is to be kept of each discharge operation or completed incineration. This includes discharges into the sea, to reception facilities, or to other ships, as well as the accidental loss of garbage.

2 Garbage and garbage management

Garbage means all kinds of food wastes, domestic wastes and operational wastes, all plastics, cargo residues, incinerator ashes, cooking oil, fishing gear, and animal carcasses generated during the normal operation of the ship and liable to be disposed of continuously or periodically except those substances which are defined or listed in other Annexes to the present Convention. Garbage does not include fresh fish and parts thereof generated as a result of fishing activities undertaken during the voyage, or as a result of aquaculture activities which involve the transport of fish including shellfish for placement in the aquaculture facility and the transport of harvested fish including shellfish from such facilities to shore for processing.

The Guidelines for the Implementation of MARPOL Annex V* should also be referred to for relevant information.

3 Description of the garbage

Garbage is to be grouped into categories for the purposes of the Garbage Record Book (or ship's official log-book) as follows:

A Plastics
B Food wastes
C Domestic Wastes
D Cooking Oil
E Incinerator ashes
F Operational wastes
G Cargo residues
H Animal Carcass(es)
I Fishing Gear†

4 Entries in the Garbage Record Book

4.1 Entries in the Garbage Record Book shall be made on each of the following occasions:

4.1.1 When garbage is discharged to a reception facility‡ ashore or to other ships:

.1 Date and time of discharge
.2 Port or facility, or name of ship
.3 Categories of garbage discharged
.4 Estimated amount discharged for each category in cubic metres
.5 Signature of officer in charge of the operation.

* Refer to the Guidelines for the Implementation of MARPOL Annex V, as amended by resolutions.

† Refer to the Guidelines to be developed by the Organization.

‡ In line with the standard format for waste delivery receipt, MEPC.1/Circ.645, ships' masters should obtain from the operator of the reception facilities, which includes barges and trucks, a receipt or certificate specifying the estimated amount of garbage transferred. The receipts or certificates must be kept together with the Garbage Record Book.

4.1.2 When garbage is incinerated:

.1 Date and time of start and stop of incineration

.2 Position of the ship (latitude and longitude) at the start and stop of incineration

.3 Categories of garbage incinerated

.4 Estimated amount incinerated in cubic metres

.5 Signature of the officer in charge of the operation.

4.1.3 When garbage is discharged into the sea in accordance with regulations 4, 5 or 6 of MARPOL Annex V:

.1 Date and time of discharge

.2 Position of the ship (latitude and longitude). Note: for cargo residue discharges, include discharge start and stop positions.

.3 Category of garbage discharged

.4 Estimated amount discharged for each category in cubic metres

.5 Signature of the officer in charge of the operation.

4.1.4 Accidental or other exceptional discharges or loss of garbage into the sea, including in accordance with regulation 7 of MARPOL Annex V:

.1 Date and time of occurrence

.2 Port or position of the ship at time of occurrence (latitude, longitude and water depth if known)

.3 Categories of garbage discharged or lost

.4 Estimated amount for each category in cubic metres

.5 The reason for the discharge or loss and general remarks.

4.2 Amount of garbage

The amount of garbage on board should be estimated in cubic metres, if possible separately according to category. The Garbage Record Book contains many references to estimated amount of garbage. It is recognized that the accuracy of estimating amounts of garbage is left to interpretation. Volume estimates will differ before and after processing. Some processing procedures may not allow for a usable estimate of volume, e.g., the continuous processing of food waste. Such factors should be taken into consideration when making and interpreting entries made in a record.

RECORD OF GARBAGE DISCHARGES

Ship's name .....

Distinctive number or letters .....

IMO No. .....

Garbage categories:

A. Plastics
B. Food wastes
C. Domestic wastes (e.g., paper products, rags, glass, metal, bottles, crockery, etc.)
D. Cooking oil
E. Incinerator Ashes
F. Operational wastes
G. Cargo residues
H. Animal Carcass(es)
I. Fishing gear

Date/ time	Position of the ship / Remarks (e.g., accidental loss)	Category	Estimated amount discharged incinerated	To sea	To reception facility	Incineration	Certification/ Signature

Master's signature..... Date .....

Consolidated text of MARPOL Annex VI, including amendments adopted by resolutions MEPC.202(62) and MEPC.203(62)*

Regulations for the prevention of air pollution from ships

Chapter 1 – General

Regulation 1
Application

The provisions of this Annex shall apply to all ships, except where expressly provided otherwise in regulations 3, 5, 6, 13, 15, 16, 18, 19, 20, 21 and 22 of this Annex.

Regulation 2
Definitions

For the purpose of this Annex:

1 *Annex* means Annex VI to the International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL), as modified by the Protocol of 1978 relating thereto, and as modified by the Protocol of 1997, as amended by the Organization, provided that such amendments are adopted and brought into force in accordance with the provisions of article 16 of the present Convention.

2 *A similar stage of construction* means the stage at which:

.1 construction identifiable with a specific ship begins; and

.2 assembly of that ship has commenced comprising at least 50 tonnes or one per cent of the estimated mass of all structural material, whichever is less.

3 *Anniversary date* means the day and the month of each year that will correspond to the date of expiry of the International Air Pollution Prevention Certificate.

4 *Auxiliary control device* means a system, function or control strategy installed on a marine diesel engine that is used to protect the engine and/or its ancillary equipment against operating conditions that could result in damage or failure, or that is used to facilitate the starting of the engine. An auxiliary control device may also be a strategy or measure that has been satisfactorily demonstrated not to be a defeat device.

5 *Continuous feeding* is defined as the process whereby waste is fed into a combustion chamber without human assistance while the incinerator is in normal operating conditions with the combustion chamber operative temperature between 850°C and 1,200°C.

6 *Defeat device* means a device that measures, senses or responds to operating variables (e.g., engine speed, temperature, intake pressure or any other parameter) for the purpose of activating, modulating, delaying or deactivating the operation of any component or the function of the emission control system such that

* Revised Annex VI entered into force on 1 July 2010. The amendments adopted by resolutions MEPC.202(62) and MEPC.203(62) are expected to enter into force on 1 January 2013.

the effectiveness of the emission control system is reduced under conditions encountered during normal operation, unless the use of such a device is substantially included in the applied emission certification test procedures.

7 *Emission* means any release of substances, subject to control by this Annex, from ships into the atmosphere or sea.

8 *Emission control area* means an area where the adoption of special mandatory measures for emissions from ships is required to prevent, reduce and control air pollution from NO_x or SO_x and particulate matter or all three types of emissions and their attendant adverse impacts on human health and the environment. Emission control areas shall include those listed in, or designated under, regulations 13 and 14 of this Annex.

9 *Fuel oil* means any fuel delivered to and intended for combustion purposes for propulsion or operation on board a ship, including distillate and residual fuels.

10 *Gross tonnage* means the gross tonnage calculated in accordance with the tonnage measurement regulations contained in Annex I to the International Convention on Tonnage Measurements of Ships, 1969, or any successor Convention.

11 *Installations* in relation to regulation 12 of this Annex means the installation of systems, equipment, including portable fire-extinguishing units, insulation, or other material on a ship, but excludes the repair or recharge of previously installed systems, equipment, insulation or other material, or the recharge of portable fire-extinguishing units.

12 *Installed* means a marine diesel engine that is or is intended to be fitted on a ship, including a portable auxiliary marine diesel engine, only if its fuelling, cooling or exhaust system is an integral part of the ship. A fuelling system is considered integral to the ship only if it is permanently affixed to the ship. This definition includes a marine diesel engine that is used to supplement or augment the installed power capacity of the ship and is intended to be an integral part of the ship.

13 *Irrational emission control strategy* means any strategy or measure that, when the ship is operated under normal conditions of use, reduces the effectiveness of an emission control system to a level below that expected on the applicable emission test procedures.

14 *Marine diesel engine* means any reciprocating internal combustion engine operating on liquid or dual fuel, to which regulation 13 of this Annex applies, including booster/compound systems if applied.

15 *NO_x Technical Code* means the Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines adopted by resolution 2 of the 1997 MARPOL Conference, as amended by the Organization, provided that such amendments are adopted and brought into force in accordance with the provisions of article 16 of the present Convention.

16 *Ozone-depleting substances* means controlled substances defined in paragraph (4) of article 1 of the Montreal Protocol on Substances that Deplete the Ozone Layer, 1987, listed in Annexes A, B, C or E to the said Protocol in force at the time of application or interpretation of this Annex.

Ozone-depleting substances that may be found on board ship include, but are not limited to:

Halon 1211	Bromochlorodifluoromethane
Halon 1301	Bromotrifluoromethane
Halon 2402	1,2-Dibromo-1,1,2,2-tetraflouroethane (also known as Halon 114B2)
CFC-11	Trichlorofluoromethane
CFC-12	Dichlorodifluoromethane
CFC-113	1,1,2-Trichloro-1,2,2-trifluoroethane
CFC-114	1,2-Dichloro-1,1,2,2-tetrafluoroethane
CFC-115	Chloropentafluoroethane

17 *Shipboard incineration* means the incineration of wastes or other matter on board a ship, if such wastes or other matter were generated during the normal operation of that ship.

18 *Shipboard incinerator* means a shipboard facility designed for the primary purpose of incineration.

19 *Ships constructed* means ships the keels of which are laid or that are at a similar stage of construction.

20 *Sludge oil* means sludge from the fuel oil or lubricating oil separators, waste lubricating oil from main or auxiliary machinery, or waste oil from bilge water separators, oil filtering equipment or drip trays.

21 *Tanker* in relation to regulation 15 of this Annex means an oil tanker as defined in regulation 1 of Annex I of the present Convention or a chemical tanker as defined in regulation 1 of Annex II of the present Convention.

22 *Existing ship* means a ship which is not a new ship.

23 *New ship* means a ship:

.1 for which the building contract is placed on or after 1 January 2013; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2013; or

.3 the delivery of which is on or after 1 July 2015.

24 *Major Conversion* means in relation to chapter 4 of this Annex a conversion of a ship:

.1 which substantially alters the dimensions, carrying capacity or engine power of the ship; or

.2 which changes the type of the ship; or

.3 the intent of which in the opinion of the Administration is substantially to prolong the life of the ship; or

.4 which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of the present Convention not applicable to it as an existing ship; or

.5 which substantially alters the energy efficiency of the ship and includes any modifications that could cause the ship to exceed the applicable required EEDI as set out in regulation 21 of this Annex.

25 *Bulk carrier* means a ship which is intended primarily to carry dry cargo in bulk, including such types as ore carriers as defined in regulation 1 of chapter XII of SOLAS 74 (as amended) but excluding combination carriers.

26 *Gas carrier* means a cargo ship constructed or adapted and used for the carriage in bulk of any liquefied gas.

27 *Tanker* in relation to chapter 4 of this Annex means an oil tanker as defined in regulation 1 of Annex I of the present Convention or a chemical tanker or an NLS tanker as defined in regulation 1 of Annex II of the present Convention.

28 *Container ship* means a ship designed exclusively for the carriage of containers in holds and on deck.

29 *General cargo ship* means a ship with a multi-deck or single deck hull designed primarily for the carriage of general cargo. This definition excludes specialized dry cargo ships, which are not included in the calculation of reference lines for general cargo ships, namely livestock carrier, barge carrier, heavy load carrier, yacht carrier, nuclear fuel carrier.

30 *Refrigerated cargo carrier* means a ship designed exclusively for the carriage of refrigerated cargoes in holds.

31 *Combination carrier* means a ship designed to load 100% deadweight with both liquid and dry cargo in bulk.

32 *Passenger ship* means a ship which carries more than 12 passengers.

33 *Ro–ro cargo ship (vehicle carrier)* means a multi deck roll-on-roll-off cargo ship designed for the carriage of empty cars and trucks.

34 *Ro–ro cargo ship* means a ship designed for the carriage of roll-on-roll-off cargo transportation units.

35 *Ro–ro passenger ship* means a passenger ship with roll-on-roll-off cargo spaces.

36 *Attained EEDI* is the EEDI value achieved by an individual ship in accordance with regulation 20 of this Annex.

37 *Required EEDI* is the maximum value of attained EEDI that is allowed by regulation 21 of this Annex for the specific ship type and size.

Regulation 3
Exceptions and exemptions

General

1 Regulations of this Annex shall not apply to:

.1 any emission necessary for the purpose of securing the safety of a ship or saving life at sea; or

.2 any emission resulting from damage to a ship or its equipment:

.2.1 provided that all reasonable precautions have been taken after the occurrence of the damage or discovery of the emission for the purpose of preventing or minimizing the emission; and

.2.2 except if the owner or the master acted either with intent to cause damage, or recklessly and with knowledge that damage would probably result.

Trials for ship emission reduction and control technology research

2 The Administration of a Party may, in co-operation with other Administrations as appropriate, issue an exemption from specific provisions of this Annex for a ship to conduct trials for the development of ship emission reduction and control technologies and engine design programmes. Such an exemption shall only be provided if the applications of specific provisions of the Annex or the revised NO_x Technical Code 2008 could impede research into the development of such technologies or programmes. A permit for such an exemption shall only be provided to the minimum number of ships necessary and be subject to the following provisions:

.1 for marine diesel engines with a per cylinder displacement up to 30 ℓ, the duration of the sea trial shall not exceed 18 months. If additional time is required, a permitting Administration or Administrations may permit a renewal for one additional 18-month period; or

.2 for marine diesel engines with a per cylinder displacement at or above 30 ℓ, the duration of the ship trial shall not exceed five years and shall require a progress review by the permitting Administration or Administrations at each intermediate survey. A permit may be withdrawn based on this review if the testing has not adhered to the conditions of the permit or if it is determined that the technology or programme is not likely to produce effective results in the reduction and control of ship emissions. If the reviewing Administration or Administrations determine that additional time is required to conduct a test of a particular technology or programme, a permit may be renewed for an additional time period not to exceed five years.

Emissions from sea-bed mineral activities

3.1 Emissions directly arising from the exploration, exploitation and associated offshore processing of sea-bed mineral resources are, consistent with article 2(3)(b)(ii) of the present Convention, exempt from the provisions of this Annex. Such emissions include the following:

.1 emissions resulting from the incineration of substances that are solely and directly the result of exploration, exploitation and associated offshore processing of sea-bed mineral resources, including

but not limited to the flaring of hydrocarbons and the burning of cuttings, muds, and/or stimulation fluids during well completion and testing operations, and flaring arising from upset conditions;

.2 the release of gases and volatile compounds entrained in drilling fluids and cuttings;

.3 emissions associated solely and directly with the treatment, handling or storage of sea-bed minerals; and

.4 emissions from marine diesel engines that are solely dedicated to the exploration, exploitation and associated offshore processing of sea-bed mineral resources.

3.2 The requirements of regulation 18 of this Annex shall not apply to the use of hydrocarbons that are produced and subsequently used on site as fuel, when approved by the Administration.

Regulation 4
Equivalents[*]

1 The Administration of a Party may allow any fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex if such fitting, material, appliance or apparatus or other procedures, alternative fuel oils, or compliance methods are at least as effective in terms of emissions reductions as that required by this Annex, including any of the standards set forth in regulations 13 and 14.

2 The Administration of a Party that allows a fitting, material, appliance or apparatus or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex shall communicate to the Organization for circulation to the Parties particulars thereof, for their information and appropriate action, if any.

3 The Administration of a Party should take into account any relevant guidelines developed by the Organization pertaining to the equivalents provided for in this regulation.

4 The Administration of a Party that allows the use of an equivalent as set forth in paragraph 1 of this regulation shall endeavour not to impair or damage its environment, human health, property or resources or those of other States.

Chapter 2 – Survey, certification and means of control

Regulation 5
Surveys

1 Every ship of 400 gross tonnage and above and every fixed and floating drilling rig and other platforms shall, to ensure compliance with the requirements of chapter 3 of this Annex, be subject to the surveys specified below:

.1 An initial survey before the ship is put into service or before the certificate required under regulation 6 of this Annex is issued for the first time. This survey shall be such as to ensure that the equipment, systems, fittings, arrangements and material fully comply with the applicable requirements of chapter 3 of this Annex;

.2 A renewal survey at intervals specified by the Administration, but not exceeding five years, except where regulation 9.2, 9.5, 9.6 or 9.7 of this Annex is applicable. The renewal survey shall be such as to ensure that the equipment, systems, fittings, arrangements and material fully comply with applicable requirements of chapter 3 of this Annex;

.3 An intermediate survey within three months before or after the second anniversary date or within three months before or after the third anniversary date of the certificate which shall take the place of one of the annual surveys specified in paragraph 1.4 of this regulation. The intermediate survey

[*] Refer to the 2009 Guidelines for exhaust gas cleaning systems, adopted by resolution MEPC.184(59).

shall be such as to ensure that the equipment and arrangements fully comply with the applicable requirements of chapter 3 of this Annex and are in good working order. Such intermediate surveys shall be endorsed on the IAPP Certificate issued under regulation 6 or 7 of this Annex;

.4 An annual survey within three months before or after each anniversary date of the certificate, including a general inspection of the equipment, systems, fittings, arrangements and material referred to in paragraph 1.1 of this regulation to ensure that they have been maintained in accordance with paragraph 5 of this regulation and that they remain satisfactory for the service for which the ship is intended. Such annual surveys shall be endorsed on the IAPP Certificate issued under regulation 6 or 7 of this Annex; and

.5 An additional survey either general or partial, according to the circumstances, shall be made whenever any important repairs or renewals are made as prescribed in paragraph 5 of this regulation or after a repair resulting from investigations prescribed in paragraph 6 of this regulation. The survey shall be such as to ensure that the necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory and that the ship complies in all respects with the requirements of chapter 3 of this Annex.

2 In the case of ships of less than 400 gross tonnage, the Administration may establish appropriate measures in order to ensure that the applicable provisions of chapter 3 of this Annex are complied with.

3 Surveys of ships as regards the enforcement of the provisions of this Annex shall be carried out by officers of the Administration.

.1 The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it. Such organizations shall comply with the guidelines adopted by the Organization;*

.2 The survey of marine diesel engines and equipment for compliance with regulation 13 of this Annex shall be conducted in accordance with the revised NO_x Technical Code 2008;

.3 When a nominated surveyor or recognized organization determines that the condition of the equipment does not correspond substantially with the particulars of the certificate, it shall ensure that corrective action is taken and shall in due course notify the Administration. If such corrective action is not taken, the certificate shall be withdrawn by the Administration. If the ship is in a port of another Party, the appropriate authorities of the port State shall also be notified immediately. When an officer of the Administration, a nominated surveyor or recognized organization has notified the appropriate authorities of the port State, the Government of the port State concerned shall give such officer, surveyor or organization any necessary assistance to carry out their obligations under this regulation; and

.4 In every case, the Administration concerned shall fully guarantee the completeness and efficiency of the survey and shall undertake to ensure the necessary arrangements to satisfy this obligation.

4 Ships to which chapter 4 of this Annex applies shall also be subject to the surveys specified below, taking into account guidelines adopted by the Organization:†

.1 An initial survey before a new ship is put in service and before the International Energy Efficiency Certificate is issued. The survey shall verify that the ship's attained EEDI is in accordance with the requirements in chapter 4 of this Annex, and that the SEEMP required by regulation 22 of this Annex is on board;

.2 A general or partial survey, according to the circumstances, after a major conversion of a ship to which this regulation applies. The survey shall ensure that the attained EEDI is recalculated as

* Refer to the Guidelines for the authorization of organizations acting on behalf of the Administration, adopted by the Organization by resolution A.739(18), as amended by resolution MSC.208(18), and the Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration, adopted by the Organization by resolution A.789(19), as may be amended by the Organization. Refer also to the Survey Guidelines under the Harmonized System of Survey and Certification for the revised MARPOL Annex VI (resolution MEPC.180(59).

† Refer to Guidelines on Survey and Certification of the Energy Efficiency Design Index.

necessary and meets the requirement of regulation 21 of this Annex, with the reduction factor applicable to the ship type and size of the converted ship in the phase corresponding to the date of contract or keel laying or delivery determined for the original ship in accordance with regulation 2.23 of this Annex;

.3 In cases where the major conversion of a new or existing ship is so extensive that the ship is regarded by the Administration as a newly constructed ship, the Administration shall determine the necessity of an initial survey on attained EEDI. Such a survey, if determined necessary, shall ensure that the attained EEDI is calculated and meets the requirement of regulation 21 of this Annex, with the reduction factor applicable corresponding to the ship type and size of the converted ship at the date of the contract of the conversion, or in the absence of a contract, the commencement date of the conversion. The survey shall also verify that the SEEMP required by regulation 22 of this Annex is on board; and

.4 For existing ships, the verification of the requirement to have a SEEMP on board according to regulation 22 of this Annex shall take place at the first intermediate or renewal survey identified in paragraph 1 of this regulation, whichever is the first, on or after 1 January 2013.

5 The equipment shall be maintained to conform with the provisions of this Annex and no changes shall be made in the equipment, systems, fittings, arrangements or material covered by the survey, without the express approval of the Administration. The direct replacement of such equipment and fittings with equipment and fittings that conform with the provisions of this Annex is permitted.

6 Whenever an accident occurs to a ship or a defect is discovered that substantially affects the efficiency or completeness of its equipment covered by this Annex, the master or owner of the ship shall report at the earliest opportunity to the Administration, a nominated surveyor or recognized organization responsible for issuing the relevant certificate.

Regulation 6
Issue or endorsement of Certificates

International Air Pollution Prevention Certificate

1 An International Air Pollution Prevention Certificate shall be issued, after an initial or renewal survey in accordance with the provisions of regulation 5 of this Annex, to:

.1 any ship of 400 gross tonnage and above engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties; and

.2 platforms and drilling rigs engaged in voyages to waters under the sovereignty or jurisdiction of other Parties.

2 A ship constructed before the date this Annex enters into force for that particular ship's Administration, shall be issued with an International Air Pollution Prevention Certificate in accordance with paragraph 1 of this regulation no later than the first scheduled dry-docking after the date of such entry into force, but in no case later than three years after this date.

3 Such certificate shall be issued or endorsed either by the Administration or by any person or organization duly authorized by it.* In every case, the Administration assumes full responsibility for the certificate.

* Refer to the Guidelines for the authorization of organizations acting on behalf of the Administration, adopted by the Organization by resolution A.739(18), as amended by resolution MSC.208(81), and the Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration, adopted by the Organization by resolution A.789(19), as may be amended by the Organization.

International Energy Efficiency Certificate

4 An International Energy Efficiency Certificate for the ship shall be issued after a survey in accordance with the provisions of regulation 5.4 of this Annex to any ship of 400 gross tonnage and above before that ship may engage in voyages to ports or offshore terminals under the jurisdiction of other Parties.

5 The certificate shall be issued or endorsed either by the Administration or any organization duly authorized by it.* In every case, the Administration assumes full responsibility for the certificate.

Regulation 7
Issue of a Certificate by another Party

1 A Party may, at the request of the Administration, cause a ship to be surveyed and, if satisfied that the provisions of this Annex are complied with, shall issue or authorize the issuance of an International Air Pollution Prevention Certificate or an International Energy Efficiency Certificate to the ship, and where appropriate, endorse or authorize the endorsement of such certificates on the ship, in accordance with this Annex.

2 A copy of the certificate and a copy of the survey report shall be transmitted as soon as possible to the requesting Administration.

3 A certificate so issued shall contain a statement to the effect that it has been issued at the request of the Administration and it shall have the same force and receive the same recognition as a certificate issued under regulation 6 of this Annex.

4 No International Air Pollution Prevention Certificate or an International Energy Efficiency Certificate shall be issued to a ship which is entitled to fly the flag of a State which is not a Party.

Regulation 8
Form of Certificates

International Air Pollution Certificate

1 The International Air Pollution Prevention Certificate shall be drawn up in a form corresponding to the model given in appendix I to this Annex and 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.

International Energy Efficiency Certificate

2 The International Energy Efficiency Certificate shall be drawn up in a form corresponding to the model given in appendix VIII to this Annex and shall be at least in English, French or Spanish. If an official language of the issuing Party is also used, this shall prevail in case of a dispute or discrepancy.

Regulation 9
Duration and validity of Certificates

International Air Pollution Certificate

1 An International Air Pollution Prevention Certificate shall be issued for a period specified by the Administration, which shall not exceed five years.

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* Refer to the Guidelines for the authorization of organizations acting on behalf of the Administration, adopted by the Organization by resolution A.739(18), as amended by resolution MSC.208(81), and the Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration, adopted by the Organization by resolution A.789(19), as may be amended by the Organization.

2 Notwithstanding the requirements of paragraph 1 of this regulation:

.1 when the renewal survey is completed within three months before the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing certificate;

.2 when the renewal survey is completed after the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of expiry of the existing certificate; and

.3 when the renewal survey is completed more than three months before the expiry date of the existing certificate, the new certificate shall be valid from the date of completion of the renewal survey to a date not exceeding five years from the date of completion of the renewal survey.

3 If a certificate is issued for a period of less than five years, the Administration may extend the validity of the certificate beyond the expiry date to the maximum period specified in paragraph 1 of this regulation, provided that the surveys referred to in regulations 5.1.3 and 5.1.4 of this Annex applicable when a certificate is issued for a period of five years are carried out as appropriate.

4 If a renewal survey has been completed and a new certificate cannot be issued or placed on board the ship before the expiry date of the existing certificate, the person or organization authorized by the Administration may endorse the existing certificate and such a certificate shall be accepted as valid for a further period that shall not exceed five months from the expiry date.

5 If a ship, at the time when a certificate expires, is not in a port in which it is to be surveyed, the Administration may extend the period of validity of the certificate, but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed, and then only in cases where it appears proper and reasonable to do so. No certificate shall be extended for a period longer than three months, and a ship to which an extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port without having a new certificate. When the renewal survey is completed, the new certificate shall be valid to a date not exceeding five years from the date of expiry of the existing certificate before the extension was granted.

6 A certificate issued to a ship engaged on short voyages that has not been extended under the foregoing provisions of this regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it. When the renewal survey is completed, the new certificate shall be valid to a date not exceeding five years from the date of expiry of the existing certificate before the extension was granted.

7 In special circumstances, as determined by the Administration, a new certificate need not be dated from the date of expiry of the existing certificate as required by paragraph 2.1, 5 or 6 of this regulation. In these special circumstances, the new certificate shall be valid to a date not exceeding five years from the date of completion of the renewal survey.

8 If an annual or intermediate survey is completed before the period specified in regulation 5 of this Annex, then:

.1 the anniversary date shown on the certificate shall be amended by endorsement to a date that shall not be more than three months later than the date on which the survey was completed;

.2 the subsequent annual or intermediate survey required by regulation 5 of this Annex shall be completed at the intervals prescribed by that regulation using the new anniversary date; and

.3 the expiry date may remain unchanged, provided one or more annual or intermediate surveys, as appropriate, are carried out so that the maximum intervals between the surveys prescribed by regulation 5 of this Annex are not exceeded.

9 A certificate issued under regulation 6 or 7 of this Annex shall cease to be valid in any of the following cases:

.1 if the relevant surveys are not completed within the periods specified under regulation 5.1 of this Annex;

.2 if the certificate is not endorsed in accordance with regulation 5.1.3 or 5.1.4 of this Annex; and

.3 upon transfer of the ship to the flag of another State. A new certificate shall only be issued when the Government issuing the new certificate is fully satisfied that the ship is in compliance with the requirements of regulation 5.4 of this Annex. In the case of a transfer between Parties, if requested within three months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.

International Energy Efficiency Certificate

10 The International Energy Efficiency Certificate shall be valid throughout the life of the ship subject to the provisions of paragraph 11 below.

11 An International Energy Efficiency Certificate issued under this Annex shall cease to be valid in any of the following cases:

.1 if the ship is withdrawn from service or if a new certificate is issued following major conversion of the ship; or

.2 upon transfer of the ship to the flag of another State. A new certificate shall only be issued when the Government issuing the new certificate is fully satisfied that the ship is in compliance with the requirements of chapter 4 of this Annex. In the case of a transfer between Parties, if requested within three months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.

Regulation 10

Port State control on operational requirements[*]

1 A ship, when in a port or an offshore terminal under the jurisdiction of another Party, is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of air pollution from ships.

2 In the circumstances given in paragraph 1 of this regulation, the Party shall take such steps as to ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex.

3 Procedures relating to the port State control prescribed in article 5 of the present Convention shall apply to this regulation.

4 Nothing in this regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

5 In relation to chapter 4 of this Annex, any port State inspection shall be limited to verifying, when appropriate, that there is a valid International Energy Efficiency Certificate on board, in accordance with article 5 of the Convention.

[*] Refer to the Procedures for port State control adopted by the Organization by resolution A.787(19) and amended by A.882(21); see IMO sales publication IA650E. Refer also to the revised Guidelines for port State control under the revised MARPOL Annex VI (resolution MEPC.181(59)).

Regulation 11
Detection of violations and enforcement

1 Parties shall co-operate in the detection of violations and the enforcement of the provisions of this Annex, using all appropriate and practicable measures of detection and environmental monitoring, adequate procedures for reporting and accumulation of evidence.

2 A ship to which this Annex applies may, in any port or offshore terminal of a Party, be subject to inspection by officers appointed or authorized by that Party for the purpose of verifying whether the ship has emitted any of the substances covered by this Annex in violation of the provision of this Annex. If an inspection indicates a violation of this Annex, a report shall be forwarded to the Administration for any appropriate action.

3 Any Party shall furnish to the Administration evidence, if any, that the ship has emitted any of the substances covered by this Annex in violation of the provisions of this Annex. If it is practicable to do so, the competent authority of the former Party shall notify the master of the ship of the alleged violation.

4 Upon receiving such evidence, the Administration so informed shall investigate the matter, and may request the other Party to furnish further or better evidence of the alleged contravention. If the Administration is satisfied that sufficient evidence is available to enable proceedings to be brought in respect of the alleged violation, it shall cause such proceedings to be taken in accordance with its law as soon as possible. The Administration shall promptly inform the Party that has reported the alleged violation, as well as the Organization, of the action taken.

5 A Party may also inspect a ship to which this Annex applies when it enters the ports or offshore terminals under its jurisdiction, if a request for an investigation is received from any Party together with sufficient evidence that the ship has emitted any of the substances covered by the Annex in any place in violation of this Annex. The report of such investigation shall be sent to the Party requesting it and to the Administration so that the appropriate action may be taken under the present Convention.

6 The international law concerning the prevention, reduction and control of pollution of the marine environment from ships, including that law relating to enforcement and safeguards, in force at the time of application or interpretation of this Annex, applies, *mutatis mutandis*, to the rules and standards set forth in this Annex.

Chapter 3 – Requirements for control of emissions from ships

Regulation 12
Ozone-depleting substances

1 This regulation does not apply to permanently sealed equipment where there are no refrigerant charging connections or potentially removable components containing ozone-depleting substances.

2 Subject to the provisions of regulation 3.1, any deliberate emissions of ozone-depleting substances shall be prohibited. Deliberate emissions include emissions occurring in the course of maintaining, servicing, repairing or disposing of systems or equipment, except that deliberate emissions do not include minimal releases associated with the recapture or recycling of an ozone-depleting substance. Emissions arising from leaks of an ozone-depleting substance, whether or not the leaks are deliberate, may be regulated by Parties.

3.1 Installations that contain ozone-depleting substances, other than hydrochlorofluorocarbons, shall be prohibited:

.1 on ships constructed on or after 19 May 2005; or

.2 in the case of ships constructed before 19 May 2005, which have a contractual delivery date of the equipment to the ship on or after 19 May 2005 or, in the absence of a contractual delivery date, the actual delivery of the equipment to the ship on or after 19 May 2005.

3.2 Installations that contain hydrochlorofluorocarbons shall be prohibited:

.1 on ships constructed on or after 1 January 2020; or

.2 in the case of ships constructed before 1 January 2020, which have a contractual delivery date of the equipment to the ship on or after 1 January 2020 or, in the absence of a contractual delivery date, the actual delivery of the equipment to the ship on or after 1 January 2020.

4 The substances referred to in this regulation, and equipment containing such substances, shall be delivered to appropriate reception facilities when removed from ships.

5 Each ship subject to regulation 6.1 shall maintain a list of equipment containing ozone-depleting substances.*

6 Each ship subject to regulation 6.1 that has rechargeable systems that contain ozone-depleting substances shall maintain an *ozone-depleting substances record book*. This record book may form part of an existing logbook or electronic recording system as approved by the Administration.

7 Entries in the ozone-depleting substances record book shall be recorded in terms of mass (kg) of substance and shall be completed without delay on each occasion, in respect of the following:

.1 recharge, full or partial, of equipment containing ozone-depleting substances;

.2 repair or maintenance of equipment containing ozone-depleting substances;

.3 discharge of ozone-depleting substances to the atmosphere:

.3.1 deliberate; and

.3.2 non-deliberate;

.4 discharge of ozone-depleting substances to land-based reception facilities; and

.5 supply of ozone-depleting substances to the ship.

Regulation 13
Nitrogen oxides (NO_x)

Application

1.1 This regulation shall apply to:

.1 each marine diesel engine with a power output of more than 130 kW installed on a ship; and

.2 each marine diesel engine with a power output of more than 130 kW that undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine that it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.

1.2 This regulation does not apply to:

.1 a marine diesel engine intended to be used solely for emergencies, or solely to power any device or equipment intended to be used solely for emergencies on the ship on which it is installed, or a marine diesel engine installed in lifeboats intended to be used solely for emergencies; and

.2 a marine diesel engine installed on a ship solely engaged in voyages within waters subject to the sovereignty or jurisdiction of the State the flag of which the ship is entitled to fly, provided that such engine is subject to an alternative NO_x control measure established by the Administration.

1.3 Notwithstanding the provisions of paragraph 1.1 of this regulation, the Administration may provide an exclusion from the application of this regulation for any marine diesel engine that is installed on a ship constructed, or for any marine diesel engine that undergoes a major conversion, before 19 May 2005, provided

* See appendix I, Supplement to International Air Pollution Prevention Certificate (IAPP Certificate), section 2.1.

that the ship on which the engine is installed is solely engaged in voyages to ports or offshore terminals within the State the flag of which the ship is entitled to fly.

Major conversion

2.1 For the purpose of this regulation, *major conversion* means a modification on or after 1 January 2000 of a marine diesel engine that has not already been certified to the standards set forth in paragraph 3, 4, or 5.1.1 of this regulation where:

.1 the engine is replaced by a marine diesel engine or an additional marine diesel engine is installed, or

.2 any substantial modification, as defined in the revised NO_x Technical Code 2008, is made to the engine, or

.3 the maximum continuous rating of the engine is increased by more than 10% compared to the maximum continuous rating of the original certification of the engine.

2.2 For a major conversion involving the replacement of a marine diesel engine with a non-identical marine diesel engine or the installation of an additional marine diesel engine, the standards in this regulation in force at the time of the replacement or addition of the engine shall apply. On or after 1 January 2016, in the case of replacement engines only, if it is not possible for such a replacement engine to meet the standards set forth in paragraph 5.1.1 of this regulation (Tier III), then that replacement engine shall meet the standards set forth in paragraph 4 of this regulation (Tier II). Guidelines are to be developed by the Organization to set forth the criteria of when it is not possible for a replacement engine to meet the standards in paragraph 5.1.1 of this regulation.

2.3 A marine diesel engine referred to in paragraph 2.1.2 or 2.1.3 of this regulation shall meet the following standards:

.1 for ships constructed prior to 1 January 2000, the standards set forth in paragraph 3 of this regulation shall apply; and

.2 for ships constructed on or after 1 January 2000, the standards in force at the time the ship was constructed shall apply.

Tier I

3 Subject to regulation 3 of this Annex, the operation of a marine diesel engine that is installed on a ship constructed on or after 1 January 2000 and prior to 1 January 2011 is prohibited, except when the emission of nitrogen oxides (calculated as the total weighted emission of NO_2) from the engine is within the following limits, where n = rated engine speed (crankshaft revolutions per minute):

.1 17.0 g/kWh when n is less than 130 rpm;

.2 $45 \cdot n^{(-0.2)}$ g/kWh when n is 130 or more but less than 2,000 rpm;

.3 9.8 g/kWh when n is 2,000 rpm or more.

Tier II

4 Subject to regulation 3 of this Annex, the operation of a marine diesel engine that is installed on a ship constructed on or after 1 January 2011 is prohibited, except when the emission of nitrogen oxides (calculated as the total weighted emission of NO_2) from the engine is within the following limits, where n = rated engine speed (crankshaft revolutions per minute):

.1 14.4 g/kWh when n is less than 130 rpm;

.2 $44 \cdot n^{(-0.23)}$ g/kWh when n is 130 or more but less than 2,000 rpm;

.3 7.7 g/kWh when n is 2,000 rpm or more.

Additional information

Tier III

5.1 Subject to regulation 3 of this Annex, the operation of a marine diesel engine that is installed on a ship constructed on or after 1 January 2016:

.1 is prohibited except when the emission of nitrogen oxides (calculated as the total weighted emission of NO_2) from the engine is within the following limits, where n = rated engine speed (crankshaft revolutions per minute):

.1.1 3.4 g/kWh when n is less than 130 rpm;

.1.2 $9 \cdot n^{(-0.2)}$ g/kWh when n is 130 or more but less than 2,000 rpm; and

.1.3 2.0 g/kWh when n is 2,000 rpm or more;

.2 is subject to the standards set forth in paragraph 5.1.1 of this regulation when the ship is operating in an emission control area designated under paragraph 6 of this regulation; and

.3 is subject to the standards set forth in paragraph 4 of this regulation when the ship is operating outside of an emission control area designated under paragraph 6 of this regulation.

5.2 Subject to the review set forth in paragraph 10 of this regulation, the standards set forth in paragraph 5.1.1 of this regulation shall not apply to:

.1 a marine diesel engine installed on a ship with a length (L), as defined in regulation 1.19 of Annex I to the present Convention, less than 24 m when it has been specifically designed, and is used solely, for recreational purposes; or

.2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship.

Emission control area

6 For the purposes of this regulation, emission control areas shall be:

.1 the North American area, which means the area described by the coordinates provided in appendix VII to this Annex;

.2 the United States Caribbean sea area, which means the area described by the coordinates provided in appendix VII to this Annex; and

.3 any other sea area, including any port area, designated by the Organization in accordance with the criteria and procedures set forth in appendix III to this Annex.

Marine diesel engines installed on a ship constructed prior to 1 January 2000

7.1 Notwithstanding paragraph 1.1.1 of this regulation, a marine diesel engine with a power output of more than 5,000 kW and a per cylinder displacement at or above 90 ℓ installed on a ship constructed on or after 1 January 1990 but prior to 1 January 2000 shall comply with the emission limits set forth in paragraph 7.4 of this regulation, provided that an approved method for that engine has been certified by an Administration of a Party and notification of such certification has been submitted to the Organization by the certifying Administration. Compliance with this paragraph shall be demonstrated through one of the following:

.1 installation of the certified approved method, as confirmed by a survey using the verification procedure specified in the approved method file, including appropriate notation on the ship's International Air Pollution Prevention Certificate of the presence of the approved method; or

.2 certification of the engine confirming that it operates within the limits set forth in paragraph 3, 4, or 5.1.1 of this regulation and an appropriate notation of the engine certification on the ship's International Air Pollution Prevention Certificate.

7.2 Paragraph 7.1 of this regulation shall apply no later than the first renewal survey that occurs 12 months or more after deposit of the notification in paragraph 7.1. If a shipowner of a ship on which an approved method is to be installed can demonstrate to the satisfaction of the Administration that the approved method was not commercially available despite best efforts to obtain it, then that approved method shall be installed on the ship no later than the next annual survey of that ship that falls after the approved method is commercially available.

7.3 With regard to a marine diesel engine with a power output of more than 5,000 kW and a per cylinder displacement at or above 90 ℓ installed on a ship constructed on or after 1 January 1990 but prior to 1 January 2000, the International Air Pollution Prevention Certificate shall, for a marine diesel engine to which paragraph 7.1 of this regulation applies, indicate that either an approved method has been applied pursuant to paragraph 7.1.1 of this regulation or the engine has been certified pursuant to paragraph 7.1.2 of this regulation or that an approved method does not yet exist or is not yet commercially available as described in paragraph 7.2 of this regulation.

7.4 Subject to regulation 3 of this Annex, the operation of a marine diesel engine described in paragraph 7.1 of this regulation is prohibited, except when the emission of nitrogen oxides (calculated as the total weighted emission of NO_2) from the engine is within the following limits, where n = rated engine speed (crankshaft revolutions per minute):

.1 17.0 g/kWh when n is less than 130 rpm;

.2 $45 \cdot n^{(-0.2)}$ g/kWh when n is 130 or more but less than 2,000 rpm; and

.3 9.8 g/kWh when n is 2,000 rpm or more.

7.5 Certification of an approved method shall be in accordance with chapter 7 of the revised NO_x Technical Code 2008 and shall include verification:

.1 by the designer of the base marine diesel engine to which the approved method applies that the calculated effect of the approved method will not decrease engine rating by more than 1.0%, increase fuel consumption by more than 2.0% as measured according to the appropriate test cycle set forth in the revised NO_x Technical Code 2008, or adversely affect engine durability or reliability; and

.2 that the cost of the approved method is not excessive, which is determined by a comparison of the amount of NO_x reduced by the approved method to achieve the standard set forth in paragraph 7.4 of this regulation and the cost of purchasing and installing such approved method.*

Certification

8 The revised NO_x Technical Code 2008 shall be applied in the certification, testing and measurement procedures for the standards set forth in this regulation.

9 The procedures for determining NO_x emissions set out in the revised NO_x Technical Code 2008 are intended to be representative of the normal operation of the engine. Defeat devices and irrational emission control strategies undermine this intention and shall not be allowed. This regulation shall not prevent the use of auxiliary control devices that are used to protect the engine and/or its ancillary equipment against operating conditions that could result in damage or failure or that are used to facilitate the starting of the engine.

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* The cost of an approved method shall not exceed 375 Special Drawing Rights/metric tonne NO_x calculated in accordance with the cost-effectiveness (Ce) formula below:

$$Ce = \frac{\text{Cost of approved method} \cdot 10^6}{\text{Power (kW)} \cdot 0.768 \cdot 6{,}000 \text{ (hours/year)} \cdot 5 \text{ (years)} \cdot \Delta NO_x \text{ (g/kWh)}}$$

See MEPC.1/Circ.678 on Definitions for the cost-effective formulae in regulation 13.7.5 of MARPOL Annex VI.

Review

10 Beginning in 2012 and completed no later than 2013, the Organization shall review the status of the technological developments to implement the standards set forth in paragraph 5.1.1 of this regulation and shall, if proven necessary, adjust the time periods (effective date) set forth in that paragraph.

Regulation 14
Sulphur oxides (SO_x) and particulate matter

General requirements

1 The sulphur content of any fuel oil used on board ships shall not exceed the following limits:

.1 4.50% m/m prior to 1 January 2012;

.2 3.50% m/m on and after 1 January 2012; and

.3 0.50% m/m on and after 1 January 2020.

2 The worldwide average sulphur content of residual fuel oil supplied for use on board ships shall be monitored taking into account guidelines developed by the Organization.*

Requirements within emission control areas

3 For the purpose of this regulation, emission control areas shall include:

.1 the Baltic Sea area as defined in regulation 1.11.2 of Annex I and the North Sea as defined in regulation 1.14.6 of Annex V;

.2 the North American area as described by the coordinates provided in appendix VII to this Annex;

.3 the United States Caribbean Sea area as described by the coordinates provided in appendix VII to this Annex; and

.4 any other sea area, including any port area, designated by the Organization in accordance with the criteria and procedures set forth in appendix III to this Annex.

4 While ships are operating within an emission control area, the sulphur content of fuel oil used on board ships shall not exceed the following limits:

.1 1.50% m/m prior to 1 July 2010;

.2 1.00% m/m on and after 1 July 2010;

.3 0.10% m/m on and after 1 January 2015.

.4 Prior to 1 January 2020, the sulphur content of fuel oil referred to in paragraph 4 of this regulation shall not apply to ships operating in the North American area or the United States Caribbean Sea area defined in paragraph 3, built on or before 1 August 2011 that are powered by propulsion boilers that were not originally designed for continued operation on marine distillate fuel or natural gas.

5 The sulphur content of fuel oil referred to in paragraph 1 and paragraph 4 of this regulation shall be documented by its supplier as required by regulation 18 of this Annex.

6 Those ships using separate fuel oils to comply with paragraph 4 of this regulation and entering or leaving an emission control area set forth in paragraph 3 of this regulation shall carry a written procedure showing how the fuel oil changeover is to be done, allowing sufficient time for the fuel oil service system to be fully flushed of all fuel oils exceeding the applicable sulphur content specified in paragraph 4 of this regulation prior to entry into an emission control area. The volume of low sulphur fuel oils in each tank as well as the

* Refer to resolution MEPC.192(61), 2010 Guidelines for monitoring the world-wide average sulphur content of residual fuel oils supplied for use on board ships.

date, time and position of the ship when any fuel oil changeover operation is completed prior to the entry into an emission control area or commenced after exit from such an area shall be recorded in such logbook as prescribed by the Administration.

7 During the first 12 months immediately following entry into force of an amendment designating a specific emission control area under paragraph 3 of this regulation, ships operating in that emission control area are exempt from the requirements in paragraphs 4 and 6 of this regulation and from the requirements of paragraph 5 of this regulation insofar as they relate to paragraph 4 of this regulation.*

Review provision

8 A review of the standard set forth in paragraph 1.3 of this regulation shall be completed by 2018 to determine the availability of fuel oil to comply with the fuel oil standard set forth in that paragraph and shall take into account the following elements:

.1 the global market supply and demand for fuel oil to comply with paragraph 1.3 of this regulation that exist at the time that the review is conducted;

.2 an analysis of the trends in fuel oil markets; and

.3 any other relevant issue.

9 The Organization shall establish a group of experts, comprising representatives with the appropriate expertise in the fuel oil market and appropriate maritime, environmental, scientific and legal expertise, to conduct the review referred to in paragraph 8 of this regulation. The group of experts shall develop the appropriate information to inform the decision to be taken by the Parties.

10 The Parties, based on the information developed by the group of experts, may decide whether it is possible for ships to comply with the date in paragraph 1.3 of this regulation. If a decision is taken that it is not possible for ships to comply, then the standard in that paragraph shall become effective on 1 January 2025.

Regulation 15

Volatile organic compounds (VOCs)

1 If the emissions of VOCs from a tanker are to be regulated in a port or ports or a terminal or terminals under the jurisdiction of a Party, they shall be regulated in accordance with the provisions of this regulation.

2 A Party regulating tankers for VOC emissions shall submit a notification to the Organization. This notification shall include information on the size of tankers to be controlled, the cargoes requiring vapour emission control systems and the effective date of such control. The notification shall be submitted at least six months before the effective date.

3 A Party that designates ports or terminals at which VOC emissions from tankers are to be regulated shall ensure that vapour emission control systems, approved by that Party taking into account the safety standards for such systems developed by the Organization,† are provided in any designated port and terminal and are operated safely and in a manner so as to avoid undue delay to a ship.

4 The Organization shall circulate a list of the ports and terminals designated by Parties to other Parties and Member States of the Organization for their information.

5 A tanker to which paragraph 1 of this regulation applies shall be provided with a vapour emission collection system approved by the Administration taking into account the safety standards for such systems developed by the Organization,* and shall use this system during the loading of relevant cargoes. A port or terminal that has installed vapour emission control systems in accordance with this regulation may accept tankers that are not fitted with vapour collection systems for a period of three years after the effective date identified in paragraph 2 of this regulation.

* The 12 month exemption provided by paragraph 7 will apply for the North American emission control area until 1 August 2012. The 12 month exemption provided by paragraph 7 will apply for the United States Caribbean Sea emission control area until 1 January 2014.

† See MSC/Circ.585, Standards for vapour emission control systems.

6 A tanker carrying crude oil shall have on board and implement a VOC management plan approved by the Administration.* Such a plan shall be prepared taking into account the guidelines developed by the Organization. The plan shall be specific to each ship and shall at least:

.1 provide written procedures for minimizing VOC emissions during the loading, sea passage and discharge of cargo;

.2 give consideration to the additional VOC generated by crude oil washing;

.3 identify a person responsible for implementing the plan; and

.4 for ships on international voyages, be written in the working language of the master and officers and, if the working language of the master and officers is not English, French or Spanish, include a translation into one of these languages.

7 This regulation shall also apply to gas carriers only if the types of loading and containment systems allow safe retention of non-methane VOCs on board or their safe return ashore.†

Regulation 16

Shipboard incineration

1 Except as provided in paragraph 4 of this regulation, shipboard incineration shall be allowed only in a shipboard incinerator.

2 Shipboard incineration of the following substances shall be prohibited:

.1 residues of cargoes subject to Annex I, II or III or related contaminated packing materials;

.2 polychlorinated biphenyls (PCBs);

.3 garbage, as defined by Annex V, containing more than traces of heavy metals;

.4 refined petroleum products containing halogen compounds;

.5 sewage sludge and sludge oil either of which is not generated on board the ship; and

.6 exhaust gas cleaning system residues.

3 Shipboard incineration of polyvinyl chlorides (PVCs) shall be prohibited, except in shipboard incinerators for which IMO Type Approval Certificates‡ have been issued.

4 Shipboard incineration of sewage sludge and sludge oil generated during normal operation of a ship may also take place in the main or auxiliary power plant or boilers, but in those cases, shall not take place inside ports, harbours and estuaries.

5 Nothing in this regulation neither:

.1 affects the prohibition in, or other requirements of, the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972, as amended, and the 1996 Protocol thereto, nor

.2 precludes the development, installation and operation of alternative design shipboard thermal waste treatment devices that meet or exceed the requirements of this regulation.

6.1 Except as provided in paragraph 6.2 of this regulation, each incinerator on a ship constructed on or after 1 January 2000 or incinerator that is installed on board a ship on or after 1 January 2000 shall meet the requirements contained in appendix IV to this Annex. Each incinerator subject to this paragraph shall

* Refer to resolution MEPC.185(59), Guidelines for the development of a VOC management plan. See also MEPC.1/Circ.680 on Technical information on systems and operation to assist development of VOC management plans; and MEPC.1/Circ.719 on Technical information on a vapour pressure control system to facilitate the development and update of VOC management plans.

† Refer to resolution MSC.30(61), International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk.

‡ Type Approval Certificates issued in accordance with resolution MEPC.59(33), Revised guidelines for the implementation of Annex V of MARPOL 73/78, as amended by resolution MEPC.92(45), or MEPC.76(40), Standard specification for shipboard incinerators, as amended by resolution MEPC.93(45).

be approved by the Administration taking into account the standard specification for shipboard incinerators developed by the Organization;* or

6.2 The Administration may allow exclusion from the application of paragraph 6.1 of this regulation to any incinerator installed on board a ship before 19 May 2005, provided that the ship is solely engaged in voyages within waters subject to the sovereignty or jurisdiction of the State the flag of which the ship is entitled to fly.

7 Incinerators installed in accordance with the requirements of paragraph 6.1 of this regulation shall be provided with a manufacturer's operating manual, which is to be retained with the unit and which shall specify how to operate the incinerator within the limits described in paragraph 2 of appendix IV of this Annex.

8 Personnel responsible for the operation of an incinerator installed in accordance with the requirements of paragraph 6.1 of this regulation shall be trained to implement the guidance provided in the manufacturer's operating manual as required by paragraph 7 of this regulation.

9 For incinerators installed in accordance with the requirements of paragraph 6.1 of this regulation the combustion chamber gas outlet temperature shall be monitored at all times the unit is in operation. Where that incinerator is of the continuous-feed type, waste shall not be fed into the unit when the combustion chamber gas outlet temperature is below 850°C. Where that incinerator is of the batch-loaded type, the unit shall be designed so that the combustion chamber gas outlet temperature shall reach 600°C within five minutes after start-up and will thereafter stabilize at a temperature not less than 850°C.

Regulation 17
Reception facilities

1 Each Party undertakes to ensure the provision of facilities adequate to meet the:

.1 needs of ships using its repair ports for the reception of ozone-depleting substances and equipment containing such substances when removed from ships;

.2 needs of ships using its ports, terminals or repair ports for the reception of exhaust gas cleaning residues from an exhaust gas cleaning system;

without causing undue delay to ships, and

.3 needs in ship-breaking facilities for the reception of ozone-depleting substances and equipment containing such substances when removed from ships.

2 If a particular port or terminal of a Party is, taking into account the guidelines to be developed by the Organization,† remotely located from, or lacking in, the industrial infrastructure necessary to manage and process those substances referred to in paragraph 1 of this regulation and therefore cannot accept such substances, then the Party shall inform the Organization of any such port or terminal so that this information may be circulated to all Parties and Member States of the Organization for their information and any appropriate action. Each Party that has provided the Organization with such information shall also notify the Organization of its ports and terminals where reception facilities are available to manage and process such substances.

3 Each Party shall notify the Organization for transmission to the Members of the Organization of all cases where the facilities provided under this regulation are unavailable or alleged to be inadequate.

Regulation 18
Fuel oil availability and quality

Fuel oil availability

1 Each Party shall take all reasonable steps to promote the availability of fuel oils that comply with this Annex and inform the Organization of the availability of compliant fuel oils in its ports and terminals.

* Refer to resolution MEPC.76(40), as amended by resolution MEPC.93(45), Standard specification for shipboard incinerators.

† Refer to resolution MEPC.199(62), 2011 Guidelines for reception facilities under MARPOL Annex VI.

2.1 If a ship is found by a Party not to be in compliance with the standards for compliant fuel oils set forth in this Annex, the competent authority of the Party is entitled to require the ship to:

.1 present a record of the actions taken to attempt to achieve compliance; and

.2 provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase.

2.2 The ship should not be required to deviate from its intended voyage or to delay unduly the voyage in order to achieve compliance.

2.3 If a ship provides the information set forth in paragraph 2.1 of this regulation, a Party shall take into account all relevant circumstances and the evidence presented to determine the appropriate action to take, including not taking control measures.

2.4 A ship shall notify its Administration and the competent authority of the relevant port of destination when it cannot purchase compliant fuel oil.

2.5 A Party shall notify the Organization when a ship has presented evidence of the non-availability of compliant fuel oil.

Fuel oil quality

3 Fuel oil for combustion purposes delivered to and used on board ships to which this Annex applies shall meet the following requirements:

.1 except as provided in paragraph 3.2 of this regulation:

.1.1 the fuel oil shall be blends of hydrocarbons derived from petroleum refining. This shall not preclude the incorporation of small amounts of additives intended to improve some aspects of performance;

.1.2 the fuel oil shall be free from inorganic acid; and

.1.3 the fuel oil shall not include any added substance or chemical waste that:

.1.3.1 jeopardizes the safety of ships or adversely affects the performance of the machinery, or

.1.3.2 is harmful to personnel, or

.1.3.3 contributes overall to additional air pollution.

.2 fuel oil for combustion purposes derived by methods other than petroleum refining shall not:

.2.1 exceed the applicable sulphur content set forth in regulation 14 of this Annex;

.2.2 cause an engine to exceed the applicable NO_x emission limit set forth in paragraphs 3, 4, 5.1.1 and 7.4 of regulation 13;

.2.3 contain inorganic acid; or

.2.4.1 jeopardize the safety of ships or adversely affect the performance of the machinery, or

.2.4.2 be harmful to personnel, or

.2.4.3 contribute overall to additional air pollution.

4 This regulation does not apply to coal in its solid form or nuclear fuels. Paragraphs 5, 6, 7.1, 7.2, 8.1, 8.2, 9.2, 9.3, and 9.4 of this regulation do not apply to gas fuels such as liquefied natural gas, compressed natural gas or liquefied petroleum gas. The sulphur content of gas fuels delivered to a ship specifically for combustion purposes on board that ship shall be documented by the supplier.

5 For each ship subject to regulations 5 and 6 of this Annex, details of fuel oil for combustion purposes delivered to and used on board shall be recorded by means of a bunker delivery note that shall contain at least the information specified in appendix V to this Annex.

6 The bunker delivery note shall be kept on board the ship in such a place as to be readily available for inspection at all reasonable times. It shall be retained for a period of three years after the fuel oil has been delivered on board.

7.1 The competent authority of a Party may inspect the bunker delivery notes on board any ship to which this Annex applies while the ship is in its port or offshore terminal, may make a copy of each delivery note, and may require the master or person in charge of the ship to certify that each copy is a true copy of such bunker delivery note. The competent authority may also verify the contents of each note through consultations with the port where the note was issued.

7.2 The inspection of the bunker delivery notes and the taking of certified copies by the competent authority under paragraph 7.1 shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

8.1 The bunker delivery note shall be accompanied by a representative sample of the fuel oil delivered taking into account guidelines developed by the Organization.* The sample is to be sealed and signed by the supplier's representative and the master or officer in charge of the bunker operation on completion of bunkering operations and retained under the ship's control until the fuel oil is substantially consumed, but in any case for a period of not less than 12 months from the time of delivery.

8.2 If an Administration requires the representative sample to be analysed, it shall be done in accordance with the verification procedure set forth in appendix VI to determine whether the fuel oil meets the requirements of this Annex.

9 Parties undertake to ensure that appropriate authorities designated by them:

.1 maintain a register of local suppliers of fuel oil;

.2 require local suppliers to provide the bunker delivery note and sample as required by this regulation, certified by the fuel oil supplier that the fuel oil meets the requirements of regulations 14 and 18 of this Annex;

.3 require local suppliers to retain a copy of the bunker delivery note for at least three years for inspection and verification by the port State as necessary;

.4 take action as appropriate against fuel oil suppliers that have been found to deliver fuel oil that does not comply with that stated on the bunker delivery note;

.5 inform the Administration of any ship receiving fuel oil found to be non-compliant with the requirements of regulation 14 or 18 of this Annex; and

.6 inform the Organization for transmission to Parties and Member States of the Organization of all cases where fuel oil suppliers have failed to meet the requirements specified in regulations 14 or 18 of this Annex.

10 In connection with port State inspections carried out by Parties, the Parties further undertake to:

.1 inform the Party or non-Party under whose jurisdiction a bunker delivery note was issued of cases of delivery of non-compliant fuel oil, giving all relevant information; and

.2 ensure that remedial action as appropriate is taken to bring non-compliant fuel oil discovered into compliance.

11 For every ship of 400 gross tonnage and above on scheduled services with frequent and regular port calls, an Administration may decide after application and consultation with affected States that compliance with paragraph 6 of this regulation may be documented in an alternative manner that gives similar certainty of compliance with regulations 14 and 18 of this Annex.

* Refer to MEPC.182(59), Guidelines for the sampling of fuel oil for determination of compliance with the revised Annex VI of MARPOL.

Chapter 4 – Regulations on energy efficiency for ships

Regulation 19
Application

1 This chapter shall apply to all ships of 400 gross tonnage and above.

2 The provisions of this chapter shall not apply to:

.1 ships solely engaged in voyages within waters subject to the sovereignty or jurisdiction of the State the flag of which the ship is entitled to fly. However, each Party should ensure, by the adoption of appropriate measures, that such ships are constructed and act in a manner consistent with the requirements of chapter 4 of this Annex, so far as is reasonable and practicable.

3 Regulations 20 and 21 of this Annex shall not apply to ships which have diesel–electric propulsion, turbine propulsion or hybrid propulsion systems.

4 Notwithstanding the provisions of paragraph 1 of this regulation, the Administration may waive the requirement for a ship of 400 gross tonnage and above from complying with regulations 20 and 21 of this Annex.

5 The provision of paragraph 4 of this regulation shall not apply to ships of 400 gross tonnage and above:

.1 for which the building contract is placed on or after 1 January 2017; or

.2 in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2017; or

.3 the delivery of which is on or after 1 July 2019; or

.4 in cases of a major conversion of a new or existing ship, as defined in regulation 2.24 of this Annex, on or after 1 January 2017, and in which regulations 5.4.2 and 5.4.3 of this Annex apply.

6 The Administration of a Party to the present Convention which allows application of paragraph 4, or suspends, withdraws or declines the application of that paragraph, to a ship entitled to fly its flag shall forthwith communicate to the Organization for circulation to the Parties to the present Protocol particulars thereof, for their information.

Regulation 20
Attained Energy Efficiency Design Index (Attained EEDI)

1 The attained EEDI shall be calculated for:

.1 each new ship;

.2 each new ship which has undergone a major conversion; and

.3 each new or existing ship which has undergone a major conversion, that is so extensive that the ship is regarded by the Administration as a newly constructed ship

which falls into one or more of the categories in regulations 2.25 to 2.35 of this Annex. The attained EEDI shall be specific to each ship and shall indicate the estimated performance of the ship in terms of energy efficiency, and be accompanied by the EEDI technical file that contains the information necessary for the calculation of the attained EEDI and that shows the process of calculation. The attained EEDI shall be verified, based on the EEDI technical file, either by the Administration or by any organization* duly authorized by it.

* Refer to the Guidelines for the authorization of organizations acting on behalf of the Administration, adopted by the Organization by resolution A.739(18), as amended by resolution MSC.208(81), and the Specifications on the survey and certification functions of recognized organizations acting on behalf of the Administration, adopted by the Organization by resolution A.789(19), as may be amended by the Organization.

2 The attained EEDI shall be calculated taking into account guidelines* developed by the Organization.

Regulation 21
Required EEDI

1 For each:

.1 new ship;

.2 new ship which has undergone a major conversion; and

.3 new or existing ship which has undergone a major conversion that is so extensive that the ship is regarded by the Administration as a newly constructed ship which falls into one of the categories defined in regulations 2.25 to 2.31 of this Annex and to which this chapter is applicable, the attained EEDI shall be as follows:

$$\text{Attained EEDI} \leqq \text{Required EEDI} = \left(1 - \frac{X}{100}\right) \cdot \text{Reference line value}$$

where X is the reduction factor specified in Table 1 for the required EEDI compared to the EEDI reference line.

2 For each new and existing ship that has undergone a major conversion which is so extensive that the ship is regarded by the Administration as a newly constructed ship, the attained EEDI shall be calculated and meet the requirement of paragraph 21.1 with the reduction factor applicable corresponding to the ship type and size of the converted ship at the date of the contract of the conversion, or in the absence of a contract, the commencement date of the conversion.

Table 1 – *Reduction factors (in percentage) for the EEDI relative to the EEDI reference line*

Ship Type	Size	Phase 0 1 Jan 2013 – 31 Dec 2014	Phase 1 1 Jan 2015 – 31 Dec 2019	Phase 2 1 Jan 2020 – 31 Dec 2024	Phase 3 1 Jan 2025 and onwards
Bulk carrier	20,000 DWT and above	0	10	20	30
	10,000 – 20,000 DWT	n/a	0–10[a]	0–20[a]	0–30[a]
Gas carrier	10,000 DWT and above	0	10	20	30
	2,000 – 10,000 DWT	n/a	0–10[a]	0–20[a]	0–30[a]
Tanker	20,000 DWT and above	0	10	20	30
	4,000 – 20,000 DWT	n/a	0–10[a]	0–20[a]	0–30[a]
Container ship	15,000 DWT and above	0	10	20	30
	10,000 – 15,000 DWT	n/a	0–10[a]	0–20[a]	0–30[a]
General Cargo ships	15,000 DWT and above	0	10	15	30
	3,000 – 15,000 DWT	n/a	0–10[a]	0–15[a]	0–30[a]
Refrigerated cargo carrier	5,000 DWT and above	0	10	15	30
	3,000 – 5,000 DWT	n/a	0–10[a]	0–15[a]	0–30[a]
Combination carrier	20,000 DWT and above	0	10	20	30
	4,000 – 20,000 DWT	n/a	0–10[a]	0–20[a]	0–30[a]

[a] Reduction factor to be linearly interpolated between the two values dependent upon vessel size. The lower value of the reduction factor is to be applied to the smaller ship size.

n/a means that no required EEDI applies.

3 The Reference line values shall be calculated as follows:

$$\text{Reference line value} = a \cdot b^{-c}$$

where a, b and c are the parameters given in Table 2.

* Guidelines on the method of calculation of the Energy Efficiency Design Index for new ships.

Table 2 – *Parameters for determination of reference values for the different ship types*

Ship type defined in regulation 2	a	b	c
2.25 Bulk carrier	961.79	DWT of the ship	0.477
2.26 Gas carrier	1120.00	DWT of the ship	0.456
2.27 Tanker	1218.80	DWT of the ship	0.488
2.28 Container ship	174.22	DWT of the ship	0.201
2.29 General cargo ship	107.48	DWT of the ship	0.216
2.30 Refrigerated cargo carrier	227.01	DWT of the ship	0.244
2.31 Combination carrier	1219.00	DWT of the ship	0.488

4 If the design of a ship allows it to fall into more than one of the above ship type definitions specified in table 2, the required EEDI for the ship shall be the most stringent (the lowest) required EEDI.

5 For each ship to which this regulation applies, the installed propulsion power shall not be less than the propulsion power needed to maintain the manoeuvrability of the ship under adverse conditions as defined in the guidelines to be developed by the Organization.

6 At the beginning of phase 1 and at the midpoint of phase 2, the Organization shall review the status of technological developments and, if proven necessary, amend the time periods, the EEDI reference line parameters for relevant ship types and reduction rates set out in this regulation.

Regulation 22
Ship Energy Efficiency Management Plan (SEEMP)

1 Each ship shall keep on board a ship specific Ship Energy Efficiency Management Plan (SEEMP). This may form part of the ship's Safety Management System (SMS).

2 The SEEMP shall be developed taking into account guidelines adopted by the Organization.

Regulation 23
Promotion of technical co-operation and transfer of technology relating to the improvement of energy efficiency of ships

1 Administrations shall, in co-operation with the Organization and other international bodies, promote and provide, as appropriate, support directly or through the Organization to States, especially developing States, that request technical assistance.

2 The Administration of a Party shall co-operate actively with other Parties, subject to its national laws, regulations and policies, to promote the development and transfer of technology and exchange of information to States which request technical assistance, particularly developing States, in respect of the implementation of measures to fulfil the requirements of chapter 4 of this annex, in particular regulations 19.4 to 19.6.

Appendices to Annex VI

Appendix I

Form of International Air Pollution Prevention (IAPP) Certificate (Regulation 8)

INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE

Issued under the provisions of the Protocol of 1997, as amended by resolution MEPC.176(58) in 2008, to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

.....
(full designation of the country)

by.....
(full designation of the competent person or organization authorized under the provisions of the Convention)

Particulars of ship[*]

Name of ship.....

Distinctive number or letters.....

IMO Number[†] .....

Port of registry .....

Gross tonnage.....

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with regulation 5 of Annex VI of the Convention; and

2 That the survey shows that the equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of Annex VI of the Convention.

This Certificate is valid until (dd/mm/yyyy)[‡].....
subject to surveys in accordance with regulation 5 of Annex VI of the Convention.

Completion date of the survey on which this Certificate is based (dd/mm/yyyy).....

Issued at .....
(place of issue of Certificate)

Date (dd/mm/yyyy).....
(date of issue)

.....
(signature of duly authorized official issuing the Certificate)

(seal or stamp of the authority, as appropriate)

[*] Alternatively, the particulars of the ship may be placed horizontally in boxes.

[†] In accordance with the IMO ship identification number scheme, adopted by the Organization by resolution A.600(15).

[‡] Insert the date of expiry as specified by the Administration in accordance with regulation 9.1 of Annex VI of the Convention. The day and the month of this date correspond to the anniversary date as defined in regulation 2.3 of Annex VI of the Convention, unless amended in accordance with regulation 9.8 of Annex VI of the Convention.

Additional information

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that, at a survey required by regulation 5 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex:

Annual survey

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

Annual/Intermediate* survey

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

Annual/Intermediate* survey

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

Annual survey

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

ANNUAL/INTERMEDIATE SURVEY IN ACCORDANCE WITH REGULATION 9.8.3

THIS IS TO CERTIFY that, at an annual/intermediate* survey in accordance with regulation 9.8.3 of Annex VI of the Convention, the ship was found to comply with the relevant provisions of that Annex:

Signed.....
(signature of duly authorized 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 9.3 APPLIES

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with regulation 9.3 of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

* Delete as appropriate.

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED AND REGULATION 9.4 APPLIES

The ship complies with the relevant provisions of the Annex, and this Certificate shall, in accordance with regulation 9.4 of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....
(signature of duly authorized official)

Place.....

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

(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 9.5 OR 9.6 APPLIES

This Certificate shall, in accordance with regulation 9.5 or 9.6* of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy) .....

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE WHERE REGULATION 9.8 APPLIES

In accordance with regulation 9.8 of Annex VI of the Convention, the new anniversary date is (dd/mm/yyyy).....

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

In accordance with regulation 9.8 of Annex VI of the Convention, the new anniversary date is (dd/mm/yyyy).....

Signed.....
(signature of duly authorized official)

Place.....

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

(seal or stamp of the authority, as appropriate)

* Delete as appropriate.

Additional information

SUPPLEMENT TO
INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE
(IAPP CERTIFICATE)

RECORD OF CONSTRUCTION AND EQUIPMENT

Notes:

1 This Record shall be permanently attached to the IAPP Certificate. The IAPP Certificate shall be available on board the ship at all times.

2 The 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.

3 Entries in boxes shall be made by inserting either a cross (x) for the answer "yes" and "applicable" or a (–) for the answers "no" and "not applicable" as appropriate.

4 Unless otherwise stated, regulations mentioned in this Record refer to regulations of Annex VI of the Convention and resolutions or circulars refer to those adopted by the International Maritime Organization.

1 Particulars of ship

1.1 Name of ship .....

1.2 IMO Number .....

1.3 Date on which keel was laid or ship was at a similar stage of construction (dd/mm/yyyy) .....

1.4 Length (*L*)* metres .....

2 Control of emissions from ships

2.1 *Ozone-depleting substances* (regulation 12)

2.1.1 The following fire-extinguishing systems, other systems and equipment containing ozone-depleting substances, other than hydrochlorofluorocarbons (HCFCs), installed before 19 May 2005 may continue in service:

System or equipment	Location on board	Substance

2.1.2 The following systems containing HCFCs installed before 1 January 2020 may continue in service:

System or equipment	Location on board	Substance

* Completed only in respect of ships constructed on or after 1 January 2016 that are specially designed, and used solely, for recreational purposes and to which, in accordance with regulation 13.5.2.1, the NO_x emission limit as given by regulation 13.5.1.1 will not apply.

2.2 *Nitrogen oxides (NO_x)* (regulation 13)

2.2.1 The following marine diesel engines installed on this ship comply with the applicable emission limit of regulation 13 in accordance with the revised NO_x Technical Code 2008:

	Engine #1	Engine #2	Engine #3	Engine #4	Engine #5	Engine #6
Manufacturer and model						
Serial number						
Use						
Power output (kW)						
Rated speed (rpm)						
Date of installation (dd/mm/yyyy)						
Date of major conversion (dd/mm/yyyy)	According to Reg. 13.2.2					
	According to Reg. 13.2.3					
Exempted by regulation 13.1.1.2	☐	☐	☐	☐	☐	☐
Tier I Reg.13.3	☐	☐	☐	☐	☐	☐
Tier II Reg.13.4	☐	☐	☐	☐	☐	☐
Tier II Reg. 13.2.2 or 13.5.2	☐	☐	☐	☐	☐	☐
Tier III Reg.13.5.1.1	☐	☐	☐	☐	☐	☐
Approved method exists	☐	☐	☐	☐	☐	☐
Approved method not commercially available	☐	☐	☐	☐	☐	☐
Approved method installed	☐	☐	☐	☐	☐	☐

2.3 *Sulphur oxides (SO_x) and particulate matter* (regulation 14)

2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012); or. . . . . ☐
- 3.50% m/m (not applicable on or after 1 January 2020); or . . . . . ☐
- 0.50% m/m, and/or. . . . . ☐

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO_x emission reductions as compared to using a fuel oil with a sulphur content limit value of:

- 4.50% m/m (not applicable on or after 1 January 2012); or. . . . . ☐
- 3.50% m/m (not applicable on or after 1 January 2020); or . . . . . ☐
- 0.50% m/m . . . . . ☐

Additional information

2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 1.00% m/m (not applicable on or after 1 January 2015); or ☐
- 0.10% m/m, and/or ☐

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SO_x emission reductions as compared to using a fuel oil with a sulphur content limit value of:

- 1.00% m/m (not applicable on or after 1 January 2015); or ☐
- 0.10% m/m ☐

2.4 *Volatile organic compounds (VOCs)* (regulation 15)

2.4.1 The tanker has a vapour collection system installed and approved in accordance with MSC/Circ.585 ☐

2.4.2.1 For a tanker carrying crude oil, there is an approved VOC management plan ☐

2.4.2.2 VOC management plan approval reference: ☐

2.5 *Shipboard incineration* (regulation 16)

The ship has an incinerator:

.1 installed on or after 1 January 2000 that complies with resolution MEPC.76(40)* ☐

.2 installed before 1 January 2000 that complies with:

.2.1 resolution MEPC.59(33)† ☐

.2.2 resolution MEPC.76(40)* ☐

2.6 *Equivalents* (regulation 4)

The ship has been allowed to use the following fitting, material, appliance or apparatus to be fitted in a ship or other procedures, alternative fuel oils, or compliance methods used as an alternative to that required by this Annex:

System or equipment	Equivalent used	Approval reference

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

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

Date (dd/mm/yyyy) ....
(date of issue) *(signature of duly authorized official issuing the Record)*

(seal or stamp of the authority, as appropriate)

* As amended by MEPC.93(45).

† As amended by MEPC.92(45).

Appendix II

Test cycles and weighting factors (Regulation 13)

The following test cycles and weighting factors shall be applied for verification of compliance of marine diesel engines with the applicable NO_x limit in accordance with regulation 13 of this Annex using the test procedure and calculation method as specified in the revised NO_x Technical Code 2008.

.1 For constant-speed marine engines for ship main propulsion, including diesel-electric drive, test cycle E2 shall be applied;

.2 For controllable-pitch propeller sets test cycle E2 shall be applied;

.3 For propeller-law-operated main and propeller-law-operated auxiliary engines the test cycle E3 shall be applied;

.4 For constant-speed auxiliary engines test cycle D2 shall be applied; and

.5 For variable-speed, variable-load auxiliary engines, not included above, test cycle C1 shall be applied.

Test cycle for *constant-speed main propulsion* application
(including diesel-electric drive and all controllable-pitch propeller installations)

Test cycle type E2	Speed	100%	100%	100%	100%
	Power	100%	75%	50%	25%
	Weighting factor	0.2	0.5	0.15	0.15

Test cycle for *propeller-law-operated main* and *propeller-law-operated auxiliary engine* application

Test cycle type E3	Speed	100%	91%	80%	63%
	Power	100%	75%	50%	25%
	Weighting factor	0.2	0.5	0.15	0.15

Test cycle for *constant-speed auxiliary engine* application

Test cycle type D2	Speed	100%	100%	100%	100%	100%
	Power	100%	75%	50%	25%	10%
	Weighting factor	0.05	0.25	0.3	0.3	0.1

Test cycle for *variable-speed and variable-load auxiliary engine* application

Test cycle type C1	Speed	Rated				Intermediate			Idle
	Torque	100%	75%	50%	10%	100%	75%	50%	0%
	Weighting factor	0.15	0.15	0.15	0.1	0.1	0.1	0.1	0.15

In the case of an engine to be certified in accordance with paragraph 5.1.1 of regulation 13, the specific emission at each individual mode point shall not exceed the applicable NO_x emission limit value by more than 50% except as follows:

.1 The 10% mode point in the D2 test cycle.

.2 The 10% mode point in the C1 test cycle.

.3 The idle mode point in the C1 test cycle.

Additional information

Appendix III

Criteria and procedures for designation of emission control areas (Regulation 13.6 and regulation 14.3)

1 Objectives

1.1 The purpose of this appendix is to provide the criteria and procedures to Parties for the formulation and submission of proposals for the designation of emission control areas and to set forth the factors to be considered in the assessment of such proposals by the Organization.

1.2 Emissions of NO_x, SO_x and particulate matter from ocean-going ships contribute to ambient concentrations of air pollution in cities and coastal areas around the world. Adverse public health and environmental effects associated with air pollution include premature mortality, cardiopulmonary disease, lung cancer, chronic respiratory ailments, acidification and eutrophication.

1.3 An emission control area should be considered for adoption by the Organization if supported by a demonstrated need to prevent, reduce and control emissions of NO_x or SO_x and particulate matter or all three types of emissions (hereinafter emissions) from ships.

2 Process for the designation of emission control areas

2.1 A proposal to the Organization for designation of an emission control area for NO_x or SO_x and particulate matter or all three types of emissions may be submitted only by Parties. Where two or more Parties have a common interest in a particular area, they should formulate a coordinated proposal.

2.2 A proposal to designate a given area as an emission control area should be submitted to the Organization in accordance with the rules and procedures established by the Organization.

3 Criteria for designation of an emission control area

3.1 The proposal shall include:

.1 a clear delineation of the proposed area of application, along with a reference chart on which the area is marked;

.2 the type or types of emission(s) that is or are being proposed for control (i.e., NO_x or SO_x and particulate matter or all three types of emissions);

.3 a description of the human populations and environmental areas at risk from the impacts of ship emissions;

.4 an assessment that emissions from ships operating in the proposed area of application are contributing to ambient concentrations of air pollution or to adverse environmental impacts. Such assessment shall include a description of the impacts of the relevant emissions on human health and the environment, such as adverse impacts to terrestrial and aquatic ecosystems, areas of natural productivity, critical habitats, water quality, human health, and areas of cultural and scientific significance, if applicable. The sources of relevant data including methodologies used shall be identified;

.5 relevant information, pertaining to the meteorological conditions in the proposed area of application, to the human populations and environmental areas at risk, in particular prevailing wind patterns, or to topographical, geological, oceanographic, morphological or other conditions that contribute to ambient concentrations of air pollution or adverse environmental impacts;

.6 the nature of the ship traffic in the proposed emission control area, including the patterns and density of such traffic;

.7 a description of the control measures taken by the proposing Party or Parties addressing land-based sources of NO_x, SO_x and particulate matter emissions affecting the human populations and environmental areas at risk that are in place and operating concurrent with the consideration of measures to be adopted in relation to provisions of regulations 13 and 14 of Annex VI; and

.8 the relative costs of reducing emissions from ships when compared with land-based controls, and the economic impacts on shipping engaged in international trade.

3.2 The geographical limits of an emission control area will be based on the relevant criteria outlined above, including emissions and deposition from ships navigating in the proposed area, traffic patterns and density, and wind conditions.

4 Procedures for the assessment and adoption of emission control areas by the Organization

4.1 The Organization shall consider each proposal submitted to it by a Party or Parties.

4.2 In assessing the proposal, the Organization shall take into account the criteria that are to be included in each proposal for adoption as set forth in section 3 above.

4.3 An emission control area shall be designated by means of an amendment to this Annex, considered, adopted and brought into force in accordance with article 16 of the present Convention.

5 Operation of emission control areas

5.1 Parties that have ships navigating in the area are encouraged to bring to the Organization any concerns regarding the operation of the area.

Additional information

Appendix IV

Type approval and operating limits for shipboard incinerators (Regulation 16)

1 Shipboard incinerators described in regulation 16.6.1 shall possess an IMO Type Approval Certificate for each incinerator. In order to obtain such certificate, the incinerator shall be designed and built to an approved standard as described in regulation 16.6.1. Each model shall be subject to a specified type approval test operation at the factory or an approved test facility, and under the responsibility of the Administration, using the following standard fuel/waste specification for the type approval test for determining whether the incinerator operates within the limits specified in paragraph 2 of this appendix:

Sludge oil consisting of:	75% sludge oil from heavy fuel oil (HFO);
	5% waste lubricating oil; and
	20% emulsified water.
Solid waste consisting of:	50% food waste;
	50% rubbish containing;
	approx. 30% paper,
	" 40% cardboard,
	" 10% rags,
	" 20% plastic
	The mixture will have up to 50% moisture and 7% incombustible solids.

2 Incinerators described in regulation 16.6.1 shall operate within the following limits:

O_2 in combustion chamber:	6–12%
CO in flue gas maximum average:	200 mg/MJ
Soot number maximum average:	Bacharach 3 or Ringelman 1 (20% opacity) (a higher soot number is acceptable only during very short periods such as starting up)
Unburned components in ash residues:	Maximum 10% by weight
Combustion chamber flue gas outlet temperature range:	850–1,200°C

Appendix V

Information to be included in the bunker delivery note (Regulation 18.5)

Name and IMO Number of receiving ship

Port

Date of commencement of delivery

Name, address and telephone number of marine fuel oil supplier

Product name(s)

Quantity in metric tonnes

Density at 15°C, kg/m^3*

Sulphur content (% m/m)†

A declaration signed and certified by the fuel oil supplier's representative that the fuel oil supplied is in conformity with the applicable paragraph of regulation 14.1 or 14.4 and regulation 18.3 of this Annex.

* Fuel oil shall be tested in accordance with ISO 3675:1998 or ISO 12185:1996.

† Fuel oil shall be tested in accordance with ISO 8754:2003.

Additional information

Appendix VI

Fuel verification procedure for MARPOL Annex VI fuel oil samples (Regulation 18.8.2)

The following procedure shall be used to determine whether the fuel oil delivered to and used on board ships is compliant with the sulphur limits required by regulation 14 of Annex VI.

1 General requirements

1.1 The representative fuel oil sample, which is required by paragraph 8.1 of regulation 18 (the "MARPOL sample") shall be used to verify the sulphur content of the fuel oil supplied to a ship.

1.2 An Administration, through its competent authority, shall manage the verification procedure.

1.3 The laboratories responsible for the verification procedure set forth in this appendix shall be fully accredited* for the purpose of conducting the tests.

2 Verification procedure stage 1

2.1 The MARPOL sample shall be delivered by the competent authority to the laboratory.

2.2 The laboratory shall:

.1 record the details of the seal number and the sample label on the test record;

.2 confirm that the condition of the seal on the MARPOL sample is that it has not been broken; and

.3 reject any MARPOL sample where the seal has been broken.

2.3 If the seal of the MARPOL sample has not been broken, the laboratory shall proceed with the verification procedure and shall:

.1 ensure that the MARPOL sample is thoroughly homogenized;

.2 draw two subsamples from the MARPOL sample; and

.3 reseal the MARPOL sample and record the new reseal details on the test record.

2.4 The two subsamples shall be tested in succession, in accordance with the specified test method referred to in appendix V (second footnote). For the purposes of this verification procedure, the results of the test analysis shall be referred to as "A" and "B":

.1 If the results of "A" and "B" are within the repeatability (*r*) of the test method, the results shall be considered valid.

.2 If the results of "A" and "B" are not within the repeatability (*r*) of the test method, both results shall be rejected and two new subsamples should be taken by the laboratory and analysed. The sample bottle should be resealed in accordance with paragraph 2.3.3 above after the new subsamples have been taken.

2.5 If the test results of "A" and "B" are valid, an average of these two results should be calculated thus giving the result referred to as "X":

.1 If the result of "X" is equal to or falls below the applicable limit required by Annex VI, the fuel oil shall be deemed to meet the requirements.

.2 If the result of "X" is greater than the applicable limit required by Annex VI, verification procedure stage 2 should be conducted; however, if the result of "X" is greater than the specification limit by 0.59*R* (where *R* is the reproducibility of the test method), the fuel oil shall be considered non-compliant and no further testing is necessary.

* Accreditation is in accordance with ISO 17025 or an equivalent standard.

3 Verification procedure stage 2

3.1 If stage 2 of the verification procedure is necessary in accordance with paragraph 2.5.2 above, the competent authority shall send the MARPOL sample to a second accredited laboratory.

3.2 Upon receiving the MARPOL sample, the laboratory shall:

.1 record the details of the reseal number applied in accordance with 2.3.3 above and the sample label on the test record;

.2 draw two subsamples from the MARPOL sample; and

.3 reseal the MARPOL sample and record the new reseal details on the test record.

3.3 The two subsamples shall be tested in succession, in accordance with the test method specified in appendix V (second footnote). For the purposes of this verification procedure, the results of the test analysis shall be referred to as "C" and "D":

.1 If the results of "C" and "D" are within the repeatability (*r*) of the test method, the results shall be considered valid.

.2 If the results of "C" and "D" are not within the repeatability (*r*) of the test method, both results shall be rejected and two new subsamples shall be taken by the laboratory and analysed. The sample bottle should be resealed in accordance with paragraph 3.2.3 above after the new subsamples have been taken.

3.4 If the test results of "C" and "D" are valid, and the results of "A", "B", "C", and "D" are within the reproducibility (*R*) of the test method then the laboratory shall average the results, which is referred to as "Y":

.1 If the result of "Y" is equal to or falls below the applicable limit required by Annex VI, the fuel oil shall be deemed to meet the requirements.

.2 If the result of "Y" is greater than the applicable limit required by Annex VI, then the fuel oil fails to meet the standards required by Annex VI.

3.5 If the results of "A", "B", "C" and "D" are not within the reproducibility (*R*) of the test method then the Administration may discard all of the test results and, at its discretion, repeat the entire testing process.

3.6 The results obtained from the verification procedure are final.

Appendix VII

Emission control areas (regulation 13.6 and regulation 14.3)

1 The boundaries of emission control areas designated under regulations 13.6 and 14.3, other than the Baltic Sea and the North Sea areas, are set forth in this appendix.

2 The North American area comprises:

.1 the sea area located off the Pacific coasts of the United States and Canada, enclosed by geodesic lines connecting the following coordinates:

Point	Latitude	Longitude
1	32°32′.10 N	117°06′.11 W
2	32°32′.04 N	117°07′.29 W
3	32°31′.39 N	117°14′.20 W
4	32°33′.13 N	117°15′.50 W
5	32°34′.21 N	117°22′.01 W
6	32°35′.23 N	117°27′.53 W
7	32°37′.38 N	117°49′.34 W
8	31°07′.59 N	118°36′.21 W
9	30°33′.25 N	121°47′.29 W
10	31°46′.11 N	123°17′.22 W
11	32°21′.58 N	123°50′.44 W
12	32°56′.39 N	124°11′.47 W
13	33°40′.12 N	124°27′.15 W
14	34°31′.28 N	125°16′.52 W
15	35°14′.38 N	125°43′.23 W
16	35°43′.60 N	126°18′.53 W
17	36°16′.25 N	126°45′.30 W
18	37°01′.35 N	127°07′.18 W
19	37°45′.39 N	127°38′.02 W
20	38°25′.08 N	127°52′.60 W
21	39°25′.05 N	128°31′.23 W
22	40°18′.47 N	128°45′.46 W
23	41°13′.39 N	128°40′.22 W
24	42°12′.49 N	129°00′.38 W
25	42°47′.34 N	129°05′.42 W
26	43°26′.22 N	129°01′.26 W
27	44°24′.43 N	128°41′.23 W
28	45°30′.43 N	128°40′.02 W
29	46°11′.01 N	128°49′.01 W
30	46°33′.55 N	129°04′.29 W
31	47°39′.55 N	131°15′.41 W
32	48°32′.32 N	132°41′.00 W

Point	Latitude	Longitude
33	48°57′.47 N	133°14′.47 W
34	49°22′.39 N	134°15′.51 W
35	50°01′.52 N	135°19′.01 W
36	51°03′.18 N	136°45′.45 W
37	51°54′.04 N	137°41′.54 W
38	52°45′.12 N	138°20′.14 W
39	53°29′.20 N	138°40′.36 W
40	53°40′.39 N	138°48′.53 W
41	54°13′.45 N	139°32′.38 W
42	54°39′.25 N	139°56′.19 W
43	55°20′.18 N	140°55′.45 W
44	56°07′.12 N	141°36′.18 W
45	56°28′.32 N	142°17′.19 W
46	56°37′.19 N	142°48′.57 W
47	58°51′.04 N	153°15′.03 W

.2 the sea areas located off the Atlantic coasts of the United States, Canada, and France (Saint-Pierre-et-Miquelon) and the Gulf of Mexico coast of the United States enclosed by geodesic lines connecting the following coordinates:

Point	Latitude	Longitude
1	60°00′.00 N	64°09′.36 W
2	60°00′.00 N	56°43′.00 W
3	58°54′.01 N	55°38′.05 W
4	57°50′.52 N	55°03′.47 W
5	57°35′.13 N	54°00′.59 W
6	57°14′.20 N	53°07′.58 W
7	56°48′.09 N	52°23′.29 W
8	56°18′.13 N	51°49′.42 W
9	54°23′.21 N	50°17′.44 W
10	53°44′.54 N	50°07′.17 W
11	53°04′.59 N	50°10′.05 W
12	52°20′.06 N	49°57′.09 W
13	51°34′.20 N	48°52′.45 W
14	50°40′.15 N	48°16′.04 W
15	50°02′.28 N	48°07′.03 W
16	49°24′.03 N	48°09′.35 W
17	48°39′.22 N	47°55′.17 W
18	47°24′.25 N	47°46′.56 W
19	46°35′.12 N	48°00′.54 W
20	45°19′.45 N	48°43′.28 W
21	44°43′.38 N	49°16′.50 W
22	44°16′.38 N	49°51′.23 W

Additional information

Point	Latitude	Longitude
23	43°53′.15 N	50°34′.01 W
24	43°36′.06 N	51°20′.41 W
25	43°23′.59 N	52°17′.22 W
26	43°19′.50 N	53°20′.13 W
27	43°21′.14 N	54°09′.20 W
28	43°29′.41 N	55°07′.41 W
29	42°40′.12 N	55°31′.44 W
30	41°58′.19 N	56°09′.34 W
31	41°20′.21 N	57°05′.13 W
32	40°55′.34 N	58°02′.55 W
33	40°41′.38 N	59°05′.18 W
34	40°38′.33 N	60°12′.20 W
35	40°45′.46 N	61°14′.03 W
36	41°04′.52 N	62°17′.49 W
37	40°36′.55 N	63°10′.49 W
38	40°17′.32 N	64°08′.37 W
39	40°07′.46 N	64°59′.31 W
40	40°05′.44 N	65°53′.07 W
41	39°58′.05 N	65°59′.51 W
42	39°28′.24 N	66°21′.14 W
43	39°01′.54 N	66°48′.33 W
44	38°39′.16 N	67°20′.59 W
45	38°19′.20 N	68°02′.01 W
46	38°05′.29 N	68°46′.55 W
47	37°58′.14 N	69°34′.07 W
48	37°57′.47 N	70°24′.09 W
49	37°52′.46 N	70°37′.50 W
50	37°18′.37 N	71°08′.33 W
51	36°32′.25 N	71°33′.59 W
52	35°34′.58 N	71°26′.02 W
53	34°33′.10 N	71°37′.04 W
54	33°54′.49 N	71°52′.35 W
55	33°19′.23 N	72°17′.12 W
56	32°45′.31 N	72°54′.05 W
57	31°55′.13 N	74°12′.02 W
58	31°27′.14 N	75°15′.20 W
59	31°03′.16 N	75°51′.18 W
60	30°45′.42 N	76°31′.38 W
61	30°12′.48 N	77°18′.29 W
62	29°25′.17 N	76°56′.42 W
63	28°36′.59 N	76°47′.60 W
64	28°17′.13 N	76°40′.10 W

Point	Latitude	Longitude
65	28°17′.12 N	79°11′.23 W
66	27°52′.56 N	79°28′.35 W
67	27°26′.01 N	79°31′.38 W
68	27°16′.13 N	79°34′.18 W
69	27°11′.54 N	79°34′.56 W
70	27°05′.59 N	79°35′.19 W
71	27°00′.28 N	79°35′.17 W
72	26°55′.16 N	79°34′.39 W
73	26°53′.58 N	79°34′.27 W
74	26°45′.46 N	79°32′.41 W
75	26°44′.30 N	79°32′.23 W
76	26°43′.40 N	79°32′.20 W
77	26°41′.12 N	79°32′.01 W
78	26°38′.13 N	79°31′.32 W
79	26°36′.30 N	79°31′.06 W
80	26°35′.21 N	79°30′.50 W
81	26°34′.51 N	79°30′.46 W
82	26°34′.11 N	79°30′.38 W
83	26°31′.12 N	79°30′.15 W
84	26°29′.05 N	79°29′.53 W
85	26°25′.31 N	79°29′.58 W
86	26°23′.29 N	79°29′.55 W
87	26°23′.21 N	79°29′.54 W
88	26°18′.57 N	79°31′.55 W
89	26°15′.26 N	79°33′.17 W
90	26°15′.13 N	79°33′.23 W
91	26°08′.09 N	79°35′.53 W
92	26°07′.47 N	79°36′.09 W
93	26°06′.59 N	79°36′.35 W
94	26°02′.52 N	79°38′.22 W
95	25°59′.30 N	79°40′.03 W
96	25°59′.16 N	79°40′.08 W
97	25°57′.48 N	79°40′.38 W
98	25°56′.18 N	79°41′.06 W
99	25°54′.04 N	79°41′.38 W
100	25°53′.24 N	79°41′.46 W
101	25°51′.54 N	79°41′.59 W
102	25°49′.33 N	79°42′.16 W
103	25°48′.24 N	79°42′.23 W
104	25°48′.20 N	79°42′.24 W
105	25°46′.26 N	79°42′.44 W
106	25°46′.16 N	79°42′.45 W

Additional information

Point	Latitude	Longitude
107	25°43′.40 N	79°42′.59 W
108	25°42′.31 N	79°42′.48 W
109	25°40′.37 N	79°42′.27 W
110	25°37′.24 N	79°42′.27 W
111	25°37′.08 N	79°42′.27 W
112	25°31′.03 N	79°42′.12 W
113	25°27′.59 N	79°42′.11 W
114	25°24′.04 N	79°42′.12 W
115	25°22′.21 N	79°42′.20 W
116	25°21′.29 N	79°42′.08 W
117	25°16′.52 N	79°41′.24 W
118	25°15′.57 N	79°41′.31 W
119	25°10′.39 N	79°41′.31 W
120	25°09′.51 N	79°41′.36 W
121	25°09′.03 N	79°41′.45 W
122	25°03′.55 N	79°42′.29 W
123	25°02′.60 N	79°42′.56 W
124	25°00′.30 N	79°44′.05 W
125	24°59′.03 N	79°44′.48 W
126	24°55′.28 N	79°45′.57 W
127	24°44′.18 N	79°49′.24 W
128	24°43′.04 N	79°49′.38 W
129	24°42′.36 N	79°50′.50 W
130	24°41′.47 N	79°52′.57 W
131	24°38′.32 N	79°59′.58 W
132	24°36′.27 N	80°03′.51 W
133	24°33′.18 N	80°12′.43 W
134	24°33′.05 N	80°13′.21 W
135	24°32′.13 N	80°15′.16 W
136	24°31′.27 N	80°16′.55 W
137	24°30′.57 N	80°17′.47 W
138	24°30′.14 N	80°19′.21 W
139	24°30′.06 N	80°19′.44 W
140	24°29′.38 N	80°21′.05 W
141	24°28′.18 N	80°24′.35 W
142	24°28′.06 N	80°25′.10 W
143	24°27′.23 N	80°27′.20 W
144	24°26′.30 N	80°29′.30 W
145	24°25′.07 N	80°32′.22 W
146	24°23′.30 N	80°36′.09 W
147	24°22′.33 N	80°38′.56 W
148	24°22′.07 N	80°39′.51 W

Point	Latitude	Longitude
149	24°19′.31 N	80°45′.21 W
150	24°19′.16 N	80°45′.47 W
151	24°18′.38 N	80°46′.49 W
152	24°18′.35 N	80°46′.54 W
153	24°09′.51 N	80°59′.47 W
154	24°09′.48 N	80°59′.51 W
155	24°08′.58 N	81°01′.07 W
156	24°08′.30 N	81°01′.51 W
157	24°08′.26 N	81°01′.57 W
158	24°07′.28 N	81°03′.06 W
159	24°02′.20 N	81°09′.05 W
160	23°59′.60 N	81°11′.16 W
161	23°55′.32 N	81°12′.55 W
162	23°53′.52 N	81°19′.43 W
163	23°50′.52 N	81°29′.59 W
164	23°50′.02 N	81°39′.59 W
165	23°49′.05 N	81°49′.59 W
166	23°49′.05 N	82°00′.11 W
167	23°49′.42 N	82°09′.59 W
168	23°51′.14 N	82°24′.59 W
169	23°51′.14 N	82°39′.59 W
170	23°49′.42 N	82°48′.53 W
171	23°49′.32 N	82°51′.11 W
172	23°49′.24 N	82°59′.59 W
173	23°49′.52 N	83°14′.59 W
174	23°51′.22 N	83°25′.49 W
175	23°52′.27 N	83°33′.01 W
176	23°54′.04 N	83°41′.35 W
177	23°55′.47 N	83°48′.11 W
178	23°58′.38 N	83°59′.59 W
179	24°09′.37 N	84°29′.27 W
180	24°13′.20 N	84°38′.39 W
181	24°16′.41 N	84°46′.07 W
182	24°23′.30 N	84°59′.59 W
183	24°26′.37 N	85°06′.19 W
184	24°38′.57 N	85°31′.54 W
185	24°44′.17 N	85°43′.11 W
186	24°53′.57 N	85°59′.59 W
187	25°10′.44 N	86°30′.07 W
188	25°43′.15 N	86°21′.14 W
189	26°13′.13 N	86°06′.45 W
190	26°27′.22 N	86°13′.15 W

Point	Latitude	Longitude
191	26°33′.46 N	86°37′.07 W
192	26°01′.24 N	87°29′.35 W
193	25°42′.25 N	88°33′.00 W
194	25°46′.54 N	90°29′.41 W
195	25°44′.39 N	90°47′.05 W
196	25°51′.43 N	91°52′.50 W
197	26°17′.44 N	93°03′.59 W
198	25°59′.55 N	93°33′.52 W
199	26°00′.32 N	95°39′.27 W
200	26°00′.33 N	96°48′.30 W
201	25°58′.32 N	96°55′.28 W
202	25°58′.15 N	96°58′.41 W
203	25°57′.58 N	97°01′.54 W
204	25°57′.41 N	97°05′.08 W
205	25°57′.24 N	97°08′.21 W
206	25°57′.24 N	97°08′.47 W

.3 the sea area located off the coasts of the Hawaiian Islands of Hawai'i, Maui, Oahu, Moloka'i, Ni'ihau, Kaua'i, Lāna'i, and Kaho'olawe, enclosed by geodesic lines connecting the following coordinates:

Point	Latitude	Longitude
1	22°32′.54 N	153°00′.33 W
2	23°06′.05 N	153°28′.36 W
3	23°32′.11 N	154°02′.12 W
4	23°51′.47 N	154°36′.48 W
5	24°21′.49 N	155°51′.13 W
6	24°41′.47 N	156°27′.27 W
7	24°57′.33 N	157°22′.17 W
8	25°13′.41 N	157°54′.13 W
9	25°25′.31 N	158°30′.36 W
10	25°31′.19 N	159°09′.47 W
11	25°30′.31 N	159°54′.21 W
12	25°21′.53 N	160°39′.53 W
13	25°00′.06 N	161°38′.33 W
14	24°40′.49 N	162°13′.13 W
15	24°15′.53 N	162°43′.08 W
16	23°40′.50 N	163°13′.00 W
17	23°03′.20 N	163°32′.58 W
18	22°20′.09 N	163°44′.41 W
19	21°36′.45 N	163°46′.03 W
20	20°55′.26 N	163°37′.44 W
21	20°13′.34 N	163°19′.13 W

Point	Latitude	Longitude
22	19°39′.03 N	162°53′.48 W
23	19°09′.43 N	162°20′.35 W
24	18°39′.16 N	161°19′.14 W
25	18°30′.31 N	160°38′.30 W
26	18°29′.31 N	159°56′.17 W
27	18°10′.41 N	159°14′.08 W
28	17°31′.17 N	158°56′.55 W
29	16°54′.06 N	158°30′.29 W
30	16°25′.49 N	157°59′.25 W
31	15°59′.57 N	157°17′.35 W
32	15°40′.37 N	156°21′.06 W
33	15°37′.36 N	155°22′.16 W
34	15°43′.46 N	154°46′.37 W
35	15°55′.32 N	154°13′.05 W
36	16°46′.27 N	152°49′.11 W
37	17°33′.42 N	152°00′.32 W
38	18°30′.16 N	151°30′.24 W
39	19°02′.47 N	151°22′.17 W
40	19°34′.46 N	151°19′.47 W
41	20°07′.42 N	151°22′.58 W
42	20°38′.43 N	151°31′.36 W
43	21°29′.09 N	151°59′.50 W
44	22°06′.58 N	152°31′.25 W
45	22°32′.54 N	153°00′.33 W

3 The United States Caribbean Sea area includes:

.1 the sea area located off the Atlantic and Caribbean coasts of the Commonwealth of Puerto Rico and the United States Virgin Islands, enclosed by geodesic lines connecting the following coordinates:

Point	Latitude	Longitude
1	17°18′.37 N	67°32′.14 W
2	19°11′.14 N	67°26′.45 W
3	19°30′.28 N	65°16′.48 W
4	19°12′.25 N	65°06′.08 W
5	18°45′.13 N	65°00′.22 W
6	18°41′.14 N	64°59′.33 W
7	18°29′.22 N	64°53′.51 W
8	18°27′.35 N	64°53′.22 W
9	18°25′.21 N	64°52′.39 W
10	18°24′.30 N	64°52′.19 W
11	18°23′.51 N	64°51′.50 W
12	18°23′.42 N	64°51′.23 W
13	18°23′.36 N	64°50′.17 W

Additional information

Point	Latitude	Longitude
14	18°23′.48 N	64°49′.41 W
15	18°24′.11 N	64°49′.00 W
16	18°24′.28 N	64°47′.57 W
17	18°24′.18 N	64°47′.01 W
18	18°23′.13 N	64°46′.37 W
19	18°22′.37 N	64°45′.20 W
20	18°22′.39 N	64°44′.42 W
21	18°22′.42 N	64°44′.36 W
22	18°22′.37 N	64°44′.24 W
23	18°22′.39 N	64°43′.42 W
24	18°22′.30 N	64°43′.36 W
25	18°22′.25 N	64°42′.58 W
26	18°22′.26 N	64°42′.28 W
27	18°22′.15 N	64°42′.03 W
28	18°22′.22 N	64°38′.23 W
29	18°21′.57 N	64°40′.60 W
30	18°21′.51 N	64°40′.15 W
31	18°21′.22 N	64°38′.16 W
32	18°20′.39 N	64°38′.33 W
33	18°19′.15 N	64°38′.14 W
34	18°19′.07 N	64°38′.16 W
35	18°17′.23 N	64°39′.38 W
36	18°16′.43 N	64°39′.41 W
37	18°11′.33 N	64°38′.58 W
38	18°03′.02 N	64°38′.03 W
39	18°02′.56 N	64°29′.35 W
40	18°02′.51 N	64°27′.02 W
41	18°02′.30 N	64°21′.08 W
42	18°02′.31 N	64°20′.08 W
43	18°02′.03 N	64°15′.57 W
44	18°00′.12 N	64°02′.29 W
45	17°59′.58 N	64°01′.04 W
46	17°58′.47 N	63°57′.01 W
47	17°57′.51 N	63°53′.54 W
48	17°56′.38 N	63°53′.21 W
49	17°39′.40 N	63°54′.53 W
50	17°37′.08 N	63°55′.10 W
51	17°30′.21 N	63°55′.56 W
52	17°11′.36 N	63°57′.57 W
53	17°04′.60 N	63°58′.41 W
54	16°59′.49 N	63°59′.18 W
55	17°18′.37 N	67°32′.14 W

Appendix VIII

Form of International Energy Efficiency (IEE) Certificate

INTERNATIONAL ENERGY EFFICIENCY CERTIFICATE

Issued under the provisions of the Protocol of 1997, as amended by resolution MEPC.203(62), to amend the International Convention for the Prevention of Pollution by Ships, 1973, as modified by the Protocol of 1978 related thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

.....

(full designation of the Party)

by.....

(full designation of the competent person or organization authorized under the provisions of the Convention)

Particulars of ship[*]

Name of ship.....

Distinctive number or letters.....

IMO Number[†] .....

Port of registry .....

Gross tonnage.....

THIS IS TO CERTIFY:

1 That the ship has been surveyed in accordance with regulation 5.4 of Annex VI of the Convention; and

2 That the survey shows that the ship complies with the applicable requirements in regulation 20, regulation 21 and regulation 22.

Completion date of survey on which this Certificate is based..... (dd/mm/yyyy)

Issued at .....

(place of issue of Certificate)

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

(date of issue) *(signature of duly authorized official issuing the Certificate)*

(seal or stamp of the authority, as appropriate)

[*] Alternatively, the particulars of the ship may be placed horizontally in boxes.

[†] In accordance with the IMO ship identification number scheme, adopted by the Organization by resolution A.600(15).

Additional information

Supplement to the International Energy Efficiency Certificate (IEE Certificate)

RECORD OF CONSTRUCTION RELATING TO ENERGY EFFICIENCY

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 Record shall be permanently attached to the IEE Certificate. The IEE Certificate shall be available on board the ship at all times.

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

3 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", as appropriate.

4 Unless otherwise stated, regulations mentioned in this Record refer to regulations in Annex VI of the Convention, and resolutions or circulars refer to those adopted by the International Maritime Organization.

1 Particulars of ship

1.1 Name of ship .....

1.2 IMO number .....

1.3 Date of building contract .....

1.4 Gross tonnage .....

1.5 Deadweight .....

1.6 Type of ship* .....

2 Propulsion system

2.1 Diesel propulsion ..... ☐

2.2 Diesel-electric propulsion ..... ☐

2.3 Turbine propulsion ..... ☐

2.4 Hybrid propulsion ..... ☐

2.5 Propulsion system other than any of the above ..... ☐

3 Attained Energy Efficiency Design Index (EEDI)

3.1 The Attained EEDI in accordance with regulation 20.1 is calculated based on the information contained in the EEDI technical file which also shows the process of calculating the Attained EEDI ..... ☐

The Attained EEDI is: ..... grams CO_2/tonne-mile

3.2 The Attained EEDI is not calculated as:

3.2.1 the ship is exempt under regulation 20.1 as it is not a new ship as defined in regulation 2.23 .... ☐

3.2.2 the type of propulsion system is exempt in accordance with regulation 19.3 ..... ☐

3.2.3 the requirement of regulation 20 is waived by the ship's Administration in accordance with regulation 19.4 ..... ☐

3.2.4 the type of ship is exempt in accordance with regulation 20.1 ..... ☐

* Insert ship type in accordance with definitions specified in regulation 2. Ships falling into more than one of the ship types defined in regulation 2 should be considered as being the ship type with the most stringent (the lowest) required EEDI. If ship does not fall into the ship types defined in regulation 2, insert "Ship other than any of the ship type defined in regulation 2".

4 Required EEDI

4.1 Required EEDI is: . . . . grams CO_2/tonne-mile

4.2 The required EEDI is not applicable as:

4.2.1 the ship is exempt under regulation 21.1 as it is not a new ship as defined in regulation 2.23 . . . . ☐

4.2.2 the type of propulsion system is exempt in accordance with regulation 19.3 . . . . ☐

4.2.3 the requirement of regulation 21 is waived by the ship's Administration in accordance with regulation 19.4 . . . . ☐

4.2.4 the type of ship is exempt in accordance with regulation 21.1 . . . . ☐

4.2.5 the ship's capacity is below the minimum capacity threshold in Table 1 of regulation 21.2 . . . . . . ☐

5 Ship Energy Efficiency Management Plan

5.1 The ship is provided with a Ship Energy Efficiency Management Plan (SEEMP) in compliance with regulation 22 . . . . ☐

6 EEDI technical file

6.1 The IEE Certificate is accompanied by the EEDI technical file in compliance with regulation 20.1 . . . ☐

6.2 The EEDI technical file identification/verification number . . . . ☐

6.3 The EEDI technical file verification date . . . . ☐

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

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

Date (dd/mm/yyyy) . . . .
(date of issue) *(signature of duly authorized official issuing the Record)*

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

5

2011 Guidelines for the carriage of blends of petroleum oil and biofuels

1 The Marine Environment Protection Committee, at its sixty-second session (11 to 15 July 2011), recognizing the need to clarify how biofuels subject to MARPOL Annex II, when blended with petroleum oils, subject to Annex I of MARPOL, can be shipped in bulk, approved the 2011 Guidelines for the carriage of blends of petroleum oil and biofuels, which are attached at annex.

2 In approving the 2011 Guidelines, the Committee agreed that these should become operative from 1 September 2011 and that until that time, the current interim guidance measures which have been in place should remain in effect.

3 Member Governments and international organizations are invited to bring the annexed Guidelines to the attention of Administrations, recognized organizations, port authorities, shipowners, ship operators and other parties concerned.

Annex

2011 Guidelines for the carriage of blends of petroleum oil and biofuels

1 Application

1.1 These guidelines apply to ships when carrying in bulk blends of petroleum oil and biofuels subject to Annex I and Annex II of MARPOL, respectively.

2 Scope

2.1 These Guidelines have been developed to clarify how biofuels subject to Annex II of MARPOL, when blended with petroleum oils, subject to Annex I of MARPOL, can be shipped in bulk.

3 Definitions

For the purpose of these guidelines:

3.1 *Biofuels* are ethyl alcohol, fatty acid methyl esters (FAME), vegetable oils (triglycerides) and alkanes (C10-C26), linear and branched with a flashpoint of either 60°C or less or more than 60°C, as identified in chapters 17 and 18 of the IBC Code or the MEPC.2/Circular/tripartite agreements.* Following the distribution of these guidelines, further biofuels identified as falling under the scope of the guidelines, will be recorded in annex 11 of the MEPC.2/Circular which deals with biofuel/petroleum oil blends.

3.2 *Biofuel blends* are mixtures resulting from the blending of those products identified at 3.1 above with a petroleum oil.

* See IMO publication, sales number IC100E.

Additional information

4 Carriage of biofuel blends

The carriage provision for biofuel blends is based on the volumetric composition of the blends as follows:

4.1 Biofuel blends containing 75% or more of petroleum oil

4.1.1 When containing 75% or more of petroleum oil, the biofuel blend is subject to Annex I of MARPOL.

4.1.2 When carrying such biofuel blends, Oil Discharge Monitoring Equipment (ODME – see resolution MEPC.108(49)) shall be in compliance with regulation 31 of Annex I of MARPOL and should be approved for the mixture being transported.

4.1.3 Until 1 January 2016 biofuel blends may be carried when the ship's ODME is not in compliance with paragraph 4.1.2 above provided that tank residues and all tank washings are pumped ashore.

4.1.4 When considering the deck fire-fighting system requirements of SOLAS chapter II-2, regulations 1.6.1 and 1.6.2, when carrying biofuel blends containing ethyl alcohol then alcohol resistant foams should be used.

4.2 Biofuel blends containing more than 1% but less than 75% of petroleum oil

4.2.1 When containing more than 1% but less than 75% of petroleum oil, the biofuel blends are subject to Annex II of MARPOL and should be carried under the following conditions:

a	c	d	e	f	g	h	i'	i''	i'''	j	k	l	n	o
Biofuel blends of diesel/gas oil and FAME (> 25% but < 99% by volume)	X	S/P	2	2G	Cont	No	–	–	Yes	C	T	ABC	No	15.12, 15.17, 15.19.6
Biofuel blends of diesel/gas oil and Vegetable oil (> 25% but < 99% by volume)	X	S/P	2	2G	Cont	No	–	–	Yes	C	T	ABC	No	15.12, 15.17, 15.19.6
Biofuel blends of gasoline and ethyl alcohol (> 25% but < 99% by volume)	X	S/P	2	2G	Cont	No	T3	IIA	No	C	F-T	AC	No	15.12, 15.17, 15.19.6
Biofuel blends of diesel/gas oil and alkanes (C10–C26), linear and branched with a flashpoint > 60°C (> 25% but < 99% by volume)	X	S/P	2	2G	Cont	No	–	–	Yes	C	T	ABC	No	15.12, 15.17, 15.19.6
Biofuel blends of diesel/gas oil and alkanes (C10–C26), linear and branched with a flashpoint ≤ 60°C (> 25% but < 99% by volume)	X	S/P	2	2G	Cont	No	T3	IIA	No	C	F-T	ABC	No	15.12, 15.17, 15.19.6

4.2.2 With respect to new biofuels identified as falling under the scope of these guidelines, carriage requirements for specific biofuel/petroleum oil blends to be shipped as MARPOL Annex II cargoes will be incorporated into List 1 of the MEPC.2/Circular, as appropriate.

4.3 Biofuel blends containing 1% or less petroleum oil

4.3.1 When containing 1% or less of petroleum oil, the biofuel blends are subject to Annex II of MARPOL.

5 Blending of petroleum oil and biofuel on board

5.1 Blending on board describes the mixing of two products resulting in one single product (a blended mixture) and reflects only physical mixing as distinct from any chemical processing. Such mixing operations should only be undertaken whilst the ship is within port limits.

5.2 The physical blending on board of petroleum oil and biofuels during a sea voyage to create new products is prohibited as indicated in MSC-MEPC.2/Circ.8 Prohibition of Blending MARPOL Cargoes on Board During the Sea Voyage.

6 Certification requirements

6.1 The certification for the biofuel blend to be shipped should be in compliance with Annex I or Annex II of MARPOL, as appropriate.

PŘEKLAD

Protokol z roku 1997 pozměňující Mezinárodní úmluvu o zamezení znečištění z lodí z roku 1973, ve znění Protokolu z roku 1978 týkajícího se této úmluvy

Protokol z roku 1997 pozměňující Mezinárodní úmluvu o zamezení znečištění z lodí z roku 1973, ve znění Protokolu z roku 1978 týkajícího se této úmluvy

SMLUVNÍ STRANY TOHOTO PROTOKOLU,

Jsou smluvní strany Protokolu z roku 1978 týkajícího se Mezinárodní úmluvy o zamezení znečištění z lodí, 1973,

UZNÁVAJÍCÍ potřebu předcházet a omezovat znečištění ovzduší z lodí,

PŘIPOMÍNAJÍCÍ SI zásadu 15 obsaženou v Deklaraci z Ria o životním prostředí a rozvoji, která vyzývá k uplatňování preventivního přístupu,

MAJÍCÍ ZA TO, že tohoto cíle by mohlo být nejlépe dosaženo uzavřením Protokolu z roku 1997 k Mezinárodní úmluvě o zamezení znečištění z lodí z roku 1973, ve znění Protokolu z roku 1978 týkajícího se této úmluvy,

SE DOHODLY následovně:

Článek 1

Listina, která se bude měnit

Listina, kterou tento protokol pozměňuje je Mezinárodní úmluva o zamezení znečištění z lodí z roku 1973, ve znění Protokolu z roku 1978 týkajícího se této úmluvy (dále jen „úmluva“).

Článek 2

Doplnění Přílohy VI k úmluvě

Příloha VI nazvaná Pravidla pro zamezení znečištění ovzduší z lodí, jejíž znění je uvedeno v příloze k tomuto protokolu, je přiložena.

Článek 3

Obecné povinnosti

1 Úmluva a tento protokol musí být chápány a vykládány, jako mezi smluvními stranami tohoto protokolu, společně jako jediný dokument.

2 Každý odkaz na tento protokol současně představuje i odkaz na jeho přílohy.

Článek 4

Postup při provádění změn

Při uplatňování článku 16 úmluvy na změnu Přílohy VI a jejích dodatků, odkaz na „smluvní stranu úmluvy“ se bude považovat za odkaz na smluvní strany vázané danou přílohou.

ZÁVĚREČNÁ USTANOVENÍ

Článek 5

Podpis, ratifikace, přijetí, schválení a přistoupení

1 Tento protokol bude otevřen k podpisu v sídle Mezinárodní námořní Organizace (dále jen „Organizace“) od 1. ledna 1998 do 31. prosince 1998 a poté zůstává otevřena k přistoupení. Smluvními stranami tohoto protokolu se mohou stát jen smluvní strany Protokolu z roku 1978 týkajícího se Mezinárodní úmluvy o zamezení znečištění moří z lodí z roku 1973 (dále jen „Protokol 1978“), a to následovně:

(a) podpisem bez výhrady ratifikace, přijetí nebo schválení nebo

(b) podpisem podléhajícím ratifikaci, přijetí nebo schválení, po němž následuje ratifikace, přijetí nebo schválení nebo

(c) přistoupením.

2 Ratifikace, přijetí, schválení nebo přistoupení se uskuteční uložením listiny v tomto smyslu u generálního tajemníka Organizace (dále jen „generální tajemník“).

Článek 6

Vstup v platnost

1 Tento protokol vstupuje v platnost dvanáct měsíců po dni, kdy se stane jeho smluvními stranami v souladu s článkem 5 tohoto protokolu ne méně než patnáct států, jejichž sloučená obchodní loďstva tvoří ne méně než 50 procent hrubé prostornosti světové obchodního loďstva.

2 Veškeré listiny o ratifikaci, přijetí, schválení nebo přistoupení uložené po dni, kdy tento protokol vstoupil v platnost, vstoupí v platnost tři měsíce po dni uložení dané listiny.

3 Po dni, kdy se změna tohoto protokolu bude považovat za přijatou v souladu s článkem 16 úmluvy, se budou veškeré uložené listiny o ratifikaci, přijetí, schválení nebo přistoupení vztahovat na tento protokol ve znění pozdějších úprav.

Článek 7

Výpověď

1 Tento protokol může být vypovězen kteroukoliv smluvní stranou tohoto protokolu, a to kdykoli po uplynutí pěti let ode dne, kdy tento protokol vstoupí v platnost pro danou smluvní stranu.

2 Výpověď se uskuteční uložením listiny v tomto smyslu u generálního tajemníka.

3 Vypovězení nabývá účinnosti dvanáct měsíců po obdržení oznámení o výpovědi generálním tajemníkem nebo po uplynutí jiného delší lhůty, která může být uvedena v daném oznámení.

4 U výpovědi Protokolu 1978 v souladu s jeho článkem VII se bude považovat, že obsahuje i výpověď tohoto protokolu v souladu s tímto článkem. Taková výpověď nabývá účinku dnem, kdy nabude účinku výpověď Protokolu 1978 v souladu s článkem VII daného protokolu.

Článek 8

Depozitář

1 Tento protokol bude uložen u generálního tajemníka (dále jen „depozitář“).

2 Depozitář musí:

(a) informovat státy, které podepsaly tento protokol nebo k němu přistoupily o:

(i) každém novém podpisu nebo uložení listiny o ratifikaci, přijetí, schválení nebo přistoupení i s jeho datem;

(ii) datum vstupu tohoto protokolu v platnost a

(iii) uložení libovolné listiny o výpovědi tohoto protokolu i s datem jejího přijetí a s datem, kdy tato výpověď nabývá účinnosti a

(b) předávat ověřené kopie tohoto protokolu všem státům, které tento protokol Podpisy nebo k němu přistoupily.

3 Jakmile tento protokol vstoupí v platnost, musí být jeho ověřená kopie předána depozitářem Sekretariátu Organizace spojených národů k registraci a zveřejnění v souladu s Článkem 102 Charty Organizace spojených národů.

Článek 9

Jazyky

TENTO PROTOKOL je vyhotoven v jediném vyhotovení v jazyce arabském, čínském, anglickém, francouzském, ruském a španělském, přičemž všechna znění mají stejnou platnost.

NA DŮKAZ ČEHOŽ níže podepsaní, řádně zmocněni svými příslušnými vládami k tomuto účelu, tento protokol podepsali.*

UZAVŘENO V LONDÝNĚ dne dvacátého šestého září roku tisíc devět set devadesát sedm.

* Podpisy vynechány.

Příloha I k MARPOL

Pravidla pro prevenci znečištění ropnými látkami

Příloha I k MARPOL

Pravidla pro prevenci znečištění ropnými látkami

Kapitola 1 – Obecné informace

Pravidlo 1

Definice

Pro účely této přílohy:

1 Termín *ropná látka* znamená ropu v jakékoliv formě, včetně surové ropy, pohonné ropné látky, kalu, ropného odpadu a rafinovaných produktů (jiných druhů než jsou petrochemické produkty, které podléhají ustanovení Přílohy II této úmluvy) a, bez omezení obecnosti výše uvedeného, zahrnuje látky uvedené v Dodatku I k této příloze.

VIZ VÝKLAD 1.1

2 Termín *surová ropa* znamená jakoukoliv kapalnou směs uhlovodíků vyskytujících se v přirozeném stavu v zemi, ať již je či není upravována za účelem přípravy pro přepravu a zahrnuje:

.1 surovou ropu, z níž lze odstranit některé destilační frakce a

.2 surovou ropu, do níž lze přidat některé destilační frakce.

3 Termín *ropná směs* znamená směs s jakýmkoliv obsahem ropných látek.

4 Termín *palivo* znamená jakoukoliv ropnou látku využívanou jako palivo v souvislosti s pohonem a pomocného strojního zařízení na lodi, ve které je tato ropná látka přepravována.

5 Termín *ropný tanker* znamená loď postavená nebo upravená především za účelem hromadné přepravy ropných látek v jejích nákladových prostorech a zahrnuje kombinované tankery pro přepravu ropných produktů, veškeré „NLS tankery“ tak, jak jsou definovány v Příloze II této úmluvy a veškeré tankery pro přepravu plynu tak, jak jsou definovány v pravidle 3.20 kapitoly 11-1 v úmluvě SOLAS 74 (ve znění pozdějších předpisů), když převáží hromadně část nebo celý náklad ropných látek.

VIZ VÝKLAD 1.2

6 Termín *tanker na surovou ropu* znamená ropný tanker využívaný v oblasti přepravy surové ropy.

7 Termín *tanker pro přepravu ropných produktů* znamená ropný tanker využívaný v oboru přepravy ropných látek jiného druhu než je surová ropa.

8 Termín *kombinovaný tanker pro přepravu ropných produktů* znamená loď určenou pro hromadnou přepravu buď ropných látek nebo suchých nákladů.

9 *Velká přestavba:*

VIZ VÝKLAD 2

.1 znamená přestavbu lodi:

.1.1 která podstatně mění rozměry nebo nosnost lodi nebo

.1.2 která mění typ lodi nebo

.1.3 jejíž záměr je, podle názoru správního orgánu, podstatně prodloužit její životnost nebo

.1.4 která jinak mění loď tak, že, kdyby to byla nová loď, by podléhala příslušným ustanovením této úmluvy, která se na ni nevztahují jako na stávající loď.

.2 Bez ohledu na ustanovení této definice:

.2.1 přestavba ropného tankeru o hrubé nosnosti 20.000 tun a více dodaného 1. června 1982 či dříve, ve smyslu pravidla 1.28.3, aby splňoval požadavky pravidla 18 této přílohy se pro účely této přílohy nebude považovat za velkou přestavbu a

.2.2 přestavba ropného tankeru dodaného před 6. červencem 1996 tak, jak je definováno v pravidle 1.28.5, aby splňoval požadavky pravidla 19 nebo 20 této přílohy se pro účely této přílohy nebude považovat za velkou přestavbu.

10 *Nejbližší pevnina*. Termín „od nejbližší pevniny“ znamená od základní linie, od které jsou zřízené teritoriální vody dotčeného území v souladu s mezinárodním právem, vyjma případů, kdy pro účely této úmluvy „od nejbližší pevniny“ od severovýchodního pobřeží Austrálie bude znamenat linii vedenou od bodu na pobřeží Austrálie na:

11°00’ jižní šířky, 142°08’ východní délky
k bodu na 10°35’ jižní šířky, 141°55’ východní délky,
odtud k bodu na 10°00’ jižní šířky, 142°00’ východní délky,
odtud k bodu na 09°10’ jižní šířky, 143°52’ východní délky,
odtud k bodu na 09°00’ jižní šířky, 144°30’ východní délky,
odtud k bodu na 10°41’ jižní šířky, 145°00’ východní délky,
odtud k bodu na 13°00’ jižní šířky, 145°00’ východní délky,
odtud k bodu na 15°00’ jižní šířky, 146°00’ východní délky,
odtud k bodu na 17°30’ jižní šířky, 147°00’ východní délky,
odtud k bodu na 21°00’ jižní šířky, 152°55’ východní délky,
odtud k bodu na 24°30’ jižní šířky, 154°00’ východní délky,
odtud k bodu na australském pobřeží
na 24°42’ jižní šířky, 153°15’ východní délky.

11 Termín *zvláštní oblast* znamená oblast moře, kde se z uznávaných technických důvodů týkajících se jejího oceánografického a ekologického stavu a konkrétního charakteru jejího provozu vyžaduje přijetí zvláštních závazných metod k zamezení znečištění moře ropnými látkami.

Pro účely této přílohy se zvláštní oblasti definují následovně:

.1 termín *oblast Středozemního moře* znamená vlastní Středozemní moře včetně zálivů a jeho moří s hranicí mezi Středozemním mořem a Černým mořem, kterou tvoří rovnoběžka na 41° severní šířky a ohraničená na západě úžinou Gibraltaru na poledníku 005°36’ západní délky;

.2 termín *oblast Baltského moře* znamená vlastní Baltské moře s Botnickým zálivem, Finským zálivem a vstupem do Baltského moře ohraničeném rovnoběžkou místa Skaw ve Skagerraku na 57°44’.8 severní šířky;

.3 termín *oblast Černého moře* znamená vlastní Černé moře s hranicí mezi Středozemním mořem a Černým mořem tvořenou rovnoběžkou na 41° severní šířky;

.4 termín *oblast Rudého moře* znamená vlastní Rudé moře včetně Suezského zálivu a arabského zálivu ohraničené na jihu loxodromou mezi Ras Si Ane (12°28’.5 severní šířky, 043°19’.6 východní délky) a Husn Murad (12°40’.4 severní šířky, 043°30’.5 východní délky);

.5 termín *oblast Perského zálivu* znamená oblast moře ležící severozápadně od loxodromy mezi Ras al Hadd (22°30’ severní šířky, 059°48’ východní délky) a Ras al Fasteh (25°04’ severní šířky, 061°25’ východní délky);

.6 termín *oblast Adenského zálivu* znamená tu část Adenského zálivu mezi Rudým mořem a Arabským mořem ohraničenou na západě loxodromou mezi Ras si Ane (12°28'.5 severní šířky, 043°19'.6 východní délky) a Husn Murad (12°40'.4 severní šířky, 043°30'.2 východní délky) a na východě loxodromou mezi Ras Asir (11°50' severní šířky, 051°16'.6 východní délky) a Ras Fartak (15°35' severní šířky, 052°13'.8 východní délky);

.7 termín *oblast Antarktidy* znamená oblast moře jižně od rovnoběžky na 60° jižní šířky a

.8 *Severozápadní evropské vody* zahrnují Severní moře a jeho přístupy, Irské moře a jeho přístupy, Keltské moře, Lamanšský průliv a jeho přístupy a část severovýchodního Atlantiku bezprostředně na západ od Irska. Oblast je ohraničena liniemi spojujícími tyto body:

48°27' severní šířky na francouzském pobřeží
48°27' severní šířky; 006°25' západní délky
49°52' severní šířky; 007°44' západní délky
50°30' severní šířky; 012°' západní délky
56°30' severní šířky; 012°' západní délky
62°' severní šířky; 003° západní délky
62° severní šířky na norském pobřeží
57°44'.8 severní šířky na dánském a švédském pobřeží

.9 Termín *Ománská oblast Arabského moře* znamená oblast moře ohraničenou následujícími souřadnicemi:

22°30'.00 severní šířky; 059°48'.00 východní délky
23°47'.27 severní šířky; 060°35'.73 východní délky
22°40'.62 severní šířky; 062°25'.29 východní délky
21°47'.40 severní šířky; 063°22'.22 východní délky
20°30'.37 severní šířky; 062°52'.41 východní délky
19°45'.90 severní šířky; 062°25'.97 východní délky
18°49'.92 severní šířky; 062°02'.94 východní délky
17°44'.36 severní šířky; 061°05'.53 východní délky
16°43'.71 severní šířky; 060°25'.62 východní délky
16°03'.90 severní šířky; 059°32'.24 východní délky
15°15'.20 severní šířky; 058°58'.52 východní délky
14°36'.93 severní šířky; 058°10'.23 východní délky
14°18'.93 severní šířky; 057°27'.03 východní délky
14°11'.53 severní šířky; 056°53'.75 východní délky
13°53'.80 severní šířky; 056°19'.24 východní délky
13°45'.86 severní šířky; 055°54'.53 východní délky
14°27'.38 severní šířky; 054°51'.42 východní délky
14°40'.10 severní šířky; 054°27'.35 východní délky
14°46'.21 severní šířky; 054°08'.56 východní délky
15°20'.74 severní šířky; 053°38'.33 východní délky
15°48'.69 severní šířky; 053°32'.07 východní délky
16°23'.02 severní šířky; 053°14'.82 východní délky
16°39'.06 severní šířky; 053°06'.52 východní délky

.10 termín *jižní jihoafrické vody* znamená oblast moře ohraničenou následujícími souřadnicemi:

31°14' jižní šířky; 017°50' východní délky

31°30’ jižní šířky; 017°12’ východní délky
32°00’ jižní šířky; 017°06’ východní délky
32°32’ jižní šířky; 016°52’ východní délky
34°06’ jižní šířky; 017°24’ východní délky
36°58’ jižní šířky; 020°54’ východní délky
36°00’ jižní šířky; 022°30’ východní délky
35°14’ jižní šířky; 022°54’ východní délky
34°30’ jižní šířky; 026°00’ východní délky
33°48’ jižní šířky; 027°25’ východní délky
33°27’ jižní šířky; 027°12’ východní délky

12 Termín *okamžitý průtok vypouštění ropného obsahu* znamená průtok vypouštění ropných látek v litrech za hodinu v každém okamžiku dělený rychlostí lodi v uzlech ve stejném okamžiku.

13 Termín *nádrž* znamená uzavřený prostor, který je tvořen pevnou konstrukcí lodi a který je určen k hromadné přepravě kapalin.

14 Termín *boční nádrž* znamená nádrž přiléhající k boční obšívce lodi.

15 Termín *středová nádrž* znamená jakoukoliv nádrž uvnitř podélné přepážky.

16 Termín *odpadní nádrž* znamená nádrž speciálně určenou ke sběru výpustí z nádrží, výplachů z nádrží a jiných ropných směsí.

17 Termín *čistý balast* znamená balast v nádrži, která byla od doby, kdy v ní byla naposledy přepravována ropná látka, vyčištěna tak, že odpadní voda z ní, pokud by byla vypuštěna ze stojící lodi do čisté klidné vody za jasného dne, by na hladině vody nebo na přilehlých březích nevytvořila žádné viditelné stopy ropných látek nebo by pod hladinou vody nebo na přilehlých březích nezpůsobila nánosy usazeného kalu či emulze. Pokud je balast vypuštěn prostřednictvím systému sledování a řízení vypouštění ropných látek schváleného správním orgánem, důkazy založené na tomto systému v tom smyslu, že obsah ropných látek v odpadní vodě nepřekročil 15 miliontin, musí určovat, že balast byl čistý, a to bez ohledu na přítomnost viditelných stop.

18 Termín *oddělený balast* znamená balastovou vodu napuštěnou do nádrže, která je zcela oddělena od nákladu ropných látek a palivového sytému a která je trvale určen k přepravě balastu nebo k přepravě balastu či nákladů jiných druhů než jsou ropné látky nebo škodlivé kapalné látky tak, jak je různě definováno v přílohách této úmluvy.

VIZ VÝKLAD 3

19 Termín *délka* (*L*) znamená 96% z celkové délky na čáře ponoru při 85% nejmenší konstrukční hloubky měřené od vrcholu kýlu, nebo délku od přední strany příďového vazníku k ose pně kormidla na této čáře ponoru, pokud je tato větší. U plavidel se skloněným kýlem musí být čára ponoru, na které se tato délka měří, rovnoběžná s konstrukční čárou ponoru. Délka (*L*) se měří v metrech.

20 Termín *přední a zadní svislice* se určuje na předním a zadním konci délky (*L*). Přední svislice se musí shodovat s průsečíkem přední strany příďového vazníku na čáře ponoru, na které se měří délka.

21 *Střed lodi* je v polovině délky (*L*).

22 Termín *šířka* (*B*) znamená maximální šíři lodi měřenou ve středu lodi na konstrukční linii žebra u lodi s kovovou obšívkou a k vnějšímu povrchu trupu v lodi s obšívkou z jiného materiálu. Šířka (*B*) se měří v metrech.

23 Termín *hrubá nosnost lodi* (*DW*) znamená rozdíl v tunách mezi výtlakem lodi ve vodě o relativní hustotě 1,025 na čáře ponoru naložené lodi odpovídající stanovené letní výšce volného boku a výtlakem prázdné lodi.

24 Termín *výtlak prázdné lodi* znamená výtlak lodi v tunách bez nákladu, paliva, mazacího oleje,

balastové vody, pitné vody a pitné vody v tancích, zásob potravin, cestujících a posádky, včetně jejich věcí.

25 Termín *propustnost* prostoru znamená poměr objemu v rámci tohoto prostoru, o kterém se předpokládá, že bude zaplaven vodou až do celkového objemu tohoto prostoru.

26 *Objemy a plochy* v lodi se musí ve všech případech vypočítávat ke konstrukčním liniím.

27 Termín *výroční datum* znamená den a měsíc každého roku, který bude odpovídat datu vypršení platnosti Mezinárodního osvědčení o zamezení znečištění ropnými látkami.

28.1 *Loď dodaná 31. prosince 1979 či dříve* znamená loď:

.1 u které je smlouva o stavbě uzavřena 31. prosince 1975 či dříve nebo

.2 v případě neexistence smlouvy o stavbě, jejíž kýl byl položen nebo která byla v podobném stádiu stavby 30. června 1976 či dříve nebo

.3 jejíž dodávka se uskuteční 31. prosince 1979 či dříve nebo

.4 která prošla velkou přestavbou:

.4.1 na kterou je smlouva uzavřena 31. prosince 1975 či dříve, nebo

.4.2 v případě neexistence smlouvy, jejíž stavba byla zahájena 30. června 1976 či dříve nebo

.4.3 která je dokončena 31. prosince 1979 či dříve.

VIZ VÝKLADY 4 A 5

28.2 *Loď dodaná po 31. prosinci 1979* znamená loď:

.1 u které je smlouva o stavbě uzavřena po 31. prosinci 1975 nebo

.2 v případě neexistence smlouvy o stavbě, jejíž kýl byl položen nebo která byla v podobném stádiu stavby po 30. červnu 1976 nebo

.3 jejíž dodávka se uskuteční po 31. prosinci 1979 či dříve nebo

.4 která prošla velkou přestavbou:

.4.1 na kterou je smlouva uzavřena po 31. prosinci 1975 nebo

.4.2 v případě neexistence smlouvy, jejíž stavba byla zahájena po 30. červnu 1976 nebo

.4.3 která je dokončena po 31. prosinci 1979.

VIZ VÝKLADY 5 A 6

28.3 *Ropný tanker dodaný 1. června 1982 či dříve* znamená ropný tanker:

.1 pro který je smlouva o stavbě uzavřena 1. června 1979 či dříve nebo

.2 v případě neexistence smlouvy o stavbě, jehož kýl byl položen nebo který byl v podobném stádiu stavby 1. ledna 1980 či dříve nebo

.3 jehož dodávka se uskuteční 1. června 1979 či dříve nebo

.4 který prošel velkou přestavbou:

.4.1 na kterou je smlouva uzavřena 1. června 1979 či dříve nebo

.4.2 v případě neexistence smlouvy, jejíž stavba byla zahájena 1. ledna 1980 či dříve nebo

.4.3 která je dokončena 1. června 1982 či dříve

28.4 *Ropný tanker dodaný po 1. červnu 1982* znamená ropný tanker:

.1 u kterého je smlouva o stavbě uzavřena po 1. červnu 1979 nebo

.2 v případě neexistence smlouvy o stavbě, jehož kýl byl položen nebo který byl v podobném stádiu stavby po 1. lednu 1980 nebo

.3 jehož dodávka se uskuteční po 1. červnu 1982 nebo

.4 který prošel velkou přestavbou:

.4.1 na kterou je smlouva o stavbě uzavřena po 1. červnu 1979 nebo

.4.2 v případě neexistence smlouvy, jejíž stavba byla zahájena po 1. červnu 1980 nebo

.4.3 která je dokončena po 1. červnu 1982.

VIZ VÝKLADY 5 A 6

28.5 *Ropný tanker dodaný před 6. červencem 1996* znamená ropný tanker:

.1 u kterého je smlouva o stavbě uzavřena před 6. červencem 1993 nebo

.2 v případě neexistence smlouvy o stavbě, jehož kýl byl položen nebo který byl v podobném stádiu stavby před 6. lednem 1994 nebo

.3 jehož dodávka se uskuteční 6. červencem 1996 nebo

.4 který prošel velkou přestavbou:

.4.1 na kterou je smlouva uzavřena před 6. červencem 1993 nebo

.4.2 v případě neexistence smlouvy, jejíž stavba byla zahájena před 6. lednem 1994 nebo

.4.3 která je dokončena před 6. červencem 1996.

28.6 *Ropný tanker dodaný 1. července 1996 či později* znamená ropný tanker:

.1 u kterého je smlouva o stavbě uzavřena 6. července 1993 či později nebo

.2 v případě neexistence smlouvy o stavbě, jehož kýl byl položen nebo který byl v podobném stádiu stavby 6. ledna 1994 či později nebo

.3 jehož dodávka se uskuteční 6. července 1996 či později nebo

.4 který prošel velkou přestavbou:

.4.1 na kterou je smlouva uzavřena 6. července 1993 či později nebo

.4.2 v případě neexistence smlouvy, jejíž stavba byla zahájena 6. ledna 1994 či později nebo

.4.3 která je dokončena 6. července 1996 či později.

VIZ VÝKLADY 5 A 6

28.7 *Ropný tanker dodaný 1. února 2002 či dříve* znamená ropný tanker:

.1 u kterého je smlouva o stavbě uzavřena 1. února 1999 či později nebo

.2 v případě neexistence smlouvy o stavbě, jehož kýl byl položen nebo který byl v podobném stádiu stavby 1. srpna 1999 či později nebo

.3 jehož dodávka se uskuteční 1. února 2002 či později nebo

.4 který prošel velkou přestavbou:

.4.1 na kterou je smlouva uzavřena 1. února 1999 či později nebo

.4.2 v případě neexistence smlouvy, jejíž stavba byla zahájena 1. srpna 1999 či později

nebo

.4.3 která je dokončena 1. února 2002 či později.

VIZ VÝKLADY 5 A 6

28.8 *Ropný tanker dodaný 1. července 2010 či dříve* znamená ropný tanker:

.1 u kterého je smlouva o stavbě uzavřena 1. ledna 2007 či později nebo

.2 v případě neexistence smlouvy o stavbě, jehož kýl byl položen nebo který byl v podobném stádiu stavby 1. července 2007 či později nebo

.3 jehož dodávka se uskuteční 1. ledna 2007 či později nebo

.4 který prošel velkou přestavbou:

.4.1 na kterou je smlouva uzavřena 1. ledna 2007 či později nebo

.4.2 v případě neexistence smlouvy, jejíž stavba byla zahájena 1. července 2007 či později nebo

.4.3 která je dokončena 1. ledna 2010 či později.

VIZ VÝKLADY 5 A 6

28.9 *Loď dodaná 1. srpna 2010 či později* znamená loď:

.1 pro kterou je smlouva o stavbě uzavřena 1. srpna 2007 či později nebo

.2 v případě neexistence smlouvy o stavbě, jejíž kýl byl položen nebo která byla v podobném stádiu stavby 1. února 2008 či později nebo

.3 jejíž dodávka se uskuteční 1. srpna 2010 či později nebo

.4 která prošla velkou přestavbou:[*]

.4.1 pro kterou je smlouva uzavřena po 1. srpnu 2007 nebo

.4.2 v případě neexistence smlouvy, jejíž stavba byla zahájena po 1. únoru 2008 nebo

.4.3 která je dokončena po 1. srpnu 2010.

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29 Termín *miliontina* (*ppm*) znamená díly ropných látek na milion dílů vody dle objemu.

30 Termín *postavená* znamená loď, jejíž kýl byl položen nebo která byla v podobném stádiu.

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31 Termín *ropné zbytky* (*kal*) znamená zbytkové odpadní ropné látky vznikající během normálního provozu lodě, stejně jako látky, které vznikají při čištění paliva nebo mazacího oleje pro hlavní nebo pomocná strojní zařízení, oddělený ropný odpad z odlučovače ropných látek, odpadní ropné látky shromážděné v odkapních mísách a odpadní hydraulické a mazací oleje.

32 Termín *nádrž na ropné zbytky* (*kal*) znamená nádrž, ve které se přechovávají ropné zbytky (kal), z níž lze kal odstraňovat přímo přes standardní vypouštěcí přípojky nebo jinými schválenými prostředky odstraňování.

33 Termín *ropnými látkami znečištěná stoková voda* znamená vodu, která může být znečištěna ropnými látkami unikajícími z předmětů, např. při netěsnostech nebo údržbových pracích v prostorách strojovny. Za ropnými látkami znečištěnou stokovou vodu se považuje veškerá kapalina vniklá do stokového systému, včetně stokových jímek, stokového potrubí, vrchních ploch nádrží nebo sběrných

[*] MEPC 59 souhlasil (MEPC 59/24, odstavec 6.18), že vysvětlení požadavků pravidla 12A v Příloze I k MARPOL se použije rovněž na velké přestavby ve smyslu pravidla I.28.9.

nádrží na stokovou vodu.

34 Termín *sběrná nádrž na ropnými látkami znečištěnou stokovou vodu* znamená nádrž shromažďující ropnými látkami znečištěnou stokovou vodu před jejím vypuštěním, přečerpáním nebo odstraněním.

Pravidlo 2

Použití

1 Nebude-li výslovně uvedeno jinak, ustanovení této přílohy se budou vztahovat na všechny lodě.

2 U lodí jiných druhů než jsou ropné tankery vybavené nákladovými prostory, které jsou postavené a využívané k hromadné přepravě ropných látek o celkovém objemu 200 m^3 a více, požadavky pravidel 16, 26.4, 29, 30, 31, 32, 34 a 36 této přílohy pro ropné tankery se budou rovněž vztahovat na stavbu a provoz těchto prostor, vyjma případů, kdy lze požadavky pravidla 34.6 této přílohy použít namísto pravidla 29, 31 a 32, je-li tento celkový objem nižší než 1000 m^3.

3 Pokud se náklad podléhající ustanovením Přílohy II této úmluvy přepravuje v nákladovém prostoru ropného tankeru, musí se také použít příslušné požadavky Přílohy II této úmluvy.

4 Požadavky pravidel 29, 31 a 32 této přílohy se nevztahují na ropné tankery přepravující asfalt nebo jiné produkty podléhající ustanovením této přílohy, které díky svým fyzikálním vlastnostem omezují účinné oddělování produkt/voda a monitorování, na které se bude vztahovat omezení vypouštění podle pravidla 34 této přílohy, a to prostřednictvím uchovávání zbytků na palubě s vypuštěním všech znečištěných výplachů z nádrží do zařízení pro odevzdávání látek z lodí.

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5 Na základě ustanovení odstavce 6 tohoto pravidla, pravidla 18.6 až 18.8 této přílohy se nebudou nevztahovat na ropné tankery dodané 1. června 1982 či dříve tak, jak jsou definovány v pravidle 1.28.3, využívané výhradně při zvláštních obchodních činnostech mezi:

.1 přístavy nebo terminály v rámci smluvních států této úmluvy nebo

.2 přístavy nebo terminály smluvních států této úmluvy, kde:

.2.1 plavba je celá v rámci zvláštní oblasti nebo

.2.2 plavba je celá v rámci jiných limitů stanovených Organizací.

6 Ustanovení odstavce 5 tohoto pravidla se použije, jen pokud jsou přístavy nebo terminály, kde se náklady na tyto plavby nakládají, vybaveny zařízeními pro odevzdávání látek z lodí vhodnými pro příjem a zpracování veškeré balastové vody a vody z vymývání nádrží z ropných tankerů využívajících je, a pokud jsou splněny všechny následující podmínky

.1 na základě výjimek stanovených v pravidle 4 této přílohy, veškerá balastová voda, včetně čisté balastové vody, a voda z vymývání nádrží se zadržuje na palubě a přečerpává se do zařízení pro odevzdávání látek z lodí a příslušný orgán přístavního státu schválí příslušný zápis do Knihy záznamů o manipulaci s ropnými látkami, část II, uvedené v pravidle 36 této přílohy.

.2 bylo dosaženo dohody mezi správní orgánem a vládami přístavních států uvedené v odstavcích 5.1 a 5.2 tohoto pravidla týkající se použití ropného tankeru dodaného 1. června 1982 či dříve tak, jak je definován v pravidle 1.28.3, pro zvláštní obchodní aktivity;

.3 přiměřenost zařízení pro odevzdávání látek z lodí, v souladu s příslušnými ustanoveními této přílohy, v přístavech nebo terminálech uvedených výše, a to pro účely tohoto pravidla, je schválena vládami smluvních států této úmluvy v nichž se tyto přístavy nebo

terminály nacházejí a

.4 Mezinárodní osvědčení o zamezení znečištění ropnými látkami je schváleno v tom smyslu, že ropný tanker se využívá výhradně k těmto obchodním činnostem.

Pravidlo 3

Výjimky a zproštění povinností

1 Každá loď, například loď na podvodních křídlech, vznášedlo, přípovrchové plavidlo nebo ponorné plavidlo, jejíž konstrukční rysy jsou takové, že použití některého z ustanovení kapitol 3 a 4 této přílohy týkajících se konstrukce a vybavení může být nepřiměřené nebo neproveditelné, může být od těchto ustanovení správním orgánem osvobozena, a to za předpokladu, že stavba a vybavení dané lodi poskytuje rovnocennou ochranu proti znečištění ropnými látkami, s ohledem na služby, pro které je určena.

2 Údaje o každé výjimce udělené správním orgánem musí být uvedeny v osvědčení uvedeném v pravidle 7 této přílohy.

3 Správní orgán, který tuto výjimku umožní musí, jakmile je to možné, ale nikoli déle než 90 dní poté, sdělit Organizaci údaje o výjimce a její odůvodnění, které Organizace rozešle smluvním stranám této úmluvy z důvodu jejich informování a přijetí vhodných opatření, jsou-li nutná.

4 Správní orgán může upustit od požadavků pravidel 29, 31 a 32 této přílohy, pro každé ropný tanker, který se využívá výhradně při plavbách jak o trvání 72 hodin nebo méně, tak v délce do 50 námořních mil od nejbližší pevniny, a to za předpokladu, že ropný tanker je zapojen výhradně do obchodních činností mezi přístavy nebo terminály v rámci smluvního státu této úmluvy. Jakékoli takové zproštění bude podléhat požadavku, aby ropný tanker veškeré ropné směsi na palubě zadržel pro následné vypuštění do zařízení pro odevzdávání látek z lodí a aby správní orgán určil, že zařízení jsou k přijímání těchto ropných směsí vhodná.

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5 Správní orgán může upustit od požadavků pravidel 31 a 32 této přílohy u ropných tankerů jiných druhů než jsou tankery uvedené v odstavci 4 tohoto pravidla v případech, kdy:

.1 tanker je ropný tanker dodaný 1. června 1982 či dříve tak, jak je definován v pravidle 1.28.3, o hrubé nosnosti 40.000 tun a více tak, jak je uvedeno v pravidle 2.5 této přílohy, využívané výhradně při zvláštních obchodních činnostech, a při splnění podmínek stanovených v pravidle 2.6 této přílohy nebo

.2 tanker se využívá k plavbám z jedné nebo více následujících kategorií:

.2.1 plavby v rámci zvláštních oblastí nebo

.2.2 plavby do 50 námořních mil od nejbližší pevniny mimo zvláštních oblastí, kde se tanker využívá při:

.2.2.1 obchodních aktivitách mezi přístavy nebo terminály smluvního státu této úmluvy nebo

.2.2.2 omezených plavbách tak, jak je určeno správním orgánem a v trvání 72 hodin a méně;

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za předpokladu, že jsou splněny všechny následující podmínky:

.2.3 veškeré ropné směsi se zadržují na palubě pro následné vypuštění do zařízení pro odevzdávání látek z lodí;

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.2.4 u plaveb uvedených v odstavci 5.2.2 tohoto pravidla správní orgán rozhodl, že v přístavech nebo terminálech k nakládání ropných látek, které tanker navštíví musí být k dispozici odpovídají zařízení pro odevzdávání látek z lodí pro příjem těchto ropných směsí;

.2.5 musí být schváleno Mezinárodní osvědčení o zamezení znečištění ropnými látkami, je-li požadováno, v tom smyslu, že loď se výhradně využívá při plavbách z jedné nebo více kategorií uvedených v odstavcích 5.2.1 a 5.2.2.2 tohoto pravidla.

.2.6 množství, čas a přístav vykládky se zaznamenávají do Knihy záznamů o manipulaci s ropnými látkami.

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Pravidlo 4

Výjimky

Pravidla 15 a 34 této přílohy se nebudou vztahovat na:

.1 vypouštění ropných látek a ropných směsí nezbytných kvůli zajištění bezpečnosti lodi nebo záchrany života na moři nebo

.2 vypouštění ropných látek a ropných směsí v důsledku poškození lodě nebo jejího vybavení:

.2.1 za předpokladu, že po vzniku poškození nebo zjištění úniku byla přijata všechna přiměřená bezpečnostní opatření určená k zabránění nebo minimalizaci vypouštění a

.2.2 s výjimkou případů, kdy se majitel nebo kapitán dopustili buď jednání s úmyslem způsobit škodu nebo nedbalosti s vědomím, že pravděpodobně vznikne škoda nebo

.3 vypouštění látek obsahujících ropu, schválené správním orgánem, při použití za účelem boje proti zvláštním mimořádným událostem se znečištěním, aby se škody způsobené znečištěním minimalizovaly. Jakékoliv takové vypouštění podléhá schválení vládou, pod jejíž pravomocí se zamýšlené vypouštění uskuteční.

Pravidlo 5

Ekvivalenty

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1 Správní orgán může povolit jakékoliv vybavení, materiál, zařízení nebo přístroj k montáži na loď jako alternativu k podobnému vybavení apod. vyžadovanému touto přílohou, pokud je takové vybavení, materiál, zařízení nebo přístroj přinejmenším stejně účinné jako vybavení apod. vyžadované touto přílohou. Tato pravomoc právního orgánu se nebude vztahovat na nahrazení provozních metod k provádění omezení vypouštění ropných látek jako ekvivalentní těm projektovým a konstrukčním prvkům, které jsou předepsané pravidly v této příloze.

2 Správní orgán, který umožňuje montáž vybavení, materiál, zařízení nebo přístroj na loď jako alternativu vybavení apod. vyžadovaného touto přílohou sdělí údaje o tomto vybavení apod. Organizaci, která je rozešle smluvním stranám této úmluvy z důvodu jejich informování a přijetí vhodných opatření, jsou-li nutná.

Kapitola 2 – Inspekce a Vydávání osvědčení

Pravidlo 6

Inspekce

1 Každý ropný tanker o hrubé prostornosti 150 tun a více a každá jiná loď o hrubé prostornosti 400 tun a více musí poléhat níže uvedeným inspekcím:

.1 počáteční inspekce před uvedením lodi do provozu nebo před prvním vystavením osvědčení požadovaného podle pravidla 7 této přílohy, která zahrnuje kompletní inspekci její konstrukce, vybavení, systémů, armatur, zařízení a materiálu v rozsahu, v němž loď podléhá ustanovením této přílohy. Tato inspekce musí mít takovou formu, aby bylo zajištěno, že jsou konstrukce, vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky této přílohy;

.2 obnovovací inspekce v intervalech stanovených správním orgánem, ale nepřekračujících pět let, kromě případů, kdy platí pravidla 10.2.2, 10.5, 10.6 nebo 10.7 této přílohy. Tato obnovovací inspekce musí mít takovou formu, aby bylo zajištěno, že jsou konstrukce, vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky této přílohy;

.3 průběžná inspekce ve lhůtě tří měsíců před nebo po druhém výročním datu nebo ve lhůtě tří měsíců před nebo po třetím výročním datu vystavení osvědčení, která se musí uskutečnit při jedné z výročních inspekcí uvedených v odstavci 1.4 tohoto pravidla. Tato průběžná inspekce musí mít takovou formu, aby bylo zajištěno, že zařízení a související čerpadla a potrubní systémy, včetně systémů sledování a řízení vypouštění ropných látek, systémů vymývání zbytků surové ropy, zařízení oddělujících ropu od vody a systémů odlučovačů ropných látek, jsou plně v souladu s platnými požadavky této přílohy a jsou v dobrém provozním stavu. Tyto průběžné inspekce musí být potvrzeny na osvědčení vystaveném na základě pravidel 7 nebo 8 této přílohy;

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.4 výroční inspekce do tří měsíců před nebo po každém výročním datu vystavení osvědčení, včetně generální inspekce konstrukce, vybavení, systémů, armatur, zařízení a materiálu uvedené v odstavci 1.1 tohoto pravidla, aby se zajistilo, že byly udržovány v souladu s odstavci 4.1 a 4.2 tohoto pravidla a že zůstanou v uspokojivém stavu po dobu životnosti, pro kterou je loď určena. Tyto výroční inspekce musí být potvrzeny na osvědčení vystaveném na základě pravidel 7 nebo 8 této přílohy a

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.5 dodatečná inspekce, podle okolností buď celková nebo částečná, musí být provedena po opravě vyplývající z vyšetřování předepsaných v odstavci 4.3 tohoto pravidla nebo po provedení jakýchkoliv důležitých oprav nebo rekonstrukcí. Tato inspekce musí mít takovou formu, aby bylo zajištěno, že nezbytné opravy nebo rekonstrukce byly provedeny efektivně, že materiál a provedení těchto oprav nebo rekonstrukcí je ve všech ohledech uspokojivé a že loď je ve všech ohledech v souladu s požadavky této přílohy.

2 Správní orgán musí stanovit vhodná opatření pro lodě, které nepodléhají ustanovením odstavce 1 tohoto pravidla, aby se zajistilo, že budou splněna příslušná ustanovení této přílohy.

3.1 Inspekce lodí týkající se vymáhání ustanovení této přílohy musí být prováděny úředníky správního orgánu. Správní orgán však může inspekcemi pověřit buď inspektory jmenované pro tento účel nebo jím uznané Organizace. Tyto Organizace musí splňovat směrnice přijaté Organizací v usnesení A.739(18), která může být Organizací pozměněna, a specifikace přijaté Organizací v usnesení A.789(19), která může být Organizací pozměněna, a to za předpokladu, že tyto změny jsou

přijaty, vstoupí v platnost a nabudou účinnosti v souladu s ustanoveními článku 16 této úmluvy o změnách postupů vztahujících se na tuto přílohu.

3.2 Správní orgán jmenující inspektory nebo uznávající Organizace k provádění inspekcí tak, jak je stanoveno v bodě 3.1 tohoto pravidla musí minimálně zmocnit libovolného jmenovaného inspektora nebo uznanou Organizaci k následujícímu:

.1 vyžadovat provedení oprav lodě a

.2 provádět inspekce, jsou-li vyžadované příslušnými orgány přístavního státu.

Správní orgán musí Organizaci sdělit konkrétní odpovědnosti a podmínky oprávnění udělených jmenovaným inspektorům nebo uznaným Organizacím, aby mohly být rozeslány smluvním stranám této úmluvy za účelem informování jejich úředníků.

3.3 Když jmenovaný inspektor nebo uznaná Organizace rozhodne, že stav lodi nebo jejího vybavení zásadně neodpovídá údajům v osvědčení nebo je takový, že loď není vhodná k vyplutí na moře aniž by nepředstavovala nepřiměřené riziko poškození životní prostředí v moři, tento inspektor nebo Organizace neprodleně zajistí, aby byla přijata nápravná opatření a včas uvědomí správní orgán. Pokud taková nápravná opatření přijata nejsou, musí být odebráno osvědčení a musí být neprodleně informován správní orgán. Pokud je loď v přístavu jiné smluvní strany, musí být také okamžitě informovány příslušné orgány daného přístavního státu. Když úředník správního orgánu, jmenovaný inspektor nebo uznaná Organizace informuje příslušné orgány přístavního státu, musí dotčená vláda přístavního státu poskytnout tomuto úředníkovi, inspektorovi nebo Organizaci veškerou nezbytnou pomoc, aby mohli plnit své povinnosti plynoucí z tohoto pravidla. Pokud je to možné, musí vláda přístavního státu přijmout taková opatření, která zajistí, že loď nevypluje, dokud nebude možné vyplout na moře nebo opustit přístav za účelem plavby do nejbližšího dostupné vhodné opravárenské loděnice, aniž by tím vzniklo nepřiměřené riziko poškození mořského prostředí.

3.4 V každém případě musí příslušný správní orgán plně zaručit úplnost a účinnost inspekce a zajistit veškeré nezbytné náležitosti ke splnění této povinnosti.

4.1 Stav lodi a jejího vybavení musí být udržován na takové úrovni, aby byl v souladu s ustanoveními této úmluvy a aby bylo zajištěno, že loď zůstane ve všech ohledech vhodná k vyplutí na moře, aniž by tím vzniklo nepřiměřené riziko poškození mořského prostředí.

4.2 Po dokončení každé inspekce lodi podle odstavce 1 tohoto pravidla se v konstrukci, vybavení, systémech, armaturách, zařízeních nebo materiálu, které jsou předmětem inspekce, nesmí bez sankcí ze strany správního orgánu provádět žádné změny, s výjimkou přímé výměny takového vybavení a armatur.

4.3 Kdykoliv na lodi dojde k nehodě nebo je zjištěna závada, která podstatně ovlivňuje integritu lodi nebo účinnost nebo úplnost jejího zařízení, na něž se vztahuje tato příloha, velitel nebo vlastník lodi při nejbližší příležitosti uvědomí správní orgán, uznanou Organizaci nebo jmenovaného inspektora odpovědného za vystavení příslušného osvědčení, který zahájí vyšetřování k určení, zdali je nezbytná inspekce tak, jak vyžaduje odstavec 1 tohoto pravidla. Pokud se loď nachází v přístavu jiné smluvní strany, musí kapitán nebo vlastník také okamžitě uvědomit příslušné orgány přístavního státu a jmenovaný inspektor nebo uznaná Organizace musí zajistit, že taková zpráva byla vyhotovena.

Pravidlo 7

Vystavení nebo potvrzení osvědčení

VIZ VÝKLAD 13

1 Mezinárodní osvědčení o zamezení znečištění ropnými látkami musí být vystaveno po počáteční nebo obnovovací inspekci v souladu s ustanoveními pravidla 6 této přílohy, a to ve prospěch jakéhokoliv tankeru o hrubé prostornosti 150 tun a více a jakékoliv jiné lodi o hrubé prostornosti 400

tun a více, které se provozují při plavbách do přístavů nebo příbřežních terminálů pod pravomocí jiných smluvních stran této úmluvy.

2 Toto osvědčení musí být vystaveno nebo náležitě potvrzeno buď správním orgánem nebo jakýmikoliv osobami či organizacemi správním orgánem řádně pověřenými. Ve všech případech správní orgán za osvědčení přejímá plnou zodpovědnost.

Pravidlo 8

Vystavení nebo potvrzení osvědčení jinou vládou

1 Vláda smluvní strany této úmluvy může nechat na žádost správního orgánu provést inspekci lodi a, je-li přesvědčena, že jsou ustanovení této přílohy splněna, pro danou loď vystavit nebo povolit vystavení Mezinárodního osvědčení o zamezení znečištění ropnými látkami a, je-li to vhodné, potvrdí nebo povolí potvrzení uvedeného osvědčení na lodi, a to v souladu s touto přílohou.

2 Kopie tohoto osvědčení a kopie zprávy o inspekci musí být co nejdříve předány zadávajícímu správnímu orgánu.

3 Takto vystavené osvědčení musí obsahovat prohlášení o tom, že bylo vystaveno na žádost správního orgánu musí mít stejnou účinnost a být uznáno stejně jako osvědčení vystavené na základě pravidla 7 této přílohy.

4 Pro loď, která je oprávněna plout pod vlajkou státu, který není smluvní stranou nesmí být vystaveno žádné Mezinárodní osvědčení o zamezení znečištění ropnými látkami.

Pravidlo 9

Forma osvědčení

VIZ VÝKLAD 14

Mezinárodní osvědčení o zamezení znečištění ropnými látkami musí být vypracováno ve formě odpovídající vzoru uvedenému v Dodatku II k této příloze a musí být alespoň v angličtině, francouzštině nebo španělštině. Pokud je také použit úřední jazyk vystavujícího státu, bude mít tento v případě sporu nebo nesrovnalosti přednost.

Pravidlo 10

Trvání a platnost osvědčení

VIZ VÝKLAD 15

1 Mezinárodní osvědčení o zamezení znečištění ropnými látkami se vystavuje na dobu stanovenou správním orgánem a které nesmí přesáhnout dobu pět let.

2.1 Bez ohledu na požadavky odstavce 1 tohoto pravidla, jestliže je obnovovací inspekce dokončena do tří měsíců před uplynutím doby platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data skončení platnosti stávajícího osvědčení.

2.2 Když je obnovovací inspekce dokončena po datu uplynutí platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data skončení platnosti stávajícího osvědčení.

2.3 Když je obnovovací inspekce dokončena více než tři měsíce před uplynutím doby platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data dokončení obnovovací inspekce.

3 Pokud je osvědčení vystaveno na dobu kratší než pět let, správní orgán může prodloužit platnost osvědčení do termínu po uplynutí doby platnosti na maximální dobu uvedenou v odstavci 1 tohoto pravidla, a to za předpokladu, že se řádně provádí inspekce uvedené v pravidlech 6.1.3 a 6.1.4 této přílohy platné, když se osvědčení vystavuje na dobu pěti let.

4 Pokud byla obnovovací inspekce dokončena a nové osvědčení nelze vystavit ani umístit na palubě lodi před skončením platnosti stávajícího osvědčení, může osoba nebo Organizace oprávněná správním orgánem potvrdit stávající osvědčení, které pak musí být přijato jako platné na další období, které nesmí přesáhnout délku pět měsíců od uplynutí data platnosti.

5 Pokud loď v době, kdy vyprší platnost osvědčení není v přístavu, v němž má podstoupit inspekci, může správní orgán dobu platnosti osvědčení prodloužit, ale toto prodloužení se uděluje pouze za účelem umožnění loď dokončit její plavbu do přístavu, v němž má podstoupit inspekci, a pak pouze v případech, kdy se tak zdá správné a přijatelné. Žádné osvědčení se nesmí prodloužit na dobu delší než tři měsíce a loď, pro kterou se prodloužení uděluje nebude oprávněna, při svém příjezdu do přístavu, v němž má podstoupit inspekci, na základě tohoto prodloužení opustit přístav bez nutnosti získat nové osvědčení. Po dokončení obnovovací inspekce bude nové osvědčení platné k datu nepřesahujícímu pět let od data skončení platnosti stávajícího osvědčení před udělením prodloužení.

6 Osvědčení vystavené pro loď, která se provozuje na krátkých plavbách, a které nebylo prodlouženo podle výše uvedených ustanovení tohoto pravidla může být prodlouženo správním orgánem na dobu odkladu v délce až jednoho měsíce od uplynutí na něm vyznačené doby platnosti. Po dokončení obnovovací inspekce bude nové osvědčení platné k datu nepřesahujícímu pět let od data skončení platnosti stávajícího osvědčení před udělením prodloužení.

7 Za zvláštních okolností, jak je stanoveno správním orgánem, nemusí být nové osvědčení datováno od data skončení platnosti stávajícího osvědčení tak, jak požadují odstavce 2.2, 5 nebo 6 tohoto pravidla. Za těchto zvláštních okolností bude nové osvědčení platné k datu nepřesahujícímu pět let od data dokončení obnovovací inspekce.

8 Pokud je výroční či průběžná inspekce dokončena před uplynutím lhůty stanovené v pravidle 6 této přílohy, pak:

.1 výroční datum uvedené na osvědčení se potvrzením mění na datum, které nesmí být později než tři měsíce po datu, kdy byla inspekce dokončena;

.2 následné výroční nebo průběžné inspekce požadované v pravidle 61. této přílohy musí být dokončena v intervalech předepsaných tímto pravidlem pomocí nového výročního data a

.3 datum vypršení platnosti může zůstat beze změny za předpokladu, že je jedna nebo více výročních nebo průběžných inspekcí, podle potřeby, provedena tak, aby nebyly překročeny maximální intervaly mezi inspekcemi stanovenými pravidlem 6.1 této přílohy.

9 Osvědčení vystavené na základě pravidel 7 nebo 8 této přílohy pozbude platnosti v některém z následujících případů:

.1 pokud nejsou příslušné inspekce dokončeny ve lhůtách stanovených podle pravidla 6.1 této přílohy;

.2 pokud není osvědčení potvrzeno v souladu s pravidlem 6.1.3 nebo 6.1.4 této přílohy nebo

.3 při převodu lodě pod vlajku jiného státu. Nové osvědčení se vystavuje pouze, když je vláda vystavující nové osvědčení plně přesvědčena, že loď je v souladu s požadavky pravidel 6.4.1 a 6.4.2 této přílohy. V případě převodu mezi smluvními stranami, pokud je zažádáno do tří měsíců po uskutečněném převodu, musí vláda smluvní strany, pod jejíž vlajkou byla loď již dříve oprávněna plout, a to co nejdříve, předat správnímu orgánu kopie osvědčení nesené lodí před převodem a, jsou-li k dispozici, kopie příslušných zpráv o inspekcích.

Pravidlo 11

Kontroly přístavním státem na základě operativních požadavků[*]

1 Loď nacházející se v přístavu nebo příbřežním terminálu jiné smluvní strany, podléhá kontrolám prováděným úředníky řádně oprávněnými danou smluvní stranou, které se týkají operativních požadavků podle této přílohy tam, kde je důvodné podezření, že kapitán nebo posádka nejsou obeznámeni se zásadními palubními postupy týkajícími se zamezení znečištění ropnými látkami.

2 Za daných okolností uvedených v odstavci 1 tohoto pravidla, musí smluvní strana přijmout taková opatření, která zajistí, že loď nesmí plout, dokud se situace nedostane do souladu s požadavky této přílohy.

3 Na toho pravidlo se budou vztahovat postupy týkající se kontrol ze strany přístavního státu předepsané v článku 5 této úmluvy.

4 Nic v tomto pravidle se nesmí považovat za omezení práv a povinností smluvní strany provádějící kontrolu nad operativními požadavky výslovně stanovenými v této úmluvě.

[*] Viz Postupy pro kontroly přístavním státem přijaté usnesením Organizace A.787(19) ve znění usnesení A.882(21); viz prodávanou publikaci IMO IA650E.

Kapitola 3 - Požadavky na prostory strojovny u všech lodí

Část A – Konstrukce

Pravidlo 12

Nádrže na ropné zbytky (kal)

1 Každá loď o hrubé prostornosti 400 tun a více musí být vybavena nádrží nebo nádržemi odpovídajícího objemu, a to s ohledem na druh strojů a délce plavby, které budou zachycovat ropné zbytky (kal), se kterými nelze v souladu s požadavky této přílohy nakládat jinak.

VIZ VÝKLAD 16

2 Ropný zbytek (kal) lze odevzdat přímo z nádrže/nádrží na ropné zbytky (kal) přes standardní vypouštěcí přípojky nebo jinými schválenými prostředky odstraňování. Nádrž/nádrže na ropné zbytky (kal):

.1 musí být opatřeny čerpadlem určeným pro účely odstraňování, které je schopno nasávat ropné zbytky (kal) z nádrže/nádrží a

.2 nesmí mít žádnou vypouštěcí přípojku do stokového systému, sběrných nádrží na ropnými látkami znečištěnou stokovou vodu, vrchních ploch nádrží nebo odlučovačů ropnými látkami znečištěné vody vyjma toho, že nádrž/nádrže mohou být vybaveny odtoky, s ručně ovládanými samozavíracími ventily a zařízením pro následné vizuální sledování usazené vody, které vedou do sběrné nádrže na ropnými látkami znečištěnou stokovou vodu nebo stokové jímky nebo alternativním zařízením, pokud takové zařízení není přímo propojené do stokového potrubního systému.

VIZ VÝKLAD 17

3 Potrubí do a z nádrží na ropné zbytky (kal) nesmí být přímo připojitelné mimo loď jinak než standardní vypouštěcí přípojkou uvedenou v pravidle 13.

VIZ VÝKLAD 18

4 U lodí dodaných po 31. prosinci 1979 tak, jak jsou definovány v pravidle 1.28.2, musí být nádrže na ropné zbytky být navrženy a postaveny tak, aby se usnadnilo jejich čištění a vypouštění zbytků do zařízení pro odevzdávání látek z lodí. Lodě dodané 31. prosince 1979 či dříve tak, jak jsou definovány v pravidle 1.28.1, musí splňovat požadavky do té míry, nakolik je to přijatelné a proveditelné.

VIZ VÝKLAD 19

Pravidlo 12A[*]

Ochrana palivové nádrže

1 Toto pravidlo se vztahuje na veškeré lodě s celkovým objemem paliva 600 a více, které jsou dodány 1. srpna 2010 či později tak, jak jsou definovány v pravidle 1.28.9 této přílohy.

2 Použití tohoto pravidla při určování umístění nádrží využívaných k přepravě paliva neupravuje ustanovení pravidla 19 této přílohy.

3 Pro účely tohoto pravidla se použijí následující definice:

.1 Termín *palivo* znamená jakoukoliv pohonnou ropnou látku využívanou v pohonných a

[*] MEPC 58 rozhodl (MEPC 58/23, odstavec 6.10), že s ohledem na přestavby ropných tankerů s jednoduchým trupem na tankery pro přepravu volně ložených substrátů/rud by se mělo pravidlo 12A vztahovat na celý tanker pro přepravu volně ložených substrátů/rud, tj. všechny nové a stávající palivové nádrže.

pomocných strojních zařízeních lodě, která toto palivo přepravuje.

.2 Termín *ponor na čáře ponoru naložené lodi* (d_s) znamená svislou vzdálenost (v metrech) od konstrukční základní linie v polovině délky k čáře ponoru odpovídající stanovené letní výšce volného boku.

.3 Termín *ponor prázdné lodi* znamená konstrukční ponor na středu lodi odpovídající prázdné váze.

.4 Termín *ponor při částečném zatížení* (d_P) znamená ponor prázdné lodi plus 60 % rozdílu mezi ponorem prázdné lodi a ponorem na čáře ponoru zatížené lodi (d_s). Ponor při částečném zatížení (d_P) se měří v metrech.

.5 Termín *čára ponoru* (d_B) znamená svislou vzdálenost (v metrech) od konstrukční základní linie v polovině délky čáry ponoru odpovídající 30 % hloubky D_S.

.6 Termín *šířka* (B_S) znamená největší konstrukční šířku lodi (v metrech) na nebo pod nejhlubším ponorem na čáře ponoru naložené lodi d_s.

.7 Termín *šířka* (B_B) znamená největší konstrukční šířku lodi (v metrech) na nebo pod čárou ponoru d_B.

.8 Termín *hloubka* (D_S) znamená konstrukční hloubku (v metrech) měřenou v polovině délky k horní palubě na boku. Pro účely použití termín „horní paluba“ znamená nejvyšší palubu, na kterou jsou dovedeny vodotěsné příčné přepážky s výjimkou záďové protikolizní překážky.

.9 Termín *délka (L)* znamená 96% z celkové délky na čáře ponoru nejméně při 85% konstrukční hloubky měřené od vrcholu kýlu, nebo délku od přední strany příďového vazníku k ose pně kormidla na této čáře ponoru, pokud je tato větší. U lodí navržených s příhradovým kýlem musí být čára ponoru, na které se tato délka měří, rovnoběžná s konstrukční čárou ponoru. Délka (L) se měří v metrech.

.10 Termín *šířka (B)* znamená maximální šíři lodi měřenou ve středu lodi na konstrukční linii žebra u lodi s kovovou obšívkou a k vnějšímu povrchu trupu v lodi s obšívkou z jiného materiálu.

.11 Termín *palivová nádrž* znamená nádrž, ve které je přepravováno palivo, ale vylučuje nádrže, které nebudou za normálního provozu palivo obsahovat, například přepadové nádrže.

.12 Termín *malá palivová nádrž* znamená palivovou nádrž s maximálním jednotlivým objemem nepřesahujícím 30 m^3.

.13 *C* znamená celkový objem paliva lodi, včetně paliva v malých palivových nádržích, v metrech krychlových, při 98% naplnění nádrží.

.14 Termín *objem paliva* znamená objem nádrže (v metrech krychlových) při 98% naplnění nádrží.

4 Ustanovení tohoto pravidla se vztahují na všechny palivové nádrže, vyjma malých palivových nádrží tak, jak jsou definovány v 3.12, za předpokladu, že celkový objem těchto vyloučených nádrží nepřesahuje 600 m^3.

5 Jednotlivé palivové nádrže nesmí mít objem přesahující 2.500 m^3.

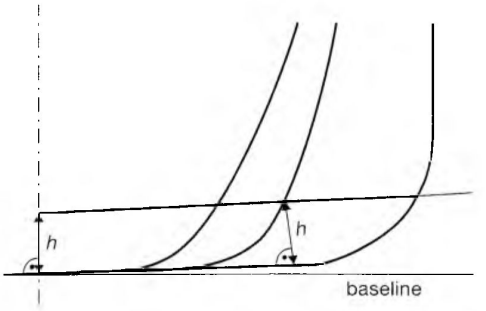
6 U lodí kromě samočinně zdvíhaných vrtných souprav s celkovým objemem paliva 600 m^3 a více, musí být palivové nádrže umístěné nad konstrukční linií dnové obšívky a nikde méně než je vzdálenost h tak, jak je uvedeno níže:

$$h = \frac{B}{20} \text{ (m) nebo}$$

h = 2,0 m, podle toho, která hodnota je menší.

Minimální hodnota h = 0,76 m.

Na ohybu stokové oblasti a na místech bez jasně definovaného ohybu dna lodi musí být hraniční linie palivové nádrže rovnoběžná s linií rovného dna středu lodi tak, jak je znázorněno na obrázku 1.



Obrázek 1 – *Hraniční linie palivové nádrže (baseline = základní linie)*

7 U lodí s celkovým objemem paliva 600 m^3 nebo více, avšak méně než 5000 m^3, musí být palivové nádrže umístěny směrem dovnitř konstrukční linie bočního pláště lodi na žádném místě ne blíže než vzdálenost *w*, která, jak je znázorněno na obrázku 2, se měří v libovolném průřezu v pravém úhlu k bočnímu plášti, jak je uvedeno níže:

$$w = 0{,}4 + \frac{2{,}4C}{20.000} \ (m)$$

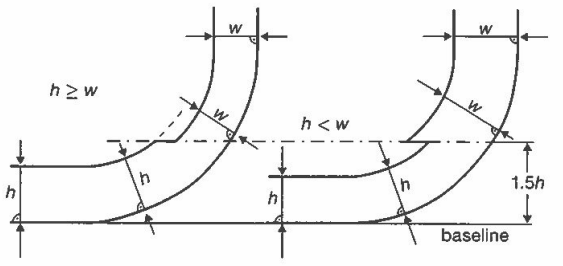
Minimální hodnota w = 1,0 m; avšak u jednotlivých nádrží s objemem paliva menším než 500 m^3 je tato minimální hodnota 0,76 m.

8 U lodí s celkovým objemem paliva 5000 m^3 nebo více musí být palivové nádrže umístěny směrem dovnitř konstrukční linie bočního pláště lodi a na žádném místě ne blíže než vzdálenost *w*, která, jak je znázorněno na obrázku 2, se měří v libovolném průřezu v pravém úhlu k bočnímu plášti, jak je uvedeno níže:

$$w = 0{,}5 + \frac{C}{20.000} \ (m) \text{ nebo}$$

w = 2,0 m, podle toho, která hodnota je menší.

Minimální hodnota w = 1,0 m.



Obrázek 2 – *Hraniční linie palivové nádrže (baseline = základní linie)*

9 Vedení potrubí paliva nacházející se ve vzdálenosti od dna lodi menší než *h* tak, jak je definováno v odstavci 6, nebo od boku lodi menší než *w* tak, jak je definováno v odstavcích 7 a 8, musí být vybaveny ventily nebo podobnými uzavíracími zařízeními uvnitř nebo bezprostředně vedle palivové nádrže. Tyto ventily se musí uvádět do provozu ze snadno přístupného uzavřeného prostoru,

který je přístupný z navigačního můstku nebo stanoviště ovládání hnacího ústrojí, a to bez nutnosti přechodu po volné palubě nebo palub nástaveb. Ventily se musí uzavřít v případě poruchy dálkového ovládání (při selhání v uzavřené poloze) a na moři musí zůstat zavřené kdykoliv, když nádrž obsahuje palivo vyjma případů, kdy je lze otevřít během přečerpávání paliva.

10 Sací jímky v palivových nádržích mohou vyčnívat do dvojitého dna pod hraniční linií vymezenou vzdáleností *h*, a to za předpokladu, že takové jímky budou co nejmenší a vzdálenost mezi dnem jímky a pláštěm dna nebude menší než *0,5h*.

11 Alternativně k odstavcům 6 a buď 7 nebo 8, lodě musí splňovat níže uvedenou funkční normu pro případ havarijního výtoku paliva:

.1 Úroveň ochrany před znečištěním palivem v případě srážky nebo najetí na souš se musí posuzovat na základě parametru středního výtoku ropných látek následovně:

$O_M \leq 0{,}0157 - 1{,}14E - 6C$ pro 600 $m^3 < C < 5.000$ m^3

$O_M \leq 0{,}010$ pro $C \geq 5.000$ m^3

kde:

O_M = parametr středního výtoku ropné látky;

C = celkový objem paliva.

.2 Následující obecný předpoklad se použije při výpočtu parametru středního výtoku ropné látky:

.2.1 bude se předpokládat, že loď je naložena do ponoru při částečném zatížení (d_P) s nulovým sklonem a náklonem;

.2.2 bude se předpokládat, že všechny palivové nádrže jsou naplněny do 98 % jejich objemové kapacity;

.2.3 jmenovitá hustota paliva (p_n) se obecně považuje na hodnotě 1.000 kg/m^3. Je-li hustota paliva specificky omezena na nižší hodnotu, lze tuto menší hodnotu použít a

.2.4 za účelem těchto výpočtů výtoku se propustnost jednotlivých palivových nádrží bude považovat za 0,99, není-li prokázáno jinak.

.3 Následující obecné předpoklady se použijí při kombinaci parametrů výtoku ropné látky:

.3.1 Střední výtok ropné látky se vypočítá nezávisle na poškození boku a na poškození dna a pak se následujícím způsobem spojí do bezrozměrného parametru výtoku ropné látky O_M:

$$O_M = \frac{0.4O_{MS} + 0.6O_{MB}}{C}$$

kde:

O_{MS} = střední výtok u poškození boku, v m^3

O_{MB} = střední výtok u poškození dna, v m^3

C = celkový objem paliva.

.3.2 U poškození dna se musí provést nezávislé výpočty pro přílivové podmínky 0 m a 2,5 m a pak se následujícím způsobem spojí:

$O_{MB} = 0{,}7O_{MB(0)} + 0{,}3O_{MB(2.5)}$

where:

$O_{MB(0)}$ = střední výtok pro přílivovou podmínku 0 m a

$O_{MB(2.5)}$ = střední výtok pro přílivovou podmínku mínus 2,5 m, v m^3.

.4 Střední výtok u poškození boku O_{MS} se vypočítá následovně:

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

kde:

i = každá uvažovaná palivová nádrž,

n = celkový počet palivových nádrží;

$P_{S(i)}$ = pravděpodobnost proražení palivové nádrže i poškozením boku, vypočtená v souladu s odstavcem 11.6 tohoto pravidla;

$O_{S(i)}$ = výtok z palivové nádrže i, v m^3, poškozením boku palivové nádrže i, u kterého se předpokládá, že se rovná celkovému objemu v palivové nádrži i při naplnění na 98 %.

.5 Průměrný výtok u poškození dna se musí vypočítávat pro každý přílivový stav takto:

.5.1 $O_{MB(0)} = \sum_{i}^{n} P_{B(i)} O_{B(i)} C_{DB(i)} \ (m^3)$

kde:

i = každá uvažovaná palivová nádrž,

n = celkový počet palivových nádrží;

$P_{B(i)}$ = pravděpodobnost proražení palivové nádrže i poškozením dna, vypočtená v souladu s odstavcem 11.7 tohoto pravidla;

$O_{B(i)}$ = výtok z palivové nádrže i, v m^3, vypočtený v souladu s odstavcem 11.5.3 tohoto pravidla a

$C_{DB(i)}$ = činitel pro započtení zachycení ropné látky tak, jak je definováno v odstavci 11.5.4.

.5.2 $O_{MB(2,5)} = \sum_{i}^{n} P_{B(i)} O_{B(i)} C_{DB(i)} \ (m^3)$

kde:

i, n, $P_{B(i)}$ a $C_{DB(i)}$ = jak je definováno v pododstavci .5.1 výše

$O_{B(i)}$ = výtok z palivové nádrže i, v m^3, po změně přílivových podmínek.

.5.3 Výtok ropné látky $O_{B(i)}$ u každé palivové nádrže musí být vypočten na základě zásad rovnováhy tlaku, a to v souladu s následujícími předpoklady:

.5.3.1 Musí se předpokládat, že loď najela na mělčinu s nulovým náklonem a sklonem, s ponorem na mělčině před přílivovou změnou rovnajícím se částečnému ponoru na čáře zatížení d_p.

.5.3.2 Hladina paliva po poškození se vypočte takto:

$$h_F = \frac{(d_p + t_c - Z_I) P_S}{P_n}$$

kde:

h_F = výška hladiny paliva nad Z_I v metrech;

t_c = přílivová změna, v metrech. Snížení přílivu se vyjádří jako záporné hodnoty;

Z_I = výška nejnižšího bodu v palivové nádrži nad základní čárou, v metrech;

P_s = hustota mořské vody, která se bere jako 1,025 kg/m^3 a

P_n = jmenovitá hustota paliva tak, jak je definováno v 11.2.3.

.5.3.3 Výtok ropné látky $O_{B(i)}$ u každé nádrže ohraničené dnovou obšívkou musí být brán jako ne menší než následující vzorec, ale ne více než objem nádrže:

$$O_{B(i)} = H_W \cdot A$$

kde:

H_W = 1,0 m, když $Y_B = 0$

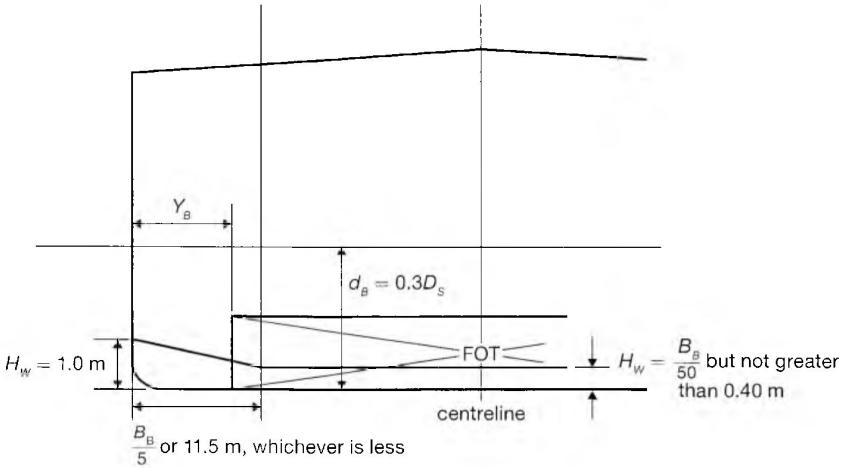
H_W = $\frac{B_B}{50}$ ale ne větší než 0,4 m, když Y_B je větší než $\frac{B_B}{5}$ nebo 11,5 m, podle toho, která hodnota je menší

H_W se měří směrem nahoru od linie plochého dna středu lodi. Na stokové oblasti lodi a na místech bez jasně definovaného ohybu stokové oblasti lodi, H_W se měří od čáry rovnoběžné s plochým dnem středu lodi tak, jak je znázorněno u vzdálenosti h na obr. 1.

U Y_B hodnoty mimo osu souměrnosti $\frac{B_B}{5}$ nebo 11,5 m, podle toho, která hodnota je nižší, H_W se musí lineárně interpolovat.

Y_B = minimální hodnota Y_B nad délku palivové nádrže, kde v libovolném místě, Y_B je příčná vzdálenost mezi boční obšívkou na čáře ponoru d_B a nádrží na čáře ponoru d_B anebo pod ní.

A = maximální horizontální promítnutá plocha palivové nádrže až k hladině H_W ode dna nádrže.



(měřeno směrem dovnitř od boku lodi v pravém úhlu k ose na úrovni d_P)

Obrázek 3 – *Rozměry pro výpočet minimálního výtoku ropné látky (But not greater than = ale ne větší než; centreline = osa; or = nebo; whichever is less = podle toho, která hodnota je menší)*

.5.4 V případě poškození dna, může se část výtoku z palivové nádrže zachytit v úsecích, které nejsou pro ropné látka určeny. Tento efekt je aproximován použitím faktoru $C_{DB(/)}$ pro

každou nádrž, který se bere následovně:

$C_{DB(/)}$ = 0,6 u palivových nádrží ohraničených zespodu úseky, které nejsou pro ropu určeny;

$C_{DB(/)}$ = 1 jinak.

.6 Pravděpodobnost P_S porušení úseku poškozením boku se vypočte následovně:

.6.1 $P_S = P_{SL} \cdot P_{SV} \cdot P_{ST}$

kde:

P_{SL} = (1 - P_{st} - P_{Sa}) = pravděpodobnost, že se poškození rozšíří na podélnou zónu ohraničenou X_a s X_f;

P_{SV} = (1 - P_{Su} - P_{Sl}) = pravděpodobnost, že se poškození rozšíří na vertikální zónu ohraničenou Z_l a Z_u;

P_{ST} = (1 - P_{Sy}) = pravděpodobnost, že se poškození rozšíří příčně za hranici definovanou y;

.6.2 P_{Sa}, P_{Sf}, P_{Su} a P_{Sl} se určí lineární interpolací z tabulek pravděpodobností pro poškození boku uvedených v 11.6.3, a P_{Sy} se vypočte ze vzorců uvedených v 11.6.3, kde:

P_{Sa} = pravděpodobnost, že poškození bude ležet zcela za místem $\frac{X_a}{L}$;

P_{Sf} = pravděpodobnost, že poškození bude ležet zcela před místem $\frac{X_f}{L}$;

P_{Sl} = pravděpodobnost, že poškození bude ležet zcela pod nádrží;

P_{Su} = pravděpodobnost, že poškození bude ležet zcela nad nádrží a

P_{Sy} = pravděpodobnost, že poškození bude ležet zcela mimo nádrž.

Hranice úseku X_a, X_f, Z_l, Z_u a y se získají následujícím způsobem:

X_a = podélná vzdálenost od zadního terminálu L k nejzadnějšímu bodu na posuzovaném úseku, v metrech;

X_f = podélná vzdálenost od zadního terminálu L k nejpřednějšímu bodu na posuzovaném úseku, v metrech;

Z_l = svislá vzdálenost od konstrukční základní linie k nejnižšímu bodu na posuzovaném úseku, v metrech. Tam, kde je Z_l větší než D_S, se bude Z_l brát jako Z_l;

Z_u = svislá vzdálenost od konstrukční základní linie k nejvyššímu bodu na posuzovaném úseku, v metrech. Tam, kde je Z_u větší než D_S, se bude Z_u brát jako D_S;

y = minimální horizontální vzdálenost měřená kolmo k ose mezi posuzovaným úsekem a boční obšívkou, v metrech.*

Na ohybu stokové oblasti nemusí být y uvažována menší než vzdálenost h nad základní linií, když h je kratší než $\frac{B}{10}$ nebo 3 m vrchní plochy nádrže.

.6.3 Tabulky pravděpodobností poškození boku

$\frac{X_a}{L}$	P_{Sa}
0,00	0,000
0,05	0,023

$\frac{X_f}{L}$	P_{Sf}
0,00	0,967
0,05	0,917

$\frac{Z_l}{D_S}$	P_{Sl}
0,00	0,000
0,05	0,000

$\frac{Z_u}{D_S}$	P_{Su}
0,00	0,968
0,05	0,952

* U uspořádání se symetrickými tanky, se uvažují poškození jen pro jednu loď. V tomto případě se budou veškeré rozměry „*y*" měřit od tohoto boku. U asymetrických uspořádání se odkazuje na Vysvětlivky k záležitostem týkajícím se průběhu havarijního výtoku ropných látek přijaté usnesením Organizace MEPC.122(52), ve znění pozdějších předpisů.

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

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

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

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

P_{Sy} se vypočítá následovně:

$$P_{Sy} = \left(\frac{24.96 - 199.6y}{B_S}\right)\left(\frac{y}{B_S}\right) \quad \text{pro } \frac{y}{B_S} \le 0.05$$

$$P_{Sy} = 0.749 + \left(5 \cdot 44.4\left(\frac{y}{B_S} \quad 0.05\right)\left(\frac{y}{B_S}\right) - 0.05\right) \quad \text{pro } 0.05 < \frac{y}{B_S} < 0.1$$

$$P_{Sy} = 0.888 + 0.56\left(\frac{y}{B_S} - 0.1\right) \quad \text{pro } \frac{y}{B_S} \ge 0.1$$

Bude se uvažovat, že P_{Sy} není větší než 1.

.7 Pravděpodobnost P_B porušení úseku poškozením dna se vypočte následovně:

.7.1 $P_B = P_{BL} \cdot P_{BT} \cdot P_{BV}$

kde:

P_{BL} = (1 - P_{Bf} - P_{Ba}) = pravděpodobnost poškození se rozšíří na podélnou zónu ohraničenou X_a a X_f;

P_{BT} = (1 - P_{Bp} - P_{Bs}) = pravděpodobnost poškození se rozšíří na příčnou zónu ohraničenou Y_p a Y_s a

P_{BV} = (1 - P_{Bz}) = pravděpodobnost poškození se rozšíří svisle nad hranici definovanou z;

.7.2 P_{Ba}, P_{Bf}, P_{Bp} a P_{Bs} se určí lineární interpolací z tabulek pravděpodobností pro poškození dna uvedených v 11.7.3 a P_{Bz} se vypočte ze vzorců uvedených v 11.7.3, kde:

P_{Ba} = pravděpodobnost, že poškození bude ležet zcela za místem $\frac{X_a}{L}$

P_{Bf} = pravděpodobnost, že poškození bude ležet zcela před místem $\frac{X_f}{L}$;

P_{Bp} = pravděpodobnost, že poškození bude ležet zcela vlevo od nádrže;

P_{Bs} = pravděpodobnost, že poškození bude ležet zcela vpravo od nádrže a

P_{Bz} = pravděpodobnost, že poškození bude ležet zcela pod nádrží.

Hranice úseku X_a, X_f, Y_p, Y_s a z se získají následujícím způsobem:

X_a a X_f jak je definováno v 11.6.2;

Y_p = příčná vzdálenosti od bodu nejvíce vlevo na úseku nacházejícím se na nebo pod čarou ponoru d_B ke svislé rovině nacházejí se $\frac{B_B}{2}$ vpravo od osy lodi;

Y_s = příčná vzdálenost od bodu nejvíce vpravo na úseku nacházejícím se na nebo pod čarou ponoru d_B ke svislé rovině nacházejí se $\frac{B_B}{2}$ vpravo od osy lodi a

z = minimální hodnota z po celé délce úseku, kde v každém podélném místě je z svislá vzdálenost od spodního bodu dnové obšívky v tomto podélném místě ke spodnímu bodu úseku v tomto podélném místě.

.7.3 Tabulky pravděpodobností poškození dna

$\frac{X_a}{L}$	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
0,70	0,289
0,75	0,344
0,80	0,409
0,85	0,482
0,90	0,565
0,95	0,658
1,00	0,761

$\frac{X_f}{L}$	P_{Bf}
0,00	0,969
0,05	0,95
0,10	0,93
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
0,70	0,413
0,75	0,333
0,80	0,252
0,85	0,170
0,90	0,089
0,95	0,026
1,00	0,000

$\frac{Y_p}{B_B}$	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
0,70	0,171
0,75	0,133
0,80	0,097
0,85	0,063
0,90	0,032
0,95	0,009
1,00	0,000

$\frac{Y_s}{B_B}$	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	0,544
0,75	0,594
0,80	0,644
0,85	0,694
0,90	0,744
0,95	0,794
1,00	0,844

P_{Bz} se vypočítá následovně:

$$P_{Bz} = \left(14.5 - \frac{67z}{D_S}\right)\left(\frac{z}{D_S}\right) \quad \text{pro } \frac{z}{D_S} \leq 0.1,$$

$$P_{Bz} = 0.78 + 1.1\left(\frac{z}{D_S} - 0.1\right) \quad \text{pro } \frac{z}{D_S} > 0.1.$$

Bude se uvažovat, že P_{Bz} není větší než 1.

.8 Pro účely údržby a kontroly nesmí být veškeré palivové nádrže, které nesousedí s vnější

obšívkou umístěny blíže ke dnové obšívce než je minimální hodnota h v odstavci 6 a ne blíže k boční obšívce než je použitelná minimální hodnota w v odstavci 7 nebo 8.

12 Při schvalování návrhu a konstrukce lodí, které mají být postaveny v souladu s tímto pravidlem musí brát správní orgán v úvahu obecné bezpečnostní aspekty, včetně potřeby údržby a kontroly bočních nádrží a nádrží či prostor dvojitého dna.

VIZ VÝKLADY 20, 21 A 22

Pravidlo 13

Standardní vypouštěcí přípojka

Aby bylo možné připojení potrubí zařízení pro odevzdávání látek z lodí k vypouštěcímu potrubí lodě pro zbytky stoků strojoven a z nádrží na ropné zbytky (kal), musí být obě vedení vybavena standardní potrubní přípojkou v souladu s následující tabulkou:

Standardní rozměry přírub pro vypouštěcí přípojky

Popis	**Rozměr**
Vnější průměr	215 mm
Vnitřní průměr	Podle vnějšího průměru potrubí
Průměr roztečné kružnice pro šrouby	183 mm
Drážky v přírubě	6 otvorů, 22 mm v průměru, pravidelně umístěné na roztečné kružnice pro šrouby výše uvedeného průměru, s drážkou k okraji příruby. Šířka drážky musí být 22 mm.
Tloušťka příruby	20 mm
Šrouby a matice: počet a průměr	6, každý o průměru 20 mm a dostatečné délky
Příruba je určena k tomu, aby přijímala potrubí až do maximálního vnitřního průměru 100 mm a musí být z oceli nebo jiného rovnocenného materiálu s plochým čelem. Tato příruba, spolu s vhodným těsněním, musí být vhodná pro provozní tlak 600 kPa.	

Část B – Vybavení

Pravidlo 14

Odlučovače ropných látek

VIZ VÝKLAD 23

1 S výjimkou uvedenou v odstavci 3 tohoto pravidla, každá loď hrubé prostornosti 400 tun a více, ale méně než 10.000 tun hrubé prostornosti musí být vybavena odlučovačem ropných látek v souladu s odstavcem 6 tohoto pravidla. Každá taková loď, která může vypouštět do moře balastovou vodu uskladňovanou v palivových nádržích v souladu s pravidlem 16.2 musí být v souladu s odstavcem 2 tohoto pravidla.

VIZ VÝKLADY 24 A 25

2 S výjimkou uvedenou v odstavci 3 tohoto pravidla, každá loď hrubé prostornosti 10.000 tun a více musí být vybavena odlučovačem ropných látek v souladu s odstavcem 7 tohoto pravidla.

VIZ VÝKLAD 25

3 Lodě, například hotelové lodě, skladovací plavidla atd., která jsou stacionární, vyjma plaveb bez nákladu za účelem přemístění, odlučovačem ropných látek být vybavena nemusí. Tyto lodě musí být vybaveny sběrnou nádrží, která má objem vhodný, ke spokojenosti správního orgánu, pro celkové uchovávání ropnými látkami znečištěné stokové vody na palubě. Veškerá ropnými látkami znečištěná stoková voda se musí uskladňovat na palubě pro následné vypuštění do zařízení pro odevzdávání látek z lodí.

4 Správní orgán musí zajistit, aby lodě o hrubé prostornosti menší než 400 tun byly vybaveny, pokud je to proveditelné, k uskladnění ropných látek nebo ropných směsí na palubě nebo jejich vypouštění v souladu s požadavky pravidla 15.6 této přílohy.

5 Správní orgán může upustit od požadavků odstavců 1 a 2 tohoto pravidla u:

.1 všech lodí provozovaných výhradně na plavbách v rámci zvláštních oblastí nebo

.2 všech lodí s osvědčením podle Mezinárodního předpisu o bezpečnosti pro vysokorychlostní plavidla (nebo jinak v rámci tohoto předpisu o bezpečnosti s ohledem na velikost a konstrukci) provozovaných na pravidelných linkách s trváním jízdy nepřesahujícím 24 hodin a zahrnující u těchto lodí i také plavby bez pasažérů a bez nákladu za účelem přemístění,

.3 s ohledem na ustanovení pododstavců .1 a .2 výše, musí být splněny následující podmínky:

.3.1 loď je vybavena sběrnou nádrží, která má objem odpovídající, ke spokojenosti správního orgánu, pro celkové uchovávání ropnými látkami znečištěné stokové vody na palubě;

.3.2 veškerá ropnými látkami znečištěná voda se zadržuje na palubě pro následné vypuštění do zařízení pro odevzdávání látek z lodí;

.3.3 správní orgán rozhodl, že v přístavech nebo terminálech, které loď navštíví musí být k dispozici odpovídají zařízení pro odevzdávání látek z lodí pro příjem této ropnými látkami znečištěné stokové vody;

.3.4 Mezinárodní osvědčení o zamezení znečištění ropnými látkami, je-li požadováno, je potvrzeno v tom smyslu, že loď se výhradně využívá při plavbách v rámci zvláštních oblastí nebo byla přijata jako vysokorychlostní plavidlo za účelem tohoto pravidla toto využití je identifikováno a

VIZ VÝKLAD 26

.3.5 množství, čas a přístav vypuštění se zaznamenávají do Knihy záznamů o manipulaci s ropnými látkami, Část I.

VIZ VÝKLAD 8

6 Odlučovače ropných látek uvedené v odstavci 1 tohoto pravidla musí mít konstrukci schválenou správním orgánem a musí být takového provedení, aby se zajistilo, že veškeré ropné směsi vypuštěné do moře po průchodu tímto systémem budou obsahovat nejvýše 15 miliontin ropných látek. Při posuzování konstrukce těchto zařízení musí správní orgán postupovat s ohledem na specifikaci doporučenou Organizací.*

7 Odlučovače k odlučování ropných látek uvedené v odstavci 2 tohoto pravidla musí být v souladu s odstavcem 6 tohoto pravidla. Kromě toho musí být vybaveny výstražným systémem

* Viz Doporučení k mezinárodním funkčním a zkušebním specifikacím pro zařízení k separaci ropných látek znečištěné vody a měřičů obsahu ropných látek přijaté usnesením Organizace A.393(X) nebo Pokyny a specifikace pro zařízení k zabránění znečišťování pro stokové prostory lodních strojoven přijaté Výborem na ochranu mořského prostředí prostřednictvím usnesení MEPC.60(33) nebo Pokyny a specifikace pro přídavná zařízení z roku 2011 k aktualizaci usnesení MEPC.60(33) - kompatibilní odlučovače ropných látek, přijaté prostřednictvím usnesení MEPC.205(62), nebo Upravené pokyny a specifikace pro zařízení k zabránění znečišťování pro stokové prostory lodních strojoven přijaté usnesením Výboru na ochranu mořského prostředí MEPC. 107(49).

ukazujícím, že tuto hodnotu nelze udržet. Systém musí být rovněž vybaven zařízením, které zajistí, že se veškeré vypouštění ropných směsí automaticky zastaví, když obsah ropných látek ve výtoku překročí 15 miliontin. Při posuzování a schvalování konstrukce těchto zařízení musí správní orgán postupovat s ohledem na specifikaci doporučenou Organizací.

Část C - Omezení provozního vypouštění ropných látek

Pravidlo 15

Omezení vypouštění ropných látek

VIZ VÝKLADY 23 A 27

1 Na základě ustanovení pravidla 4 této přílohy a odstavců 2, 3, a 6 tohoto pravidla, se jakékoliv vypouštění ropných látek nebo ropných směsí z lodí do moře zakazuje.

A Vypouštění mimo zvláštní oblasti

2 Jakékoliv vypouštění ropných látek nebo ropných směsí do moře z lodí o hrubé prostornosti 400 tun a více se zakazuje vyjma případů, kdy jsou splněny všechny následující podmínky:

.1 za plavby;

VIZ VÝKLAD 28

.2 ropná směs je zpracována odlučovačem ropných látek splňujícím požadavky pravidla 14 této přílohy;

.3 obsah ropných látek ve vypouštěném roztoku bez ředění nepřesahuje 15 miliontin;

.4 ropná směs nepochází ze stok strojoven čerpadel nákladových prostor na ropných tankerech a

.5 ropná směs, v případě ropných tankerů, není smíchána se zbytky ropných látek z nákladu.

B Vypouštění ve zvláštních oblastech

3 Jakékoliv vypouštění ropných látek nebo ropných směsí do moře z lodí o hrubé prostornosti 400 tun a více se zakazuje vyjma případů, kdy jsou splněny všechny následující podmínky:

.1 za plavby;

.2 ropná směs je zpracována odlučovačem ropných látek splňujícím požadavky pravidla 14.7 této přílohy;

.3 obsah ropných látek ve vypouštěném roztoku bez ředění nepřesahuje 15 miliontin;

.4 ropná směs nepochází ze stok strojoven čerpadel nákladových prostor na ropných tankerech a

.5 ropná směs, v případě ropných tankerů, není smíchána se zbytky ropných látek z nákladu.

4 Pokud jde o oblast Antarktidy, jakékoliv vypouštění ropných látek nebo ropných směsí z jakékoli lodi do moře se zakazuje.

5 Nic v tomto pravidle nebrání lodi na cestě, pouze jejíž část se nachází ve zvláštní oblasti, aby vypouštěla mimo zvláštní oblast v souladu s odstavcem 2 tohoto pravidla.

C Požadavky na lodě o hrubé prostornosti nižší než 400 tun ve všech oblastech vyjma oblasti Antarktidy

6 V případě lodě o hrubé prostornosti nižší než 400 tun, ropné látky a veškeré ropné směsi se musí buď uskladňovat na palubě pro následné vypuštění do zařízení pro odevzdávání látek z lodí nebo vypouštět do moře v souladu s následujícími ustanoveními:

.1 za plavby;

.2 na lodi je v provozu zařízení k odlučování ropných látek, které musí mít konstrukci schválenou správním orgánem a které musí být takového provedení, aby se zajistilo, že celkový obsah ropných látek v odpadní vodě nepřekročí 15 miliontin.

.3 ropná směs nepochází ze stok strojoven čerpadel nákladových prostor na ropných tankerech a

.4 ropná směs, v případě ropných tankerů, není smíchána se zbytky ropných látek z nákladu.

D Všeobecné požadavky

7 Kdykoli jsou na nebo pod hladinou vody v bezprostřední blízkosti lodi nebo v její stopě pozorovány viditelné stopy ropné látky, vlády smluvních stran této úmluvy by měly, v rozsahu, v jakém jsou přiměřeně schopny učinit, rychle vyšetřit skutečnost, zdali došlo k porušení ustanovení tohoto pravidla. Toto šetření by mělo zahrnovat zejména sílu a směr větru a podmínky na moři, dráhu a rychlost lodi, další možné zdroje viditelných stop v blízkosti a všechny příslušné záznamy o vypouštění ropných látek.

8 Látky vypouštěné do moře nesmí obsahovat chemické či jiné látky v množstvích nebo koncentracích, které jsou nebezpečné pro mořské prostředí, nebo chemické či jiné látky za účelem obcházení podmínek pro vypouštění stanovených v tomto pravidle.

9 Zbytky ropných látek, které nelze vypouštět do moře v souladu s tímto pravidlem, musí být uskladněny na palubě pro následné vypouštění do zařízení pro odevzdávání látek z lodí.

Pravidlo 16

Oddělování ropných látek a vodního balastu a přeprava ropných látek v tancích předního kolizního prostoru

1 S výjimkou případů uvedených v odstavci 2 tohoto pravidla, v lodích dodaných po 31. prosinci 1979 tak, jak jsou definovány v pravidle 1.28.2, o hrubé prostornosti 4.000 a více, které nejsou ropné tankery, a v ropných tankerech dodaných po 31. prosinci 1979 tak, jak jsou definovány v pravidle 1.28.2 o hrubé prostornosti 150 tun a více se balastová voda nesmí přepravovat v žádné palivové nádrži.

2 Když nutnost přepravovat velké množství paliva představuje také nutnost přepravovat v jakékoliv palivové nádrži balastovou vodu, která není čistý balast, musí být tato balastová voda vypouštěna do zařízení pro odevzdávání látek z lodí nebo do moře v souladu s pravidlem 15 této přílohy, a to pomocí zařízení uvedeného v pravidle 14.2 této přílohy a provede se v tomto smyslu zápis do Knihy záznamů o manipulaci s ropnými látkami.

VIZ VÝKLAD 29

3 U lodi o hrubé prostornosti 400 tun a více, u které je smlouva o stavbě uzavřena po 1. lednu 1982 nebo, v případě neexistence smlouvy o stavbě, jejíž kýl byl položen nebo která byla v podobném stádiu stavby po 1 červenci 1982, se ropné látky nesmí přepravovat v nádrži v předním kolizním prostoru nebo v nádrži před kolizní přepážkou.

4 Všechny lodě jiných druhů než jsou lodě podléhající odstavcům 1 a 3 tohoto pravidla musí splňovat ustanovení těchto odstavců, nakolik je to přijatelné a proveditelné.

VIZ VÝKLAD 30

Pravidlo 17

Kniha záznamů o manipulaci s ropnými látkami, část I – Operace ve strojovně

1 Každý ropný tanker o hrubé prostornosti 150 tun a více a každá loď o hrubé prostornosti 400 tun a více jiného druhu než je ropný tanker musí být vybavena Knihou záznamů o manipulaci s ropnými látkami, část I (Operace ve strojovně). Kniha záznamů o manipulaci s ropnými látkami, ať již je součástí oficiálního lodního deníku či jinak, musí být ve formě uvedené v Dodatku III k této příloze.

2 Kniha záznamů o manipulaci s ropnými látkami, část I, musí být vyplňována při každé příležitosti (systémem „nádrž po nádrži“), kdykoliv se ve strojovně na lodi provádí následující operace:

.1 balastování nebo čištění palivových nádrží;

.2 vypouštění znečištěné balastní nebo čistící vody z palivových nádrží;

.3 sběr a odstraňování ropných zbytků (kalu);

.4 vypouštění mimo loď nebo jiné odstraňování stokové vody, která se nahromadila v prostorech strojovny a

.5 doplňování paliva nebo mazacího oleje.

3 V případě vypouštění ropné látky nebo ropné směsi tak, jak je uvedeno v pravidle 4 této přílohy, nebo v případě havarijního nebo jiného mimořádného vypouštění ropné látky nevyňatého tímto pravidlem, musí být do Knihy záznamů o manipulaci s ropnými látkami, část I, zaneseno prohlášení o okolnostech a důvodech tohoto vypouštění.

4 Každá operace popsána v odstavci 2 tohoto pravidla musí být do Knihy záznamů o manipulaci s ropnými látkami, část I, zaznamenána úplně a bez prodlení proto, aby byly v knize uvedeny všechny položky týkající se dané operace. Každá dokončená operace musí být podepsána důstojníkem nebo důstojníky pověřenými danou operací a každá vyplněná stránka musí být podepsána kapitánem lodi. Položky v Knize záznamů o manipulaci s ropnými látkami, část I, u lodí nesoucích Mezinárodní osvědčení o zamezení znečištění ropnými látkami musí být minimálně v angličtině, francouzštině nebo španělštině. Pokud se také provádějí záznamy v úředním jazyce státu, pod jehož vlajkou je loď oprávněna plout, tyto záznamy dostanou v případě sporu nebo nesrovnalostí přednost.

5 Do Knihy záznamů o manipulaci s ropnými látkami, část I, je nutné zanést veškerá selhání odlučovače ropných látek.

6 Kniha záznamů o manipulaci s ropnými látkami, část I musí být uložena na takovém místě, aby byla v přiměřené době a snadno dostupná ke kontrole a, vyjma případů vlečení lodí bez posádky, musí být uložena na palubě lodi. Je třeba ji uschovávat po dobu tří let od provedení posledního záznamu.

7 Příslušný vládní orgán jedné smluvní strany této úmluvy je oprávněn Knihu záznamů o manipulaci s ropnými látkami, část I, zkontrolovat na palubě libovolné lodi, na kterou se vztahuje tato příloha, když je tato loď ve svém přístavu nebo příbřežním terminálu, a může pořídit kopii libovolného záznamu v této knize a může požádat kapitána lodi, aby potvrdil, že tato kopie představuje věrnou kopii tohoto záznamu. Jakákoliv takto pořízená kopie, která byla ověřena kapitánem lodi jako věrná kopie daného záznamu v Knize záznamů o manipulaci s ropnými látkami, část I, bude přípustná při jakémkoliv soudním řízení jako důkaz o skutečnostech uvedených v daném záznamu. Kontrola Knihy záznamů o manipulaci s ropnými látkami, část I, a pořízení ověřené kopie příslušným orgánem podle tohoto odstavce musí být provedeny co nejrychleji, aniž by došlo ke zbytečnému zpoždění dané lodi.

Kapitola 4 - Požadavky na nákladové prostory ropných tankerů

Část A – Konstrukce

Pravidlo 18

Nádrže na oddělený balast

VIZ VÝKLAD 31

Ropné tankery o hrubé nosnosti 20.000 tun a více dodané po 7. červnu 1982.

1 Každý tanker na surovou ropu o hrubé nosnosti 20.000 tun a více a každý tanker pro přepravu ropných produktů o hrubé nosnosti 30.000 tun a více dodaný po 1. červnu 1982 tak, jak je definováno v pravidle 1.28.4, musí být vybaven nádržemi na oddělený balast a musí splňovat odstavce 2, 3 a 4, nebo 5 podle potřeby, tohoto pravidla.

2 Objem nádrží na oddělený balast musí být určen tak, aby loď mohla být bezpečně provozována na plavbách s balastem bez nutnosti uchýlit se k použití nákladových nádrží pro balastovou vodu s výjimkou případů uvedených v odstavci 3 nebo 4 tohoto pravidla. Ve všech případech však musí být objem nádrží na oddělený balast minimálně takový, aby v každých zátěžových podmínkách a v jakékoliv části plavby, včetně podmínek sestávajících pouze z prázdné lodi plus odděleného balastu, mohl ponor a sklon lodi splňovat následující požadavky:

.1 konstrukční ponor uprostřed lodi (d_m) v metrech (bez zohlednění všech deformací lodi) nesmí být menší než:

$$d_m = 2{,}0 + 0{,}02L$$

.2 ponory na přední a zadní svislici musí odpovídat hodnotám určeným ponorem uprostřed lodi (d_m) tak, jak je uvedeno v odstavci 2.1 tohoto pravidla, v souvislosti se sklonem v zádi nepřesahujícím $0{,}015L$ a

.3 v každém případě nesmí být ponor na zadní svislici menší než hodnota, která je nezbytná pro dosažení plného ponoření šroubu/šroubů.

3 V žádném případě se nesmí balastová voda přepravovat v nákladových tancích, vyjma:

.1 na nečetných plavbách, kdy jsou povětrnostní podmínky tak závažné, že, podle názoru kapitána, je nutné vézt další balastovou vodu v nákladových tancích k zajištění bezpečnosti lodě a

.2 ve výjimečných případech, kdy zvláštní charakter provozu ropného tankeru představuje nutnost vézt balastovou vodu nad rámec množství podle odstavce 2 tohoto pravidla, a to za předpokladu, že tento provoz ropného tankeru spadá do kategorie výjimečných případů tak, jak je stanoveno Organizací.

VIZ VÝKLAD 32

Tato dodatečná balastová voda musí být zpracována a vypuštěna v souladu s pravidlem 34 této přílohy a je nutné provést záznam do Knihy záznamů o manipulaci s ropnými látkami, část II, uvedené v pravidle 36 této přílohy.

4 V případě tankerů na surovou ropu je nutné vézt dodatečný balast povolený v odstavci 3 tohoto pravidla v nákladových tancích pouze pokud byly z této nádrže vymyty zbytky surové ropy v souladu s pravidlem 35 této přílohy, a to před vyplutím z přístavu nebo terminálu pro vykládku ropných látek.

5 Bez ohledu na ustanovení odstavce 2 tohoto pravidla, musí být podmínky pro oddělený balast u ropných tankerů kratších než 150 metrů ke spokojenosti správního orgánu.

VIZ VÝKLAD 33

Tankery na surovou ropu o hrubé nosnosti 40,000 tun a více dodané 1. června 1982 či dříve

6 Na základě ustanovení odstavce 7 tohoto pravidla musí být každý tanker na surovou ropu o hrubé nosnosti 40,000 tun a více dodaný 1. června 1982 či dříve tak, jak je definováno v pravidle 1.28.3, vybaven nádržemi na oddělený balast a musí splňovat požadavky odstavců 2 a 3 tohoto pravidla.

7 Tankery na surovou ropu uvedené v odstavci 6 tohoto pravidla mohou být vybaveny, namísto vybavení oddělenými nádržemi, systémem vymývání nákladových nádrží využívajícím vymývání zbytků surové ropy z nádrží v souladu s pravidly 33 a 35 této přílohy, pokud není tanker určen k přepravě surové ropy, která není vhodná k vymývání zbytků surové ropy.

VIZ VÝKLAD 34

Tankery pro přepravu ropných produktů o hrubé nosnosti 40,000 tun a více dodané 1. června 1982 či dříve

8 Každý tanker pro přepravu ropných produktů o hrubé nosnosti 40,000 tun a více dodaný 1. června 1982 či dříve tak, jak je definováno v pravidle 1.28.3, musí být vybaven vyčleněnými nádržemi na oddělený balast a musí splňovat požadavky odstavců 2 a 3 tohoto pravidla anebo být provozován s vyčleněnými nádržemi na čistý balast v souladu s následujícími ustanoveními:

.1 Tanker pro přepravu ropných produktů musí mít odpovídající objem nádrží vyčleněný výhradně pro přepravu čistého balastu tak, jak je definováno v pravidle 1.17 této přílohy, pro splnění požadavků odstavců 2 a 3 tohoto pravidla.

.2 Opatření a provozní postupy pro vyčleněné nádrže na čistý balast musí být v souladu s požadavky stanovenými správním orgánem. Tyto požadavky musí obsahovat minimálně všechna ustanovení revidovaných Specifikací pro ropné tankery s vyčleněnými nádržemi na čistý balast přijatých usnesením Organizace A.495(XII).

.3 Tanker pro přepravu ropných produktů musí být vybaven měřičem obsahu ropných látek schváleným správním orgánem na základě specifikací doporučených Organizací, aby byl umožněn dohled nad obsahem ropných látek ve vypouštěné balastní vodě.[*]

VIZ VÝKLAD 36

.4 Každý tanker pro přepravu ropných produktů provozovaný vyčleněnými nádržemi na čistý balast musí být vybaven Návodem k obsluze vyčleněné nádrže na čistý balast[†] s uvedením podrobností o systému a s určením provozních postupů. Tento návod musí být ke spokojenosti správního orgánu a musí obsahovat všechny údaje uvedené ve specifikacích uvedených v pododstavci 8.2 tohoto pravidla. Pokud je provedena změna ovlivňující systém vyčleněné nádrže na čistý balast, musí být odpovídajícím způsobem revidován i tento Návod k obsluze.

VIZ VÝKLADY 34 A 35

Ropný tanker kvalifikovaný jako ropný tanker s odděleným balastem

9 Každý ropný tanker, který není vybaven nádržemi na oddělený balast v souladu s odstavci 1, 6 nebo 8 tohoto pravidla však může být kvalifikován jako tanker s odděleným balastem, a to za předpokladu, že splňuje požadavky odstavců 2 a 3, nebo 5 podle potřeby, tohoto pravidla.

Ropné tankery dodané 7. června 1982 či dříve se zvláštním uspořádáním balastu

[*] Pokud jde o měřiče obsahu ropných látek nainstalované na ropných tankerech postavených před 2. říjnem 1986, viz Doporučení k mezinárodním funkčním a zkušebním specifikacím pro zařízení k separaci ropných látek znečištěné vody a měřičů obsahu ropných látek přijatého usnesením Organizace A.393(X). Pokud jde o měřiče obsahu ropných látek jako součást systémů sledování a řízení vypouštění nainstalované na ropných tankerech postavených před 2. říjnem 1986, viz Pokyny a specifikace pro systémy sledování a řízení vypouštění pro ropné tankery přijaté usnesením Organizace A.586(14). Pokud jde o měřiče obsahu ropných látek jako součást systémů sledování a řízení vypouštění nainstalované na ropných tankerech postavených 1. ledna 2005 nebo později, viz upravené Pokyny a specifikace pro systémy sledování a řízení vypouštění ropných látek pro ropné tankery přijaté usnesením Organizace MEPC.108(49).

[†] Viz usnesení A.495(XII), kde naleznete standardní formát tohoto návodu.

10 Ropné tankery dodané 1. června 1982 či dříve tak, jak je definováno v pravidle 1.28.3, se zvláštním uspořádáním balastu:

.1 Pokud je ropný tanker dodaný 1. června 1982 či dříve tak, jak je definováno v pravidle 1.28.3, postaven nebo provozován takovým způsobem, že vždy splňuje požadavky na ponor a sklon uvedené v odstavci 2 tohoto pravidla bez nutnosti použít balastovou vodu, má se za to, že splňuje požadavky na nádrž na oddělený balast uvedené v odstavci 6 tohoto pravidla, a to za předpokladu, že jsou splněny všechny následující podmínky:

.1.1 provozní řád a uspořádání balastu jsou schválené správním orgánem;

.1.2 mezi správním orgánem a dotčenými vládami smluvních přístavních států této úmluvy je dosaženo dohody, když je požadavků na ponor a sklon dosaženo prostřednictvím provozního řádu a

.1.3 Mezinárodní osvědčení o zamezení znečištění ropnými látkami je schváleno v tom smyslu, že ropný tanker se provozuje se speciálním uspořádáním balastu.

.2 V žádném případě nesmí být balastová voda vezena v ropných tancích, vyjma nečetných plaveb, kdy jsou povětrnostní podmínky tak závažné, že, podle názoru kapitána, je nutné vézt další balastovou vodu v nákladových tancích k zajištění bezpečnosti lodě. Tato dodatečná balastová voda musí být zpracována a vypuštěna v souladu s pravidlem 34 této přílohy a v souladu s pravidly 29, 31 a 32 této přílohy je nutné provést záznam do Knihy záznamů o manipulaci s ropnými látkami uvedené v pravidle 36 této přílohy.

.3 Správní orgán, který osvědčení potvrdil v souladu s pododstavcem 10.1.3 tohoto pravidla, sdělí Organizaci údaje o osvědčení za účelem jejich rozšíření smluvním stranám této úmluvy.

Ropné tankery o hrubé nosnosti 70,000 tun a více dodané po 31. prosinci 1979

11 Ropné tankery o hrubé nosnosti 70,000 tun a více dodané po 31. prosinci 1979 tak, jak je definováno v pravidle 1.28.2, musí být vybaveny nádržemi na oddělený balast a musí splňovat odstavce 2, 3, 4, nebo 5 podle potřeby, tohoto pravidla.

Ochranné umístění odděleného balastu

12 *Ochranná umístění prostor odděleného balastu*

U každého tankeru na surovou ropu o hrubé nosnosti 20.000 tun a více a každého tankeru pro přepravu ropných produktů o hrubé nosnosti 30.000 tun a více dodaného po 1. červnu 1982 tak, jak je definováno v pravidle 1.28.4, vyjma tankerů splňujících pravidlo 19, musí být nádrže na oddělený balast nezbytné k vytvoření objemu tak, aby byly splněny požadavky odstavce 2 tohoto pravidla, které jsou umístěné uvnitř délky nákladové nádrže, uspořádány v souladu s požadavky odstavců 13, 14 a 15 tohoto pravidla, čímž se vytvoří uspořádání k ochraně před výtokem ropných látek v případě najetí na pevninu nebo srážky.

VIZ VÝKLAD 37

13 Nádrže na oddělený balast a prostory jiných druhů než jsou nádrže na ropné látky uvnitř délky nákladových nádrží (L_t) musí být uspořádány tak, aby splňovaly následující požadavek:

$$\Sigma PA_C + \Sigma PA_S \geq J[L_t(B + 2D)]$$

kde:

PA_C = plocha boční obšívky (v metrech čtverečních) u každé nádrže na oddělený balast nebo prostoru jiného druhu než je nádrž na ropné látky na základě projektovaných

konstrukčních rozměrů,

PA_S = plocha dnové obšívky (v metrech čtverečních) u každé takové nádrže nebo prostoru na základě projektovaných konstrukčních rozměrů,

L_t = délka (v metrech) mezi předním a zadním okrajem nákladových nádrží,

B = maximální šířka lodi (v metrech) tak, jak je definováno v pravidle 1.22 této přílohy,

D = konstrukční hloubka (v metrech) měřená svisle od vrcholu kýlu k horní části palubního nosníku volného boku na boku středu lodi. Na lodích, které mají zaoblené okrajnice, musí se konstrukční hloubka měřit k průsečíku konstrukčních linií paluby a boční obšívky, linie prodloužené, jakoby byly okrajnice hranaté,

J = 0,45 pro ropné tankery o hrubé nosnosti 20.000 tun, 0,30 pro ropné tankery o hrubé nosnosti 200.000 tun a více, na základě ustanovení odstavce 14 tohoto pravidla.

Pro střední hodnoty hrubé nosnosti se hodnota ∫ určí lineární interpolací.

Kdykoli se symboly uvedené v tomto odstavci objeví v tomto pravidle, budou mít význam definovaný v tomto odstavci.

VIZ VÝKLAD 37

14 U tankerů o hrubé nosnosti 200,000 tun a více se hodnota ∫ může zmenšit následovně:

J zmenšena = J $-\left(a - \frac{O_c + O_s}{4O_A}\right)$ 0,2 podle toho, která hodnota je větší

kde:

a = 0,25 pro ropné tankery o hrubé nosnosti 200,000 tun,

a = 0,40 pro ropné tankery o hrubé nosnosti 300,000 tun,

a = 0,50 pro ropné tankery o hrubé nosnosti 420,000 tun a více,

Pro střední hodnoty hrubé nosnosti se hodnota a určí lineární interpolací.

O_c = jak definováno v pravidle 25.1.1 této přílohy,

O_s = jak definováno v pravidle 25.1.2 této přílohy,

O_A = přípustný výtok ropných látek tak, jak vyžaduje pravidlo 26.2 této přílohy.

VIZ VÝKLAD 37

15 Při určování PA_C a PA_S pro nádrže na oddělený balast a prostory jiného druhu než jsou nádrže na ropné látky budou platit následující podmínky:

.1 minimální šířka každé boční nádrže nebo prostoru, z nichž každý se rozprostírá po celé hloubce boku lodě nebo od paluby k horní části dvojitého dna, nesmí být menší než 2 m. Tato šířka se musí měřit směrem dovnitř od boku lodi v pravém úhlu k ose. Pokud je k dispozici menší šířka, boční nádrž nebo prostor nelze při výpočtu ochranného prostoru PA_C brát v úvahu a

.2 minimální svislá hloubka každé nádrže dvojitého dna nebo prostoru musí být $\frac{B}{15}$ nebo 2 m, podle toho, která hodnota je menší. Pokud je k dispozici menší šířka, dolní nádrž nebo prostor nelze při výpočtu ochranného prostoru PA_S brát v úvahu.

Minimální šířka a hloubka bočních nádrží a nádrží dvojitého dna se musí měřit mimo stokové oblasti a, v případě minimální šířky, se musí měřit mimo všech oblastí zaoblených okrajnic.

VIZ VÝKLAD 37

Pravidlo 19

Požadavky na dvojitý trup a dvojité dno u ropných tankerů dodaných 6. července 1996 či později[*]

VIZ VÝKLADY 13, 31 A 38

1 Toto pravidlo se bude vztahovat na ropné tankery o hrubé nosnosti 600 tun a více dodané 6. července 1996 či později tak, jak je definováno v pravidle 1.28.6, a to následovně:

2 Všechny ropné tankery o hrubé nosnosti 5.000 tun a více musí:

.1 namísto odstavců 12 až 15 pravidla 18, podle potřeby, splňovat požadavky odstavce 3 tohoto pravidla, pokud nepodléhá ustanovením odstavců 4 a 5 tohoto pravidla a

.2 splňovat, podle potřeby, požadavky pravidla 28.6.

3 Nákladová nádrž po celé její délce musí být chráněna balastními nádržemi nebo prostory jiného druhu než jsou nádrže, ve kterých se přepravují ropné látky, a to následovně:

.1 *Boční nádrže nebo prostory*

Boční nádrže nebo prostory musí být rozloženy po celé hloubce boku lodi nebo od horní strany dvojitého dna k nejhořejší palubě, a to bez ohledu na místa, kde je nainstalovaná zaoblená okrajnice. Musí být uspořádány tak, aby se nákladové nádrže nacházely uvnitř konstrukční linie boční obšívky na žádném místě blíže než je vzdálenost *w*, která, jak ukazuje obrázek 1, se měří v libovolném průřezu kolmo k plášti boku tak, jak je uvedeno níže:

$$w = 0{,}5 + \frac{DW}{20.000} \text{ (m) nebo}$$

w = 2,0 m, podle toho, která hodnota je menší.

Minimální hodnota w = 1,0 m.

.2 *Nádrže nebo prostory dvojitého dna*

V každém průřezu musí být hloubka každé nádrže nebo prostoru dvojitého dna taková, aby vzdálenost *h* mezi dnem nákladových nádrží a konstrukční linií dnové obšívky měřená v kolmo ke dnové obšívce tak, jak je znázorněno na obrázku 1, nebyla menší než je uvedeno níže:

$$h = \frac{B}{15} \text{ (m) nebo}$$

I J

h = 2,0 m, podle toho, která hodnota je menší.

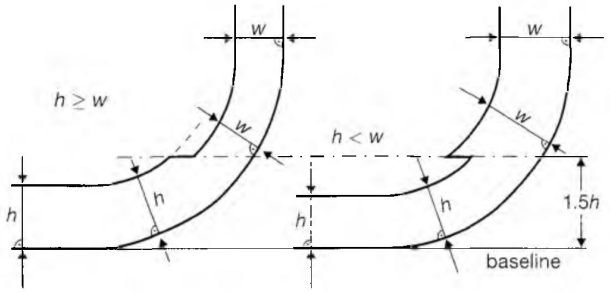
Minimální hodnota h = 1,0 m.

.3 *Ohyb stokové oblasti nebo na místech bez jasně definovaného ohybu stokové oblasti*

Když se vzdálenosti *h* a *w* liší, musí mít vzdálenost *w* přednost v úrovních překračujících 1,5*h* nad základní linií tak, jak je znázorněno na obrázku 1.

VIZ VÝKLAD 39

[*] Jednotné výklady k měření vzdáleností naleznete v MSC-MEPC.5/Circ.5.



Obrázek 1 – *Hraniční linie nákladové nádrže (baseline = základní linie)*

.4 Celkový objem balastních nádrží

Na tankerech na surovou ropu o hrubé nosnosti 20.000 tun a více a tankerech pro přepravu ropných produktů o hrubé nosnosti 30.000 tun nesmí být celkový objem bočních nádrží, nádrží dvojitého dna, nádrží v předním kolizním prostoru a nádrží v zadním prostoru menší než objem nádrží na oddělený balast nutný ke splnění požadavků pravidla 18 této přílohy. Boční nádrže nebo prostory a nádrže dvojitého dna využívané ke splnění požadavků pravidla 18 musí být umístěny co nejrovnoměrněji, je-li to proveditelné, po celé délce nákladové nádrže. Dodatečný objem odděleného balastu poskytnutý ke snížení namáhání ohybem na podélném nosníku trupu, sklonu apod. může být umístěn kdekoliv uvnitř lodi.

.5 *Sací jímky v nákladových tancích*

Sací jímky v nákladových tancích mohou vyčnívat do dvojitého dna pod hraniční linií definovanou vzdáleností h za předpokladu, že tyto jímky jsou co nejmenší a vzdálenost mezi dnem jímky a dnovou obšívkou není menší než 0,5h.

.6 *Potrubí pro balast a náklad*

Potrubí pro balast a jiné potrubí, např. sondovací a odvzdušňovací potrubí do balastních nádrží nesmí procházet nákladovými nádržemi. Nákladové potrubí a podobné potrubí to nákladových nádrží nesmí procházet balastními nádržemi. Výjimky z tohoto požadavku mohou být udělena na krátké úseky potrubí, a to za předpokladu, že jsou zcela svařované nebo ekvivalentní.

4 Následující platí pro nádrže nebo prostory dvojitého dna:

.1 Od nádrží nebo prostor dvojitého dna podle požadavků odstavce 3.2 tohoto pravidla může být upuštěno, a to za předpokladu, že konstrukce tankeru je taková, aby tlak nákladu a par vyvíjený na dnovou obšívku tvořící jedinou hranici mezi nákladem a mořem nepřekročil vnější hydrostatický tlak vody tak, jak je vyjádřeno následujícím vzorcem:

$$f \times h_c \times p_c \times g \times p \leq d_n \times p_s \times g$$

kde:

h_c = výška nákladu v kontaktu s dnovou obšívkou (v metrech)

p_c = maximální hustota nákladu v (v kg/m^3)

d_n = minimální provozní ponor za libovolného očekávaného naložení (v metrech)

p_s = hustota mořské vody (v kg/m^3)

p = maximální nastavený tlak oproti atmosférickému tlaku (přetlaku) ventilu tlak/podtlak zajištěného pro nákladovou nádrž (v Pa)

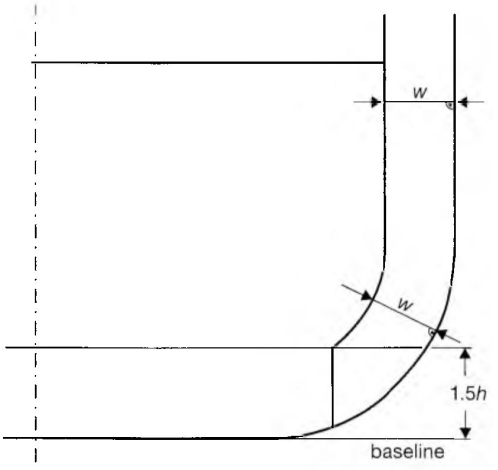
f = bezpečnostní faktor = 1,1

g = standardní gravitační zrychlení (9,81 m/s^2).

.2 Veškeré horizontální dělící stěny nezbytné pro splnění výše uvedených požadavků musí být umístěny ve výšce nejméně $\frac{B}{6}$ nebo 6 m, podle toho, která hodnota je nižší, ale nejvíce 0,6D nad základní linií, kde D je konstrukční hloubka uprostřed lodi.

.3 Umístění bočních nádrží nebo prostor jsou definována v odstavci 3.1 tohoto pravidla s výjimkou případů, že pod úrovní 1,5h nad základní linií, kde h je definována v odstavci 3.2 tohoto pravidla, může být hraniční linie nákladové nádrže svislá dolů k obšívce dna tak, jak je znázorněno na obrázku 2.

VIZ VÝKLAD 40



Obrázek 2 – *Hraniční linie nákladové nádrže (baseline = základní linie)*

5 Jiné metody navrhování a konstrukce ropných tankerů mohou být přijaty i jako alternativy k požadavkům stanoveným v odstavci 3 tohoto pravidla, a to za předpokladu, že tyto metody zajišťují přinejmenším stejnou úroveň ochrany proti znečištění ropnými látkami v případě srážky nebo ztroskotání a že jsou v zásadě přijaty Výborem na ochranu životního prostředí v mořích na základě pokynů vypracovaných Organizací.*

6 Každý ropný tanker o hrubé nosnosti nejméně 5.000 tun musí splňovat ustanovení odstavců 3 a 4 tohoto pravidla nebo musí:

.1 být minimálně vybaven nádržemi nebo prostory dvojitého dna s takovou hloubkou, že vzdálenost h, uvedená v odstavci 3.2 tohoto pravidla, bude v souladu s následujícím:

$$h = \frac{B}{15} \text{ (m)}$$

s minimální hodnotou h = 0,76 m;

na ohybu stokové oblasti a na místech bez jasně definovaného ohybu stokové oblasti, musí být hraniční linie nákladové nádrže rovnoběžná s linií rovného dna středu lodi tak, jak je znázorněno na obrázku 3 a

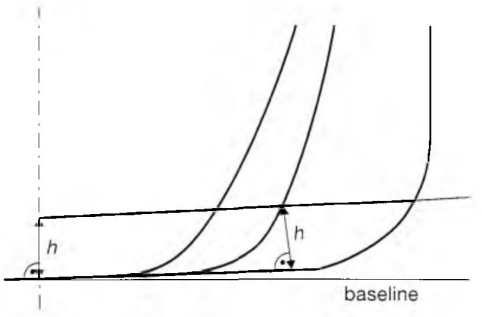
.2 být vybaveny nákladovými nádržemi uspořádanými tak, aby objem každé nákladové nádrže nepřesáhl 700 m3, pokud nebudou boční nádrže nebo prostory uspořádány v souladu s odstavcem 3.1 tohoto pravidla, splňujícími následující:

* Schvalování alternativních metod navrhování a konstrukce ropných tankerů přijatých Výborem na ochranu životního prostředí v mořích Organizace usnesením MEPC.110(49) naleznete v Revidovaných prozatímních pokynech.

$$w = 0{,}4 + \frac{2{,}4DW}{20.000} \text{ (m)}$$

s minimální hodnotou $w = 0{,}76$ m;

VIZ VÝKLAD 41



Obrázek 3 – *Hraniční linie nákladové nádrže (baseline = základní linie)*

7 Ropné látky se nesmí přepravovat v žádném prostoru rozprostírajícím se dopředu ke kolizní přepážce umístěné v souladu s pravidlem II-1/11 Mezinárodní úmluvy o bezpečnosti lidského života na moři z roku 1974, ve znění pozdějších předpisů.* Ropný tanker, který v souladu s výše uvedeným pravidlem nemusí mít kolizní přepážku, nesmí přepravovat ropu v žádném prostoru rozprostírajícím se dopředu před příčnou rovinu kolmou k ose, která je umístěna jako by se jednalo o kolizní přepážku umístěnou v souladu s výše uvedeným pravidlem.

8 Při schvalování návrhu a konstrukce ropných tankerů, které mají být postaveny v souladu s ustanoveními tohoto pravidla musí brát správní orgán v úvahu obecné bezpečnostní aspekty, včetně potřeby údržby a kontroly bočních nádrží a nádrží či prostor dvojitého dna.

Pravidlo 20

Požadavky na dvojitý trup dvojité dno u ropných tankerů dodaných před 6. červencem 1996

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1 Nebude-li výslovně stanoveno jinak, toto pravidlo se:

.1 bude vztahovat na ropné tankery o hrubé nosnosti 5.000 tun a více, které jsou dodány před 6. červencem 1996 tak, jak je definováno v pravidle 1.28.5 této přílohy a

.2 nebude vztahovat na ropné tankery splňující pravidlo 19 a pravidlo 28 s ohledem na odstavec 28.6, které jsou dodány před 6. červencem 1996 tak, jak je definováno v pravidle 1.28.5 této přílohy a

.3 nebude vztahovat na ropné tankery na něž se vztahuje výše uvedený pododstavec 1 splňující pravidla 19.3.1 a 19.3.2 nebo 19.4 nebo 19.5 této přílohy, vyjma toho, že požadavek na minimální vzdálenosti mezi hranicemi nákladových nádrží a obšívkou boku či dna lodi nemusí být ve všech ohledech splněn. V tomto případě, boční ochranné vzdálenosti nesmí být menší než je uvedeno v Mezinárodním předpisu o hromadné přepravě chemických látek pro umístění nákladových nádrží typu 2 a spodní ochranné vzdálenosti v ose musí splňovat pravidlo 18.15.2 této přílohy.

2 Pro účely tohoto pravidla:

* Viz změny z roku 2006 (Kapitoly 11-1, II-2, III a XII a dodatek) přijaté usnesením Organizace MSC.216(82).

.1 Termín *těžká motorová nafta* bude znamenat motorovou naftu jiného druhu než jsou frakce, z nichž více než 50 % objemu se destiluje při teplotě nepřesahující 340 °C při testování metodou přijatelnou pro Organizaci.[*]

.2 Termín *pohonná ropná látka* bude znamenat těžké frakce nebo zbytky surové ropy nebo směsi těchto materiálů určené k použití jako palivo pro výrobu tepla nebo elektrického proudu v kvalitě odpovídající specifikaci přijatelné pro Organizaci.[†]

3 Pro účely tohoto pravidla se ropné tankery dělí do následujících kategorií:

.1 Termín *ropný tanker kategorie 1* znamená ropný tanker o hrubé nosnosti 20.000 tun a více přepravující surovou ropu, pohonnou ropnou látku, těžkou motorovou naftu nebo mazací olej jako náklad, a o hrubé nosnosti 30.000 tun a více přepravující ropné látky jiného druhu než je uvedeno výše, který nesplňuje požadavky na ropné tankery dodané po 1. červnu 1982 tak, jak je stanoveno v pravidle 1.28.4 této přílohy;

.2 Termín *ropný tanker kategorie 2* znamená ropný tanker o hrubé nosnosti 20.000 tun a více přepravující surovou ropu, pohonnou ropnou látku, těžkou motorovou naftu nebo mazací olej jako náklad, a o hrubé nosnosti 30.000 tun a více přepravující ropné látky jiného druhu než je uvedeno výše, který splňuje požadavky na ropné tankery dodané po 1. červnu 1982 tak, jak je stanoveno v pravidle 1.28.4 této přílohy a

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.3 Termín *ropný tanker kategorie 3* znamená ropný tanker o hrubé nosnosti 5.000 tun a více, ale méně než je určeno v pododstavci 1 nebo 2 tohoto odstavce.

4 Ropný tanker, na který se vztahuje toto pravidlo musí splňovat požadavky odstavců 2 až 5, 7 a 8 pravidla 19 a pravidla 28 s ohledem na odstavec 28.6 této přílohy nejpozději do 5. dubna 2005 nebo výročí data dodání lodi v den nebo v roce uvedeným v následující tabulce:

Kategorie ropného tankeru	**Datum nebo rok**
Kategorie 1	5. dubna 2005 u lodí dodaných 5. dubna 1982 či dříve
	2005 u lodí dodaných po 5. dubnu 1982
Kategorie 2 a Kategorie 3	5. dubna 2005 u lodí dodaných 5. dubna 1977 či dříve
	2005 u lodí dodaných po 5. dubnu 1977, ale před 1. lednem 1978
	2006 u lodí dodaných v letech 1978 a 1979
	2007 u lodí dodaných v letech 1980 a 1981
	2008 u lodí dodaných v roce 1982
	2009 u lodí dodaných v roce 1983
	2010 u lodí dodaných v roce 1984 či později

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5 Bez ohledu na ustanovení odstavce 4 tohoto pravidla, v případě ropných tankerů kategorie 2 nebo 3 vybavených pouze dvojitým dnem nebo dvojitými boky, které se nevyužívají k přepravě ropných látek a táhnoucími se po celé délce nákladové nádrže, nebo prostory dvojitého trupu, které se nevyužívají k přepravě ropných látek a táhnoucími se po celé délce nákladové nádrže, ale které nesplňují podmínky osvobozující je od ustanovení odstavce 1.3 tohoto pravidla, může správní orgán povolit další provoz takových lodí po datu stanoveném v odstavci 4 tohoto pravidla, a to za předpokladu, že:

[*] Viz Standardní zkušební metodu Americké společnosti pro zkoušení a materiály (Označení D86).

[†] Viz Pohonnou ropnou látku číslo čtyři nebo těžší Americké společnosti pro zkoušení a materiály (Označení D396).

.1 loď byla v provozu dne 1. července 2001;

.2 správní orgán je spokojen s ověřením úředních záznamů, že loď splňuje výše uvedené podmínky;

.3 výše uvedené podmínky lodi zůstávají beze změny a

.4 tento další provoz nepokračuje po dni, kdy loď dosáhne 25 let ode dne jejího dodání.

6 Ropný tanker kategorie 2 nebo 3 starý 15 let a více po dni jeho dodání musí splňovat tento Systém hodnocení stavu přijatý Výborem na ochranu životního prostředí v mořích usnesením MEPC.94 (46), ve znění pozdějších předpisů, a to za předpokladu, že tyto změny musí být přijaty, vstoupí v platnost a nabudou účinnosti v souladu s ustanoveními článku 16 této úmluvy s ohledem na změnu postupů, které platí pro dodatek k příloze.

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7 Správní orgán může povolit další provoz ropného tankeru kategorie 2 nebo 3 po datu uvedeném v odstavci 4 tohoto pravidla, pokud uspokojivé výsledky Systému hodnocení stavu zaručí, že, podle názoru správního orgánu, je loď schopna pokračovat v provozu, a to za předpokladu, že tento provoz nesmí pokračovat po výročí dne dodání lodě v roce 2015 nebo od dne, kdy loď dosáhne 25 let ode dne jejího dodání, podle toho, které datum je dřívější.

8.1 Správní orgán smluvní strany této úmluvy, který umožňuje použití odstavce 5 tohoto pravidla, nebo povoluje, pozastavuje, ruší nebo odmítá použití odstavce 7 tohoto pravidla, pro loď oprávněnou plout pod její vlajkou neprodleně sdělí Organizaci uvedené údaje za účelem jejich distribuce smluvním stranám této úmluvy kvůli informování a přijetí vhodných opatření, jsou-li nutná.

8.2 Smluvní strana této úmluvy bude oprávněna odepřít vstup do přístavů nebo příbřežních terminálů, které spadají do její pravomoci, ropným tankerům provozovaným v souladu s ustanoveními:

.1 odstavce 5 tohoto pravidla po uplynutí výročí dne dodání lodě v roce 2015 nebo

.2 odstavce 7 tohoto pravidla.

V takových případech musí daná smluvní strana sdělit údaje o tomto odepření Organizaci, která je rozešle smluvním stranám této úmluvy z důvodu jejich informování a přijetí vhodných opatření, jsou-li nutná.

Pravidlo 21

Zabraňování znečištění z ropných tankerů přepravujících těžké ropné látky jako náklad

1 Toto pravidlo:

.1 bude vztahovat na ropné tankery o hrubé nosnosti 600 tun a více přepravujících těžké ropné látky jako náklad bez ohledu na datum dodání a

.2 nebude vztahovat na ropné tankery na něž se vztahuje výše uvedený pododstavec 1 splňující pravidla 19.3.1 a 19.3.2 nebo 19.4 nebo 19.5 této přílohy, vyjma toho, že požadavek na minimální vzdálenosti mezi hranicemi nákladových nádrží a obšívkou boku či dna lodi nemusí být ve všech ohledech splněn. V tomto případě, boční ochranné vzdálenosti nesmí být menší než je uvedeno v Mezinárodním předpisu o hromadné přepravě chemických látek pro umístění nákladových nádrží typu 2 a spodní ochranné vzdálenosti v ose musí splňovat pravidlo 18.15.2 této přílohy.

2 Pro účely tohoto pravidla bude termín *těžké ropné látky* znamenat jedno z následujících:

.1 surovou ropu o hustotě při 15 °C vyšší než 900 kg/m^3;

.2 ropné látky jiného druhu než je surová ropa, buď o hustotě při 15 °C vyšší než 900 kg/m^3

nebo s kinematickou viskozitou při 50 °C vyšší než 180 mm^2/s nebo

.3 bitumen, dehet a jejich emulze

3 Ropný tanker, na který se toto pravidlo vztahuje musí splňovat ustanovení odstavců 4 až 8 tohoto pravidla, a to navíc se splněním příslušných ustanovení pravidla 20.

4 Na základě ustanovení odstavců 5, 6 a 7 tohoto pravidla, ropný tanker, na který se toto pravidlo vztahuje, musí:

.1 má-li hrubou nosnost 5.000 tun a více, splňovat požadavky pravidla 19 této přílohy nejpozději do 5. dubna 2005 nebo

.2 má-li hrubou nosnost 600 tun a více, ale méně než 5000 tun hrubé nosnosti, být vybaven oběma nádržemi nebo prostory dvojitého dna splňujícími ustanovení pravidla 19.6.1 této přílohy, a bočními nádržemi nebo prostory uspořádanými v souladu s pravidlem 19.3.1 a splňujícími požadavek na vzdálenost *w* tak, jak je uvedeno v pravidle 19.6.2, nejpozději ve výročí dne dodání lodě v roce 2008.

5 V případě ropných tankerů o hrubé nosnosti 5.000 tun a více přepravujícího těžké ropné látky jako náklad vybavený pouze dvojitými dny nebo dvojitými boky nevyužívanými k přepravě ropných látek a táhnoucími se po celé délce nákladové nádrže, nebo prostory dvojitého trupu, které se nevyužívají k přepravě ropných látek a táhnoucími se po celé délce nákladové nádrže, ale které nesplňují podmínky osvobozující je od ustanovení odstavce 1.2 tohoto pravidla, může správní orgán povolit další provoz takových lodí po datu stanoveném v odstavci 4 tohoto pravidla, a to za předpokladu, že:

.1 loď byla v provozu dne 4. prosince 2003;

.2 správní orgán je spokojen s ověřením úředních záznamů, že loď splňuje výše uvedené podmínky;

.3 výše uvedené podmínky lodi zůstávají beze změny a

.4 tento další provoz nepokračuje po dni, kdy loď dosáhne 25 let ode dne jejího dodání.

6.1 Správní orgán může povolit další provoz ropného tankeru o hrubé nosnosti 5.000 tun a víc přepravujícího těžké ropné látky o hustotě při 15 °C vyšší než kg/m^3, ale nižší než 945 kg/m^3, po datu uvedeném v odstavci 4 tohoto pravidla, pokud uspokojivé výsledky Systému hodnocení stavu uvedeného v pravidle 20.6 zaručí, že, podle názoru správního orgánu, je loď schopna pokračovat v provozu, s ohledem na rozměry, stáří provozní oblast a konstrukční stav a za předpokladu, že tento provoz nesmí pokračovat po datu, kdy loď dosáhne 25 let ode dne jejího dodání.

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6.2 Správní orgán může povolit další provoz ropného tankeru o hrubé nosnosti 600 tun a víc, ale méně než 5.000 tun hrubé nosnosti přepravujícího těžké ropné látky jako náklad, po datu uvedeném v odstavci 4.2 tohoto pravidla, pokud, podle názoru správního orgánu, je loď schopna pokračovat v provozu, s ohledem na rozměry, stáří provozní oblast a konstrukční stav lodi, a to za předpokladu, že tento provoz nesmí pokračovat po datu, kdy loď dosáhne 25 let ode dne jejího dodání.

7 Správní orgán smluvní strany této úmluvy může osvobodit ropný tanker o hrubé nosnosti 600 tun a více přepravujících těžké ropné látky jako náklad z platnosti ustanovení tohoto zařízení, pokud ropný tanker:

.1 se využívá na plavbách výhradně v oblasti pod její pravomocí nebo se provozuje jako plovoucí skladovací jednotka na těžké ropné látky nacházející se v oblasti pod její pravomocí nebo

.2 se využívá na plavbách výhradně v oblasti pod pravomocí jiné smluvní strany, nebo působí jako plovoucí skladovací jednotka na těžké ropné látky nacházející se v oblasti

pod pravomocí jiné smluvní strany, a to za předpokladu, že smluvní strana, pod jejíž pravomocí bude ropný tanker provozován souhlasí s provozem daného ropného tankeru v oblasti pod její pravomocí.

8.1 Správní orgán smluvní strany této úmluvy, který povoluje, pozastavuje, ruší nebo odmítá použití odstavce 5, 6 nebo 7 tohoto pravidla pro loď oprávněnou plout pod její vlajkou neprodleně sdělí Organizaci uvedené údaje za účelem jejich distribuce smluvním stranám této úmluvy kvůli informování a přijetí vhodných opatření, jsou-li nutná.

8.2 Na základě ustanovení mezinárodního práva, smluvní strana této úmluvy bude oprávněna odmítnout vstup ropných tankerů provozovaných v souladu s ustanoveními odstavce 5 nebo 6 tohoto pravidla do přístavů nebo příbřežních terminálů, které spadají do její pravomoci, nebo odepřít přečerpávání těžkých ropných látek z lodi na loď v oblastech spadajících pod její pravomoc vyjma případů, kdy je to nezbytné kvůli zajištění bezpečnosti lodi nebo záchranu života na moři. V takových případech musí daná smluvní strana sdělit údaje o tomto odepření Organizaci, která je rozešle smluvním stranám této úmluvy z důvodu jejich informování a přijetí vhodných opatření, jsou-li nutná.

Pravidlo 22

Spodní ochrana strojoven čerpadel

1 Toto pravidlo se vztahuje na ropné tankery o hrubé nosnosti 5.000 tun a více postavené 1. ledna 2007 či později.

2 Strojovny čerpadel musí být vybaveny dvojitým dnem tak, aby v každém průřezu byla hloubka každé nádrže nebo prostoru dvojitého dna taková, že vzdálenost h mezi spodní částí strojovny čerpadel a základní linií lodi měřená kolmo k základní linii lodi nebude menší než je stanoveno níže:

$$h = \frac{B}{15} \text{ (m) nebo}$$

h = 2 m, podle toho, která hodnota je menší.

Minimální hodnota h = 1 m.

3 V případě strojoven čerpadel, jejichž spodní deska je umístěna nad základní linií o alespoň minimální výšku požadovanou v odstavci 2 výše (např. konstrukce se záďovou gondolou) nebude existovat žádná nutnost konstruovat strojovnu čerpadel dvojitého dna.

4 Čerpadla balastu musí být vybavena vhodnými zařízeními k zajištění účinného sání z nádrží dvojitého dna.

5 Bez ohledu na ustanovení výše uvedených odstavců 2 a 3, kde by zaplavení strojoven čerpadel neznamenalo nefunkčnost čerpacího systému pro balast nebo náklad, není nutné dvojité dno instalovat.

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Pravidlo 23

Průběh havarijního výtoku ropných látek

1 Toto pravidlo se bude vztahovat na ropné tankery dodané 1. ledna 2010 či později tak, jak je definováno v pravidle 1.28.8.

2 Pro účely tohoto pravidla se použijí následující definice:

.1 termín *ponor na čáře ponoru zatížené lodi* (d_s) znamená svislou vzdálenost (v metrech) od konstrukční základní linie v polovině délky k čáře ponoru odpovídající stanovené letní výšce volného boku. Výpočty vztahující se k tomuto pravidlu by měla být založeny na ponoru d_s bez ohledu na stanovené ponory, které mohou překročit d_s, například tropickou

čáru ponoru naložené lodi.

.2 termín *čára ponoru* (d_B) znamená svislou vzdálenost (v metrech) od konstrukční základní linie v polovině délky k čáře ponoru odpovídající 30 % hloubky D_s.

.3 termín *šířka* (B_s) znamená největší konstrukční šířku lodi (v metrech) na nebo pod nejhlubším ponorem na čáře ponoru naložené lodi d_s.

.4 termín *šířka* (B_B) znamená největší konstrukční šířku lodi (v metrech) na nebo pod čárou ponoru d_B.

.5 termín *hloubka* (D_S) znamená konstrukční hloubku (v metrech) měřenou v polovině délky k horní palubě na boku.

.6 termíny *délka* (L) a *hrubá nosnost* (DW) jsou definované v pravidlech 1.19 a 1.23 respektive.

3 K zajištění dostatečné ochrany před znečištěním ropnými látkami v případě srážky nebo najetí na souš je nutné splnit následující:

.1 u ropných tankerů o hrubé nosnosti 5.000 tun (DWT) a více musí být parametr středního výtoku ropných látek následující:

$O_M \leq 0{,}015$ pro $C \leq 200.000$ m^3

$$O_M \leq 0{,}012 + \frac{0{,}003}{200.000}\ (400.000 - C)$$

pro 200.000 m^3 < C < 400.000 m^3

$O_M \leq 0{,}012$ pro $C \geq 400.000$ m^3

u kombinovaných tankerů o hrubé nosnosti mezi 5.000 tun (DWT) a objemu 200.000 m^3 lze použít parametr středního výtoku ropných látek, a to za předpokladu, že provedené výpočty jsou předloženy ke spokojenosti správního orgánu a prokazují, že po zohlednění zvýšené pevnosti konstrukce, má kombinovaný tanker alespoň průběh výtoku ropných látek ekvivalentní standardnímu tankeru s dvojitým trupem o stejné velikosti s $O_M \leq 0{,}015$.

$O_M \leq 0{,}021$ pro $C \leq 100.000$ m^3

$$O_M \leq 0{,}015 + (\frac{0{,}006}{100.000})\ 200.000 - C)$$

pro 100.000 m^3 < C < 200.000 m^3

kde:

O_M = parametr středního výtoku ropných látek

C = celkový objem nákladu ropných látek, v m^3, při naplnění nádrže na 98 %.

.2 u ropných tankerů o hrubé nosnosti 5.000 tun (DWT) délka každé nákladové nádrže nesmí překročit 10 m nebo jednu z následujících hodnot, podle toho, která hodnota je větší:

.2.1 kde se uvnitř nákladových nádrží nenachází žádná podélná přepážka:
$(0{,}5\ \frac{b_i}{B} + 0{,}1)L$ ale nepřekročí *0,2L*

.2.2 kde se uvnitř nákladových nádrží nachází středová podélná přepážka:
$(0{,}25\ \frac{b_i}{B} + 0{,}15)L$

.2.3 kde se uvnitř nákladových nádrží nachází dvě či více podélných přepážek:

.2.3.1 u bočních nákladových nádrží: *0,2L*

.2.3.2 u středových nákladových nádrží:

.2.3.2.1 pokud $\frac{b_i}{B} \geq 0{,}2L$.: $0{,}2L$

.2.3.2.2 pokud $\frac{b_i}{B} < 0{,}2L$:

.2.3.2.2.1 kde se nenachází žádná podélná přepážka:
$\left(0.5\,\frac{b_i}{B} + 0.1\right)L$

.2.3.2.2.2 kde se nachází středová podélná přepážka:
$\left(0.25\,\frac{b_i}{B} + 0.15\right)L$

b_i je minimální vzdálenost od boku lodi k vnější podélné přepážce dotyčné nádrže měřená uvnitř lodi kolmo k ose na úrovni odpovídající stanovené letní výšce volného boku.

4 Následující obecné předpoklady se použijí při výpočtu parametru středního výtoku ropných látek:

.1 Délka nákladového bloku je prodloužena mezi přední a zadní konce všech nádrží uspořádaných pro přepravu nákladu ropných látek, včetně odpadních nádrží.

.2 Tam, kde se toto pravidlo vztahuje na nákladové nádrže, má se za to, že zahrnuje veškeré nákladové nádrže, odpadní nádrže a palivové nádrže umístěné v délce nákladového bloku.

.3 Bude se předpokládat, že loď naložena do ponoru na čáře ponoru naložené lodi d_s s nulovým sklonem a náklonem;

.4 Bude se předpokládat, že všechny nákladové nádrže jsou naplněny do 98 % jejich objemové kapacity. Jmenovitá hustota ropného nákladu (p_n) se vypočítá následovně:

$$p_n = \frac{1.000(DWT)}{C}\ (\text{kg/m}^3)$$

.5 Za účelem těchto výpočtů výtoku se propustnost jednotlivých prostor v nákladovém bloku, včetně nákladových nádrží, nádrží na balast a jiných prostor, kde nenachází ropné látky, bude považovat za 0,99, není-li prokázáno jinak.

.6 Sací jímky není nutné při určování umístění nádrže zohledňovat, a to za předpokladu, že tyto jímky jsou co nejmenší a vzdálenost mezi dnem jímky a dnovou obšívkou není menší než $0{,}5h$, kde h je výška definovaná v pravidle 19.3.2.

5 Následující předpoklady se použijí při kombinaci parametrů výtoku ropných látek:

.1 Střední výtok ropných látek se vypočítá samostatně u poškození boku a u poškození dna a pak se spojil do bezrozměrného parametru výtoku ropných látek O_M, a to následovně:

$$O_M = \frac{0.4O_{MS} + 0.6O_{MB}}{C}$$

kde:

O_{MS} = střední výtok ropných látek u poškození boku, v m^3 a

O_{MB} = střední výtok ropných látek u poškození dna, v m^3.

.2 U poškození dna se u středního výtoku provedou samostatné výpočty pro přílivové stavy 0 m a mínus 2,5 m a pak se následovně spojí:

$O_{MB} = 0{,}7\ O_{MB(0)} + 0{,}3\ O_{MB(2,5)}$

kde:

$O_{MB(0)}$ = střední výtok ropných látek u přílivového stavu 0 m a

$O_{MB(2,5)}$ = střední výtok ropných látek u přílivového stavu mínus 2,5 m v (m^3).

6 Střední výtok u poškození boku O_{MS} se vypočítá následovně:

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

kde:

i představuje každou posuzovanou nákladovou nádrž;

n = celkový počet nákladových nádrží;

$P_{S(i)}$ = pravděpodobnost proražení nákladové nádrže *i* poškozením boku, vypočtená v souladu s odstavcem 8.1 tohoto pravidla;

$O_{S(i)}$ = výtok (v m^3) z poškození boku do nákladové nádrže *i*, u kterého se předpokládá, že se rovná celkovému objemu v nákladové nádrži *i* při naplnění na 98 %, pokud není prokázáno uplatněním Pokynů uvedených v pravidle 19.5, že zůstane zadržen jakýkoliv významný objem nákladu a

C_3 = 0,77 u lodí s dvěma podélnými přepážkami uvnitř nákladových nádrží, a to za předpokladu, že tyto přepážky jsou souvislá v celé délce nákladového bloku a $P_{S(i)}$ je získán v souladu s tímto pravidlem. C_3 se rovná 1,0 pro všechny ostatní lodě, nebo když je $P_{S(i)}$ získán v souladu s odstavcem 10 tohoto pravidla.

7 Průměrný výtok u poškození dna se musí vypočítat pro každý přílivový stav následovně:

.1 $$O_{MB(0)} = \sum_{i}^{n} P_{B(i)} O_{B(i)} C_{DB(i)} \qquad (m^3)$$

kde:

i představuje každou posuzovanou nákladovou nádrž;

n = celkový počet nákladových nádrží;

$P_{B(i)}$ = pravděpodobnost proražení nákladové nádrže *i* poškozením dna, vypočtená v souladu s odstavcem 9.1 tohoto pravidla;

$O_{B(i)}$ = výtok z nákladové nádrže *i* (v m^3) vypočtený v souladu s odstavcem 7.3 tohoto pravidla a

$C_{DB(i)}$ = činitel k zahrnutí zachycení ropných látek tak, jak je definováno v odstavci 7.4 tohoto pravidla

.2 $$O_{MB(2.5)} = \sum_{i}^{n} P_{B(i)} O_{B(i)} C_{DB(i)} \quad (m^3)$$

kde:

i, *n*, $P_{B(i)}$ a $C_{DB(i)}$ = jak je definováno v pododstavci .1 výše;

$O_{B(i)}$ = výtok z nákladové nádrže *i* (v m^3) po změně přílivového stavu.

.3 Výtok ropných látek $O_{B(i)}$ u každé nákladové nádrže musí být vypočten na základě zásad rovnováhy tlaku, a to v souladu s následujícími předpoklady:

.3.1 Musí se předpokládat, že loď najela na mělčinu s nulovým sklonem a náklonem, s ponorem na mělčině před přílivovou změnou rovnajícím se ponoru na čáře ponoru naložené lodi d_s.

.3.2 Hladina nákladu po poškození se vypočte následovně:

$$h_c = \frac{(d_S + t_c - Z_l)(\rho_s) - \frac{1{,}000p}{g}}{\rho_n}$$

kde:

h_c = výška nákladu ropných látek nad Z_l v metrech;

t_c = přílivová změna, v metrech. Snížení přílivu se vyjádří jako záporné hodnoty;

Z_l = výška nejnižšího bodu v nákladové nádrži nad základní linií, v metrech;

p_s = hustota mořské vody, která se bere jako 1.025 kg/m^3;

p = je-li nainstalován systém s inertním plynem, normální přetlak (v kPa) se bude brát jako ne menší než 5 kPa. Pokud systém s inertním plynem nainstalován není, lze přetlak brát jako 0;

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g = gravitační zrychlení, které se bere jako 9,81 m/s^2 a

p_n = jmenovitá hustota ropných látek v nákladu vypočítaná v souladu s odstavcem 4.4 tohoto pravidla.

.3.3 U nákladových nádrží ohraničených dnovou obšívkou, pokud není prokázáno jinak, musí být výtok ropných látek $O_{B(i)}$ brán jako menší než 1 % z celkového objemu nákladu ropných látek naloženého do nákladové nádrže *i*, aby se přihlédlo ke ztrátám při počátečním přečerpávání a dynamickým efektům v důsledku proudu a vln.

.4 V případě poškození dna, se může část výtoku z nákladové nádrže zachytit v úsecích, které nejsou pro ropu určeny. Tento efekt je aproximován použitím faktoru $C_{DB(i)}$ pro každou nádrž, který se bere následovně:

$C_{DB(i)}$ = 0,6 u nákladových nádrží ohraničených zespodu úseky, které nejsou pro ropné látky určeny;

$C_{DB(i)}$ = 1,0 u nákladových nádrží ohraničených dnovou obšívkou.

8 Pravděpodobnost P_s porušení úseku poškozením boku se vypočte následovně:

.1 $P_S = P_{SL} \cdot P_{SV} \cdot P_{ST}$

kde:

$P_{SL} = 1 - P_{sf} - P_{Sa}$ = pravděpodobnost, že se poškození rozšíří na podélnou zónu ohraničenou X_a a X_f;

$P_{SV} = 1 - P_{Su} - P_{Sl}$ = pravděpodobnost, že se poškození rozšíří na vertikální zónu ohraničenou Z_l a Z_u a

$P_{ST} = 1 - P_{Sy}$ = pravděpodobnost, že se poškození rozšíří příčně za hranici definovanou *y*.

.2 P_{Sa}, P_{Sf}, P_{Su}, P_{Sl} a P_{Sy} se určí lineární interpolací z tabulek pravděpodobností pro poškození boku uvedených v odstavci 8.3 tohoto pravidla, kde:

P_{Sa} = pravděpodobnost, že poškození bude ležet zcela za místem $\frac{X_a}{L}$;

P_{Sf} = pravděpodobnost, že poškození bude ležet zcela před místem $\frac{X_f}{L}$;

P_{Sl} = pravděpodobnost, že poškození bude ležet zcela pod nádrží;

P_{Su} = pravděpodobnost, že poškození bude ležet zcela nad nádrží a

P_{Sy} = pravděpodobnost, že poškození bude ležet zcela mimo nádrž.

Hranice úseku X_a, X_f, Z_l, Z_u a y se získají následujícím způsobem:

X_a = podélná vzdálenost od zadního terminálu L k nejzadnějšímu bodu na posuzovaném úseku, v metrech;

X_f = podélná vzdálenost od zadního terminálu L k nejpřednějšímu bodu na posuzovaném úseku, v metrech;

Z_l = svislá vzdálenost od konstrukční základní linie k nejnižšímu bodu na posuzovaném úseku, v metrech.

Z_u = svislá vzdálenost od konstrukční základní linie k nejvyššímu bodu na posuzovaném úseku, v metrech. Bude se uvažovat, že Z_u není větší než D_S a

y = minimální horizontální vzdálenost měřená kolmo k ose mezi posuzovaným úsekem a boční obšívkou, v metrech.*

.3 Tabulky pravděpodobností poškození boku

$\frac{X_a}{L}$	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

$\frac{X_f}{L}$	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

$\frac{Z_l}{D_S}$	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

$\frac{Z_u}{D_S}$	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

P_{Sy} se vypočítá následovně:

$$P_{Sy} = \left(24.96 - \frac{199.6y}{B_S}\right)\left(\frac{y}{B_S}\right) \quad \text{pro } \frac{y}{B_S} \leq 0{,}05$$

$$P_{Sy} = 0.749 + \left(5 - 44.4\left(\frac{y}{B_S} - 0.05\right)\right)\left(\frac{y}{B_S} - 0.05\right) \quad \text{pro } 0{,}05 < \frac{y}{B_S} < 0{,}1$$

* U uspořádání se symetrickými tanky, se uvažují poškození jen pro jeden bok lodi. V tomto případě se budou veškeré rozměry „y“ měřit od tohoto boku. U asymetrických uspořádání se odkazuje na Vysvětlivky k záležitostem týkajícím se průběhu havarijního výtoku ropné látky přijaté usnesením Organizace MEPC.122(52), ve znění pozdějších předpisů.

$$P_{Sy} = 0.888 + 0.56\left(\frac{y}{B_S} - 0.1\right) \qquad \text{pro } \frac{y}{B_S} > 0{,}1$$

Bude se uvažovat, že P_{Sy} není větší než 1.

9 Pravděpodobnost P_B porušení úseku poškozením dna se vypočte následovně:

.1 $P_B = P_{BL} \cdot P_{BT} \cdot P_{BV}$

kde:

P_{BL} = 1 - P_{Bf} - P_{Ba} = pravděpodobnost, že se poškození rozšíří na podélnou zónu ohraničenou X_a a X_f;

P_{BT} = 1 - P_{Bp} - P_{Bs} = pravděpodobnost, že se poškození rozšíří na příčnou zónu

ohraničenou Y_p a Y_s a

P_{BV} = 1 - P_{Bz} = pravděpodobnost, že se poškození rozšíří svisle nad hranici definovanou z.

.2 P_{Ba}, P_{Bf}, P_{Bp}, P_{Bs} a P_{Bz} se určí lineární interpolací z tabulek pravděpodobností pro poškození dna uvedených v odstavci 9.3 tohoto pravidla, kde:

P_{Ba} = pravděpodobnost, že poškození bude ležet zcela za místem $\frac{X_a}{L}$;

P_{Bf} = pravděpodobnost, že poškození bude ležet zcela před místem X_f/L;

P_{Bp} = pravděpodobnost, že poškození bude ležet zcela vlevo od nádrže;

P_{Bs} = pravděpodobnost, že poškození bude ležet zcela vpravo od nádrže a

P_{Bz} = pravděpodobnost, že poškození bude ležet zcela pod nádrží.

Hranice úseku X_a, X_f, Y_p, Y_s a z se získají následujícím způsobem:

hodnoty X_a a X_f jsou takové, jak je definováno v odstavci 8.2 tohoto pravidla;

Y_p = příčná vzdálenost od bodu nejvíce vlevo na úseku nacházejícím se na nebo pod čarou ponoru d_B ke svislé rovině nacházející se $B_B/2$ k pravoboku od osy lodi, v metrech;

Y_s = příčná vzdálenost od bodu nejvíce vpravo na úseku nacházejícím se na nebo pod čarou ponoru d_B ke svislé rovině nacházející se $B_B/2$ vpravo od osy lodi, v metrech, a

z = minimální hodnota z po celé délce úseku, kde v každém podélném místě je z svislá vzdálenost od spodního bodu dnové obšívky v tomto podélném místě ke spodnímu bodu úseku v tomto podélném místě, v metrech.

.3 Tabulky pravděpodobností poškození dna

$\frac{X_a}{L}$	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
0,70	0,289
0,75	0,344
0,80	0,409
0,85	0,482
0,90	0,565
0,95	0,658
1,00	0,761

$\frac{X_f}{L}$	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
0,70	0,413
0,75	0,333
0,80	0,252
0,85	0,170
0,90	0,089
0,95	0,026
1,00	0,000

$\frac{Y_p}{B_g}$	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
0,70	0,171
0,75	0,133
0,80	0,097
0,85	0,063
0,90	0,032
0,95	0,009
1,00	0,000

$\frac{Y_s}{B_g}$	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	0,544
0,75	0,594
0,80	0,644
0,85	0,694
0,90	0,744
0,95	0,794
1,00	0,844

P_{Bz} se vypočítá následovně:

$$P_{Bz} = \left(14.5 - \frac{67z}{D_S}\right)\left(\frac{z}{D_S}\right) \quad \text{pro } \frac{z}{D_S} \leq 0{,}1,$$

$$P_{Bz} = 0.78 + 1.1\left(\frac{z}{D_S} - 0.1\right) \quad \text{pro } \frac{z}{D_S} > 0{,}1.$$

Bude se uvažovat, že P_{Bz} není větší než 1.

10 Toto pravidlo využívá zjednodušený pravděpodobnostní přístup tam, kde se provádí shrnutí příspěvků k průměrné výtoku z každé nákladové nádrže. U některých konstrukcí, například u konstrukcí charakterizovaných výskytem schodů/osazení v přepážkách/palubách a šikmých přepážek a/nebo výrazných zakřivení trupu, mohou být vhodné přísnější. V těchto případech lze použít jeden z následujících postupů výpočtu:

.1 Pravděpodobnosti uvedené v 8 a 9 výše lze vypočítat s větší přesností díky použití hypotetických dílčích úseků.*

.2 Pravděpodobnosti uvedené v 8 a 9 výše lze vypočítat přímým použitím funkcí pravděpodobnosti hustoty obsažených v Pokynech uvedených v pravidle 19.5.

.3 Průběh výtoku ropných látek lze vyhodnotit v souladu s metodou popsanou v Pokynech uvedených v pravidle 19.5.

11 Následující ustanovení týkající se uspořádání potrubí ujednání se bude vztahovat na:

.1 Potrubní vedení, která jsou vedena přes nákladové nádrže ve vzdálenosti menší než

* Odkazuje na Vysvětlivky k záležitostem týkajícím se průběhu havarijního výtoku ropných látek přijaté usnesením Organizace MEPC.122(52), ve znění pozdějších předpisů.

$0{,}30B_S$ od boku lodi nebo méně než $0{,}30D_S$ od dna lodi musí být vybavena ventily nebo podobnými uzavíracími zařízeními na místech, kde se otevírají do libovolné nákladové nádrže. Tyto ventily musí být na moři uzavřeny kdykoli, kdy nádrže obsahují náklad ropných látek, vyjma případů, kdy mohou být otevřeny pouze pro přečerpání nákladu za účelem operací s nákladem.

.2 Snížení výtoku ropné látky přes systém nouzového rychlého přečerpání nákladu nebo jiný systém použitý ke snížení výtoku ropných látek v případě nehody lze vzít v úvahu pouze poté, co budou účinnost a bezpečnostní aspekty systému schváleny Organizací. Předložení ke schválení musí být provedeno v souladu s ustanoveními Pokynů uvedených v pravidle 19.5.

Pravidlo 24

Předpoklady poškození

1 Za účelem výpočtu hypotetického výtoku ropných látek z ropných tankerů v souladu s pravidly 25 a 26, budou se uvažovat tři rozměry rozsahu poškození rovnoběžnostěnu na boku a dně lodi části lodi, a to následovně. V případě poškození dna jsou stanoveny dvě podmínky, které mají být použity jednotlivě na uvedené části ropného tankeru.

.1 Poškození boku:

.1.1 Rozsah v podélné ose (I_C): $\frac{1}{3}L^{\frac{2}{3}}$ nebo 14,5 m, podle toho, která hodnota je menší

.1.2 Rozsah v příčné ose (t_C) (směrem dovnitř od boku lodi v pravém úhlu k ose na úrovni odpovídající stanovené letní výšce volného boku): $\frac{B}{5}$ nebo 11,5 m, podle toho, která hodnota je menší

.1.3 Rozsah ve svislé ose (v_C): Od základní linie vzhůru bez omezení

.2 Poškození dna:

	Pro 0,3L od přední svislice lodi	*Jakékoliv jiné části lodi*
.2.1 Rozsah v podélné ose (I_S):	$\frac{L}{10}$	$\frac{L}{10}$ nebo 5 m, podle toho, která hodnota je menší
.2.2 Rozsah v příčné ose (t_S):	$\frac{B}{6}$ nebo 10 m, podle toho, která hodnota je menší, ale ne méně než 5 m	5 m
.2.3 Rozsah ve svislé ose od základní linie (v_S):	$\frac{B}{15}$ nebo 6 m, podle toho, která hodnota je menší	

VIZ VÝKLAD 48

2 Kdykoli se symboly uvedené v tomto pravidle objeví v této kapitole, budou mít významy definované v tomto pravidle.

Pravidlo 25

Hypotetický výtok ropných látek

VIZ VÝKLAD 49

1 Hypotetický výtok ropných látek v případě poškození boku (O_c) a poškození dna (O_s) se vypočítá podle následujícího vzorce s ohledem na úseky narušené poškozením všech myslitelných míst po celé délce lodi v rozsahu definovaném v pravidle 24 této přílohy.

.1 U poškození boku:

$$O_c = \sum W_i + \sum K_i C_i \qquad (I)$$

.2 U poškození dna:

$$O_s = \frac{1}{3}\left(\sum Z_i W_i + \sum Z_i C_i\right) \qquad (II)$$

kde:

W_i = objem boční nádrže, v metrech krychlových, u kterého se předpokládá narušení poškozením tak, jak je uvedeno v pravidle 24 této přílohy; hodnotu W_i u nádrže na oddělený balast lze považovat za nulovou.

C_i = objem středové nádrže, v metrech krychlových, u kterého se předpokládá narušení poškozením tak, jak je uvedeno v pravidle 24 této přílohy; hodnotu C_i u nádrže na oddělený balast lze považovat za nulovou.

$K_i = 1 - \frac{b_i}{t_c}$; když se b_i rovná nebo je větší než t_c, hodnota K_i se bude považovat za nulovou.

$Z_i = 1 - \frac{h_i}{v_s}$; když se h_i rovná nebo je větší než v_s, hodnota Z_i se bude považovat za nulovou.

b_i = šířka posuzované boční nádrže, v metrech, měřeno směrem dovnitř od boku lodi v kolmo k ose na úrovni odpovídající stanovené letní výšce volného boku.

h_i = minimální uvažovaného hloubka dvojitého dna, v metrech; tam, kde není žádné dvojité dno nainstalováno, hodnota h_i se bude považovat za nulovou.

Kdykoli se symboly uvedené v tomto odstavci objeví v této kapitole, budou mít význam definovaný v tomto pravidle.

VIZ VÝKLAD 50

2 Pokud se volný prostor nebo nádrž na oddělený balast o délce menší než l_c tak, jak je definováno v pravidle 24 této přílohy nachází mezi bočními nádržemi na ropné látky, lze O_c ve vzorci (I) vypočítat na základě objemu W_i, což je skutečný objem jedné takové nádrže (kdy jsou stejné velikosti) nebo menší ze dvou nádrží (v případě, že se liší v objemu) v blízkosti tohoto prostoru, což se vynásobí S_i tak, jak je definováno níže a při skutečném plném objemu všech ostatních bočních tancích zapojených v tomto nárazu.

$$S_i = 1 - \frac{l_i}{l_c}$$

kde l_i = délka, v metrech, posuzovaného volného prostoru nebo nádrže na oddělený balast.

3.1 Uznání bude uděleno jen s ohledem na nádrže dvojitého dna, které jsou buď prázdné nebo přepravující čistou vodu, když je náklad vezen v tancích výše.

3..2 V případě, že se dvojité dno nerozkládá po celé délce a šířce dotyčné nádrže, toto dvojité dno se bude považovat za nepřítomné a objem nádrží nad oblastí poškození dna se zahrne do vzorce (II), i když nádrž není považována za porušenou kvůli instalaci takového částečného dvojitého dna.

3.3 Sací jímky lze při stanovení hodnoty h_t zanedbat, a to za předpokladu, že tyto jímky nemají nadměrnou plochu a nesahají pod nádrž v délce minimální vzdálenosti a v žádném případě ne více než je polovina výšky dvojitého dna. Pokud hloubka takové jímky přesahuje polovinu výšky dvojitého dna, hodnota h_j se bude považovat za rovnající se výšce dvojitého dna mínus výška jímky.

Potrubní vedení, která slouží těmto jímkám, jsou-li nainstalována ve dvojitém dnu, musí být vybavena ventily nebo podobnými uzavíracími zařízeními na místech připojení k obsluhované nádrži, aby se zabránilo výtoku ropných látek v případě poškození potrubí. Toto potrubní vedení musí být nainstalováno co nejvýše od dnové obšívky. Tyto ventily musí být na moři uzavřeny kdykoli, kdy nádrže obsahují náklad ropných látek, vyjma případů, kdy mohou být otevřeny pouze pro přečerpání nákladu za účelem podélného vyvážení lodi.

VIZ VÝKLAD 51

4 V případě, kdy poškození dna zahrnuje současně čtyři středové nádrže, lze hodnotu O_s vypočítat podle následujícího vzorce:

$$O_s = \frac{1}{4}\left(\sum Z_i W_i + \sum Z_i C_i\right) \qquad \text{(III)}$$

5 Správní orgán může uznat jako snížení výtoku ropných látek v případě poškození dna nainstalovaný systém přečerpávání nákladu s nouzovým vysokým sacím výkonem v každé nádrži s nákladem ropné látky, která je schopna přečerpávání poškozené nádrže nebo nádrží do nádrží na oddělený balast nebo do dostupných nákladových nádrží, pokud lze zajistit, že tyto nádrže budou mít dostatek volného prostoru k plnění. Uznání tohoto systému by se řídilo schopností přečerpat do dvou hodin provozu ropu v množství rovnajícím se jedné polovině největšího z poškozených nádrží a dostupností odpovídající přijímací kapacity v balastních či nákladových nádržích. Uznání se omezí na povolení výpočtu O_s podle vzorce (III). Potrubí pro toto odsávání musí být instalováno nejméně ve výšce ne menší než vertikální rozsah poškození dna v_s. Správní orgán poskytne Organizaci informace týkající se jím přijatých opatření za účelem rozeslání ostatním smluvním stranám úmluvy.

6 Toto pravidlo se nebude vztahovat na ropné tankery dodané 1. ledna 2010 či později tak, jak je definováno v pravidle 1.28.8.

Pravidlo 26

Omezení velikosti a uspořádání nákladových nádrží

1 S výjimkou případů uvedených v odstavci 7 níže:

.1 každý ropný tanker o hrubé prostornosti 150 tun a více dodaný po 31. prosinci 1979 tak, jak definováno v pravidle 1.28.2 a

.2 každý ropný tanker o hrubé prostornosti 150 tun a více dodaný 31. prosinci 1979 či dříve tak, jak definováno v pravidle 1.28.1, který spadá do jedné z následujících kategorií:

.2.1 tanker, k jehož dodání došlo po 1. lednu 1977 nebo

.2.2 tanker, na který se vztahují obě následující podmínky:

.2.2.1 k dodání došlo nejpozději po 1. lednu 1977 a

.2.2.2 smlouva o stavbě je uzavřena po 1. lednu 1974 nebo, v případě neexistence smlouvy o stavbě, jehož kýl byl položen nebo tanker, který byl v

podobném stádiu stavby po 30. červenci 1974

musí splňovat ustanovení tohoto pravidla.

2 Nákladové nádrže ropných tankerů musí mít takovou velikost a uspořádání, aby hypotetický výtok O_C nebo O_S vypočtený v souladu s ustanoveními pravidel 25 této přílohy kdekoliv v délce lodi nepřesáhnul 30.000 m^3 nebo $400\sqrt[3]{DW}$, podle toho, která hodnota je větší, ale aby nepřesáhnul maximum 40.000 m^3.

3 Objem libovolné boční nádrže na náklad ropných látek u ropného tankeru nesmí překročit 75 % z mezí hypotetického výtoku ropných látek uvedených v odstavci 2 tohoto pravidla. Objem libovolné středové nádrže na náklad ropných látek nesmí překročit 50.000 m^3. Nicméně, u ropných tankerů s odděleným balastem tak, jak je definováno v pravidle 18 této přílohy, povolený objem boční nádrže na náklad ropných látek nacházejícího se mezi dvěma nádržemi na oddělený balast, každý přesahující délku l_c, může být zvýšen na maximální hranici hypotetického výtoku ropných látek, a to za předpokladu, že je šířka bočních nádrží přesahuje t_c.

4 Délka jednotlivých nákladových nádrží nesmí překročit 10 m nebo jednu z následujících hodnot, podle toho, která hodnota je větší:

.1 kde se uvnitř nákladových nádrží nenachází žádná podélná přepážka:
$\left(0.5\frac{b_i}{B} + 0.1\right)L$ ale nepřekročí 0,2L

.2 kde se uvnitř nákladových nádrží nachází středová podélná přepážka:
$\left(0.25\frac{b_i}{B} + 0.15\right)L$

.3 kde se uvnitř nákladových nádrží nachází dvě či více podélných přepážek:

.3.1 u bočních nákladových nádrží: 0,2L

.3.2 u středových nákladových nádrží:

.3.2.1 pokud se $\frac{b_i}{B}$ rovná nebo je větší než jedna pětina: 0,2L

.3.2.2 pokud je $\frac{b_i}{B}$ menší než jedna pětina:

.3.2.2.1 kde se nenachází žádná podélná přepážka:
$\left(0.5\frac{b_i}{B} + 0.1\right)L$

.3.2.2.2 kde se nachází středová podélná přepážka:
$\left(0.25\frac{b_i}{B} + 0.15\right)L$

b_i je minimální vzdálenost od boku lodi k vnější podélné přepážce dotyčné nádrže měřená uvnitř lodi kolmo k ose na úrovni odpovídající stanovené letní výšce volného boku.

5 Aby nedošlo k překročení omezení objemu stanovených v odstavcích 2, 3 a 4 tohoto pravidla a bez ohledu na přijatý druh nainstalovaného systému přečerpávání nákladu, když tento systém propojuje dva nebo více nákladových nádrží, musí být nainstalované ventily nebo jiné podobné uzavírací zařízení ke vzájemnému oddělení nádrží. Když je tanker na moři, tyto ventily nebo zařízení musí být uzavřeny.

6 Potrubní vedení, která běží přes nákladové nádrže ve vzdálenosti menší než 0.30Bs od boku lodi nebo méně než v_c od dna lodi musí být vybavena ventily nebo podobnými uzavíracími zařízeními na místech, kde se otevírají do libovolné nákladové nádrže. Tyto ventily musí být na moři uzavřeny kdykoli, kdy nádrže obsahují náklad ropných látek, vyjma případů, kdy mohou být otevřeny pouze pro přečerpání nákladu za účelem podélného vyvážení lodi.

7 Toto pravidlo se nebude vztahovat na ropné tankery dodané 1. ledna 2010 či později tak, jak je definováno v pravidle 1.28.8.

Pravidlo 27

Stabilita v neporušeném stavu

VIZ VÝKLAD 52

1 Každý ropný tanker o hrubé nosnosti 40,000 tun a více dodaný 1. února 2002 či později tak, jak je definováno v pravidle 1.28.7, musí splňovat kritéria stability v neporušeném stavu uvedená v odstavcích 1.1 a 1.2 tohoto pravidla, v případě potřeby, pro každý provozní ponor za nejhorších možných podmínek zatížení nákladem a balastem, a to v souladu s dobrou provozní praxí, včetně mezistupňů při přečerpávání kapalin. Za všech podmínek se musí předpokládat, že jsou balastní nádrže nevytížené.

.1 V přístavu, počáteční metacentrická výška GM_o, opravená o volnou hladinu měřenou při náklonu 0 °, nesmí být menší než 0,15 m;

.2 Na moři musí platit následující kritéria:

.2.1 plocha pod křivkou vzpřimujícího ramene páky (křivka GZ) nesmí být menší než 0,055 m·rad do θ = úhlu náklonu 30° a ne méně než 0,09 m·rad do θ = 40° nebo jiného úhlu zaplavení θ_f * je-li tento úhel menší než 40°. Navíc, plocha pod křivkou vzpřimujícího ramene páky (křivka GZ) mezi úhly náklonu 30° a 40° nebo mezi 30° a θ_f, je-li tento úhel menší než 40°, nesmí být menší než 0,03 m·rad;

.2.2 vzpřimující rameno páky GZ musí být nejméně 0,20 m při úhlu náklonu rovnajícím se nebo větším než 30°;

.2.3 maximální vyrovnávací rameno se vyskytuje při úhlu náklonu větším než 30°, ale ne menším než 25° a

.2.4 počáteční metacentrická výška GM_o, opravená o volnou hladinu měřenou při náklonu 0°, nesmí být menší než 0,15 m;

2 Požadavky odstavce 1 tohoto pravidla musí být splněny prostřednictvím konstrukčních opatření. U kombinovaných tankerů lze povolit jednoduché dodatkové provozní postupy.

3 Jednoduché dodatkové provozní postupy pro přečerpávání tekutin uvedené v odstavci 2 tohoto pravidla musí znamenat písemné postupy, které jsou k dispozici kapitánu a které:

.1 jsou schválené správním orgánem;

.2 označte nákladové nádrže a nádrže na balast, které mohou, za konkrétních podmínek přečerpávání kapaliny a možného rozmezí hustoty nákladu, být nevytížené a stále umožňovat splnění kritérií stability. Nevytížené nádrže se mohou lišit v průběhu přečerpávání kapalin a být v jakékoli kombinaci, a to za předpokladu, že splňují kritéria:

.3 bude snadno srozumitelné důstojníku pověřenému vedením přečerpávání kapalin;

.4 zajistí plánované postupy při přečerpávání nákladu/balastu;

.5 umožní porovnání dosažené a požadované stability pomocí funkčních kritérií stability v grafické nebo tabulkové formě;

.6 nevyžadují rozsáhlé matematické výpočty ze strany pověřeného důstojníka;

* θ_f je úhel náklonu při němž by se otvory v trupu nástavby nebo palubách, které nelze vodotěsně uzavřít, ponořily. Při použití tohoto kritéria, malé otvory, u kterých nemůže dojít k postupnému zaplavení, nemusí být považovány za otevřené.

.7 stanovit nápravná opatření, která mají být přijata pověřeným důstojníkem v případě odchylky od doporučených hodnot a v případě mimořádných situací a

.8 jsou viditelně zobrazeny ve schválené brožuře pro určení sklonu a stability a na řídící stanici přečerpávání nákladu/balastu a ve veškerém počítačového softwaru, pomocí kterého se provádějí výpočty stability.

Pravidlo 28

Dělení na úseky a stabilita při poškození

1 Každý ropný tanker dodaný po 31. prosinci 1979 tak, jak je definováno v pravidle 1.28.2, a o hrubé prostornosti 150 tun a více musí splňovat kritéria dělení na úseky a stability při poškození uvedená v odstavci 3 tohoto pravidla, po předpokládaném poškození boku tak, jak je definováno v odstavci 2 tohoto pravidla, pro každý provozní ponor, který odráží skutečné podmínky částečného nebo úplného zatížení v souladu se sklonem a pevností lodi, jakož i relativní hustoty na nákladu. Toto poškození se vztahuje na všechna myslitelná místa po délce lodi následovně:

.1 u tankerů o délce více než 225 metrů, kdekoli v délce lodi;

.2 u tankerů o délce více než 150 m, avšak nejvýše 225 m na délku, kdekoli po délce lodi, vyjma případů, které se týkají zadní nebo přední přepážky vymezující prostor strojovny umístěné na zádi. Prostor strojovny je nutné považovat za jeden zaplavitelný úsek a

.3 u tankerů nepřesahujících délku 150 metrů, kdekoli v délce lodi mezi sousedními příčnými přepážkami, s výjimkou prostoru strojovny. U tankerů o délce 100 m nebo méně, kde všechny požadavky uvedené v odstavci 3 tohoto pravidla nelze splnit aniž by podstatnému zhoršení provozních vlastností lodi, může správní orgán povolit zmírnění těchto požadavků.

Zátěžové podmínky v případech, kdy tanker nepřepravuje ropu v nákladových tancích, vyjma jakýchkoli ropných zbytků, nebude brán na zřetel.

VIZ VÝKLAD 53

2 Budou platit následující ustanovení týkající se rozsahu a charakteru předpokládaného poškození:

.1 Poškození boku:

.1.1 Rozsah v podélné ose: $\frac{1}{3}L^{\frac{2}{3}}$ nebo 14,5 m, podle toho, která hodnota je menší

.1.2 Rozsah v příčné ose $\frac{B}{5}$ nebo 11,5 m, podle toho, která hodnota je menší

(směrem dovnitř od boku lodi v pravém úhlu k ose na úrovni odpovídající stanovené letní výšce volného boku):

.1.3 Rozsah ve svislé ose: Od konstrukční linie dnové obšívky v ose vzhůru bez omezení

.2 Poškození dna:

	Pro 0,3L od přední svislice lodi	*Jakékoliv jiné části lodi*

.2.1 Rozsah v podélné ose:	$\frac{1}{3}L^{\frac{2}{3}}$, podle toho, která hodnota je menší	$\frac{1}{3}L^{\frac{2}{3}}$, podle toho, která hodnota je menší
.2.2 Rozsah v příčné ose:	$\frac{B}{6}$ nebo 10 m, podle toho, která hodnota je menší	$\frac{B}{6}$ nebo 5 m
.2.3 Rozsah ve svislé ose:	$\frac{B}{15}$ nebo 6 m, podle toho, která hodnota je menší, měřeno od konstrukční linie dnové obšívky v ose	$\frac{B}{15}$ nebo 6 m, podle toho, která hodnota je menší, měřeno od konstrukční linie dnové obšívky v ose

.3 Pokud by jakékoli poškození rozsahu menšího než je maximální rozsah poškození uvedený v pododstavcích 2.1 a 2.2 tohoto odstavce mělo za následek závažnější stav, toto poškození se musí brát v úvahu.

.4 V případě, že se předpokládá poškození týkající se příčných přepážek tak, jak je uvedeno v pododstavcích 1.1 a 1.2 tohoto pravidla, musí být příčné vodotěsné přepážky rozmístěny nejméně ve vzdálenosti rovnající se podélnému rozsahu předpokládaného poškození uvedenému v pododstavci 2.1 tohoto odstavce, aby je bylo možné považovat za účelné. Pokud jsou příčné přepážky rozmístěny v menší vzdálenosti, jedna nebo více z těchto přepážek v takovém rozsahu poškození se budou pro účely určení zaplavených úseků považovat za neexistující.

.5 V případě, že se předpokládá poškození mezi sousedícími příčnými vodotěsnými přepážkami tak, jak je uvedeno v pododstavci 1.3 tohoto pravidla, bude se předpokládat, že není poškozená žádná hlavní příčná přepážka nebo příčná přepážka vymezující boční nádrže nebo nádrže dvojitého dna, pokud:

.5.1 rozteč přilehlých přepážek není menší než je podélný rozsah předpokládaného poškození uvedený v pododstavci 2.1 tohoto odstavce nebo

.5.2 v příčné přepážce o délce více než 3,05 m, která se nachází v rozsahu proražení předpokládaného poškození, není schůdek nebo výklenek. Schůdek tvořený zadní protikolizní přepážkou a vrškem zadního kolizního prostoru se pro účely tohoto pravidla nebude nepovažovat za schůdek.

.6 Pokud se potrubí, vedení nebo tunely nacházejí v předpokládaném rozsahu poškození, musí být přijata opatření, aby se postupnému zaplavení nemohlo jimi rozšířit do jiných úseků jiného druhu než jsou předpokládané zaplavitelné úseky pro každý případ poškození.

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3 Bude se mít za to, že ropné tankery splňují kritéria stability při poškození, pokud jsou splněny následující požadavky:

.1 Konečná čára ponoru, s přihlédnutím k poklesu, sklonu a náklonu musí být níže než dolní okraj všech otvorů, kterými může dojít k postupnému zaplavení. Tyto otvory musí zahrnovat vzduchové potrubí a otvory, které jsou uzavřené pomocí vodotěsných dveří nebo poklopů palubních průlezů a nemusí zahrnovat otvory uzavřené pomocí vodotěsných poklopů průlezů a splachovacích průlezů, malé vodotěsné poklopů palubních průlezů nákladových nádrží, které udržují vysokou odolnost paluby, dálkově

ovládané vodotěsné posuvné dveře, a kruhová lodní okna, které nelze otevírat.

.2 V konečné fázi zaplavení nesmí úhel náklonu plynoucí z asymetrického zaplavení překročit 25 °, a to za předpokladu, že tento úhel může být zvýšen na 30 °, pokud nedojde k ponoření hrany paluby.

.3 Musí být zjištěna stabilita v konečné fázi zaplavení a lze ji považovat za dostatečnou, pokud křivka vzpřimujícího ramene páky má rozsah přinejmenším 20 ° nad rovnovážnou polohou ve spojení s maximální zbývajícím vzpřimujícím ramenem páky nejméně 0,1 m v rozsahu 20 °; plocha pod křivkou v tomto rozsahu nesmí být menší než 0,0175 m·rad. Nechráněné otvory nesmí být ponořeny v tomto rozsahu, pokud se dotčený prostor nebere jako zaplavený. V tomto rozsahu lze povolit ponoření libovolného z otvorů uvedených v pododstavci 3.1 tohoto odstavce a jiných otvorů, které lze vodotěsně uzavřít.

.4 Správní orgán se přesvědčí, že stabilita během přechodných etap zaplavení je dostatečná.

.5 Vyrovnávací opatření vyžadující mechanické prostředky, například ventily nebo příčné vyrovnávací trubky, jsou-li namontovány, se nepovažují pro účely zmenšení náklonu nebo dosažení minimálního rozsahu zbytkové stability, že splňují požadavky pododstavců 3.1, 3.2 a 3.3 tohoto odstavce a dostatečná zbytková stabilita musí být zachována ve všech fázích, kde se vyrovnávání využívá. Prostory, které jsou spojené potrubím velkém průřezu lze považovat za společné.

4 Požadavky odstavce 1 tohoto pravidla musí být potvrzeny výpočty, které berou v úvahu konstrukční vlastnosti lodi, uspořádání, konfiguraci a obsah poškozených úseků; a distribuci, relativní hustoty a účinek volné hladiny kapalin. Tyto výpočty musí být založeny na následujícím:

.1 V úvahu je nutné brát veškeré prázdné nebo částečně zaplněné nádrže, relativní hustoty přepravovaných nákladů, jakož i jakékoliv výtoky kapalin z poškozených úseků.

.2 Předpokládané propustnosti u zaplavených prostor v důsledku poškození budou následující:

Prostory	*Propustnosti*
Určené pro sklady	0,60
Určené k ubytování	0,95
Určené pro stroje	0,85
Volné prostory	0,95
Určené pro provozní kapaliny	0 až 0,95[*]
Určené pro jiné kapaliny	0 až 0,95*

.3 Vztlak všech nástaveb přímo nad poškozením boku se nebude brát v úvahu. Nezaplavené části nástaveb mimo rozsah poškození lze však brát v úvahu, a to za předpokladu, že jsou odděleny od poškozeného prostoru vodotěsnými přepážkami a že jsou splněny požadavky pododstavce .3.1 tohoto pravidla ve vztahu k těmto intaktním prostorům. Ve vodotěsných přepážkách v nástavbě mohou být přijatelné zavěšené vodotěsné dveře.

.4 Účinek volné hladiny se vypočítává při náklonu 5 ° pro každý jednotlivý úsek. Správní orgán může vyžadovat nebo umožnit opravy volné hladiny, které se vypočítají při úhlu náklonu větším než 5 ° pro částečně zaplněné nádrže.

.5 Při výpočtu účinku volné hladiny u spotřebních kapalin se bude mít za to, že u každého druhu kapaliny minimálně jeden pár příčných nebo jedna středová nádrže má volnou hladinu a nádrž nebo skupina nádrží, které se budou brát v úvahu musí být nádrže, kde je

[*] Propustnost částečně zaplněných úseků musí být v souladu s množstvím kapaliny v úseku přepravované. Kdykoliv poškození prorazí tank obsahující kapaliny, bude se mít za to, že obsah je z tohoto úseku zcela ztracen a nahrazen slanou vodou až do dosažení úrovně konečné rovnovážné roviny.

účinek volného hladiny největší.

5 Kapitán každého ropného tankeru, na který se vztahuje toto pravidlo a osoby odpovědné za ropný tanker bez vlastního pohonu, na který se vztahuje toto pravidlo musí poskytnout, ve schválené formě, následující:

.1 informace týkající se naložení a rozložení nákladu nezbytné k zajištění souladu s ustanoveními tohoto pravidla a

.2 údaje o schopnosti lodi splnit kritéria stability při poškození stanovená tímto pravidlem, včetně vlivu zmírnění, která mohou být povolena podle pododstavce 1.3 tohoto pravidla.

6 U ropných tankerů o hrubé nosnosti 20.000 tun a více dodaných 6. července 1996 či později tak, jak je definováno v pravidle 1.28.6, musí být předpoklady poškození uvedené v odstavci 2.2 tohoto pravidla doplněné následujícím předpokládaným poškození oblouku dna:

.1 rozsah v podélné ose:

.1.1 u lodí o hrubé nosnosti 75,000 tun a více:

0,6*L* měřeno od přední svislice lodi;

.1.2 u lodí o hrubé nosnosti menší než 75,000 tun:

0.4*L* měřeno od přední svislice lodi;

.2 rozsah v příčné ose: $\frac{B}{3}$ kdekoliv na dně;

.3 rozsah ve svislé ose: porušení vnějšího trupu.

Pravidlo 29

Odpadní nádrže

1 Na základě ustanovení odstavce 4 pravidla 3 této přílohy, ropné tankery o hrubé prostornosti 150 tun a více musí být vybaveny odpadní nádrží v souladu s požadavky odstavců 2.1 až 2.3 tohoto pravidla. U ropných tankerů dodaných 31. prosince 1979 či dříve tak, jak je definováno v pravidle 1.28.1, lze libovolnou nákladovou nádrž určit jako odpadní nádrž.

2.1 Je nutné zajistit odpovídající prostředky k čištění nákladových nádrží a k přečerpávání zbytků znečištěného balastu a výplachů z nákladových nádrží do odpadní nádrž schválené správním orgánem.

2.2 V tomto systému musí být zajištěno přečerpávání ropného odpadu do odpadní nádrže nebo skupiny odpadních nádrží takovým způsobem, aby veškeré odpadní vody vypuštěné do moře splňovaly ustanovení pravidla 34 této přílohy.

2.3 Uspořádání odpadní nádrže nebo skupiny odpadních nádrží musí mít objem nezbytný k zadržení odpadu tvořeného výplachy z nádrží, ropnými zbytky a zbytky znečištěného balastu. Celkový objem odpadní nádrže nebo nádrží nesmí být menší než 3 % přepravovaného objemu ropných látek lodi, kromě toho, že správní orgán může přijmout:

.1 2 % u ropných tankerů, kde jsou opatření pro výplachy z nádrží taková, že jakmile je odpadní nádrž (nebo nádrže) naplněna vodou z vymývání, tato voda je dostačující pro vymývání nádrží a případně pro zajištění hnací kapaliny pro odváděče, aniž by do systému vnikla dodatečná voda;

.2 2 %, kde jsou zajištěny nádrže na oddělený balast nebo vyčleněnými nádržemi na čistý balast splňující pravidlo 18 této přílohy nebo pokud je systém na čištění nákladových nádrží využívající vymývání zbytků surové ropy vybaven v souladu s pravidlem 33 této přílohy. Tento objem lze dále snížit na 1,5 % u ropných tankerů, kde jsou opatření pro splašky z nádrží taková, že jakmile je odpadní nádrž (nebo nádrže) naplněna vodou z

vymývání, tato voda je dostačující pro vymývání nádrží a případně pro zajištění hnací kapaliny pro odváděče, aniž by do systému vnikla dodatečná voda a

.3 1 % u kombinovaných tankerů, kde se náklad ropných látek přepravuje v tancích s hladkými stěnami. Tento objem lze dále snížit na 0,8 % tam, kde jsou opatření pro splašky z nádrží taková, že jakmile je odpadní nádrž (nebo nádrže) naplněna vodou z vymývání, tato voda je dostačující pro vymývání nádrže a případně pro zajištění hnací kapaliny pro odváděče, aniž by do systému vnikla dodatečná voda.

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2.4 Odpadní nádrže musí být konstruovány tak, zejména pokud jde o postavení vpustí, výpustí, klapek nebo přelivů, jsou-li nainstalovány, aby nedošlo k nadměrné turbulenci a strhávání ropných látek nebo emulze s vodou.

3 Ropné tankery o hrubé nosnosti 70,000 tun a více dodané po 31. prosinci 1979 tak, jak je definováno v pravidle 1.28.2, musí být vybaveny minimálně dvěma odpadními nádržemi.

Pravidlo 30

Čerpání, potrubí, opatření při vypouštění

1 U každého ropného tankeru musí být výtokové rozvodné potrubí pro připojení k zařízením pro odevzdávání látek z lodí určeným k vypouštění znečištěné balastové vody nebo vody znečištěné ropnými látkami umístěno na otevřené palubě na obou stranách lodi.

2 U každého ropného tankeru o hrubé prostornosti 150 tun a více, musí být potrubí pro vypouštění balastové vody nebo vody znečištěné ropnými látkami do moře z prostor nákladových nádrží, které může být povoleno v souladu s pravidlem 34 této přílohy, vedeno na otevřenou palubu nebo bok lodě nad čarou nejhlubšího ponoru s balastem. Lze přijmout různá opatření pro potrubí, která umožní provoz povoleným způsobem v pododstavcích 6.1 až 6.5 tohoto pravidla.

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3 U ropných tankerů o hrubé prostornosti 150 tun a více dodaných po 31. prosinci 1979 tak, jak je uvedeno v pravidle 1.28.2, musí být k dispozici prostředky pro zastavení vypouštění balastové vody nebo vody znečištěné ropnými látkami do moře z prostor nákladových nádrží, které se liší od vypouštění pod čarou ponoru podle odstavce 6 tohoto pravidla, z místa na horní palubě nebo výše umístěné tak, aby mohlo být použit rozvodné potrubí uvedené v odstavci 1 tohoto pravidla a vypouštění do moře z potrubí uvedeného v odstavci 2 tohoto článku vizuálně pozorováno. Prostředky k zastavení vypouštění nemusí být zajištěny na místě pozorování, pokud je zajištěn spolehlivý komunikační systém, například telefon nebo vysílačka, mezi místem pozorování a místem řízení vypouštění.

4 Každý ropný tanker dodaný po 1. červnu 1982 tak, jak je definováno v pravidle 1.28.4, u kterého se vyžaduje vybavení nádržemi na oddělený balast nebo vybavení systémem vymývání zbytků surové ropy, musí splňovat následující požadavky:

.1 musí být vybaven ropným potrubím zkonstruovaným a nainstalovaným tak, aby se minimalizovalo zadržování ropných látek ve vedení a

.2 musí být k dispozici prostředky k vyprázdnění všech nákladových čerpadel a všech ropných potrubí při ukončení vypouštění nákladu, v případně nutnosti připojení k začišťovacímu systému. Vyprazdňování potrubí a čerpadel musí být schopné vypouštění jak na pevnině tak do nákladové nádrže nebo odpadní nádrže. Pro vypouštění na břeh je nutné zajistit speciální potrubí s malým průměrem, které je nutné připojit k vnějším ventilům rozvodného potrubí lodi.

VIZ VÝKLAD 57

5 Každý tanker na surovou ropu dodaný 1. června 1982 či dříve tak, jak je definováno v pravidle 1.28.3, u kterého se vyžaduje vybavení nádržemi na oddělený balast nebo vybavení systémem vymývání zbytků surové ropy, musí splňovat ustanovení odstavce 4.2 tohoto pravidla.

6 Na každém ropném tankeru musí docházet k vypouštění balastové vody nebo vody znečištěné ropnými látkami z prostor nákladových nádrží nad čarou ponoru, vyjma následujících případů:

.1 Oddělený balast a čistý balast lze vypouštět pod čarou ponoru:

.1.1 v přístavech nebo v příbřežních terminálech nebo

.1.2 na moři samospádem nebo

.1.3 na moři pomocí čerpadel, pokud se výměna balastové vody vodní provádí na základě ustanovení pravidla D-1.1 Mezinárodní úmluvy o řízeném zacházení s lodní balastní vodou a usazeninami, a to za předpokladu, že je hladina balastové vody byla zkontrolována buď vizuálně nebo jinými prostředky bezprostředně před vypouštěním, aby se zajistilo, že nedošlo k žádnému znečištění ropnými látkami.

.2 Ropné tankery dodané 31. prosince 1979 či dříve tak, jak je definováno v pravidle 1.28.1, které nejsou bez úprav schopné vypouštět oddělený balast nad čarou ponoru mohou vypouštět oddělený balast pod čarou ponoru na moři, a to za předpokladu, že hladina balastové vody byla zkontrolována bezprostředně před vypouštěním, aby se zajistilo, že nedošlo k žádnému znečištění ropnými látkami.

.3 Ropné tankery dodané 1. června 1982 či dříve tak, jak je definováno v pravidle 1.28.3, provozované s vyčleněnými nádržemi na čistý balast, které nejsou bez úprav schopné vypouštět balastovou vodu vyčleněných nádrží pro čistý balast nad čarou ponoru, mohou vypouštět tento balast pod čarou ponoru na moři, a to za předpokladu, že hladina balastové vody byla zkontrolována v souladu s pravidlem 18.8.3 této přílohy.

.4 Na každém ropném tankeru na moři lze vypouštět znečištěnou balastovou vodu nebo vodu znečištěnou ropnými látkami z nádrží v nákladovém prostoru jiných druhů než jsou odpadní nádrže, a to samospádem pod čarou ponoru, za předpokladu, že uplynula dostatečná doba, aby došlo k separaci vody a ropných látek a balastová voda byla bezprostředně před vypouštěním zkontrolována pomocí detektoru rozhraní ropná látka/voda uvedeného v pravidle 32 této přílohy, aby se zajistilo, že výška této styčné plochy je taková, že vypouštění nepředstavuje žádné zvýšení rizika poškození mořského prostředí.

.5 Na ropných tankerech dodaných 31. prosince 1979 či dříve tak, jak je definováno v pravidle 1.28.1, lze na moři vypouštět znečištěnou balastovou vodu nebo vodu znečištěnou ropnými látkami z nádrží v nákladovém prostoru pod čarou ponoru, následně po nebo místo vypouštění způsobem uvedeným v pododstavci 6.4 tohoto odstavce, a to za předpokladu, že:

.5.1 část toku takové vody je veden trvalým potrubím na snadno dostupné místo na horní palubě nebo výše, kde může být během vypouštění vizuálně pozorován a

.5.2 tato zařízení částečně odděleného toku splňují požadavky stanovené správním orgánem, které musí obsahovat minimálně všechna ustanovení Specifikací pro navrhování, instalaci a provoz systému částečně odděleného toku pro omezení vypouštění mimo loď přijatých Organizací.*

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* Viz Dodatek 4 k Jednotným výkladům.

7 Každý ropný tanker o hrubé prostornosti 150 tun a více dodaný 1. ledna 2010 či později tak, jak je definováno v pravidle 1.28.8, který má nainstalovanou mořskou sací skříň, která je trvale připojena k nákladovému potrubnímu systému, musí být vybaven jednak ventilem mořské sací skříně, tak i palubním uzavíracím ventilem. Kromě těchto ventilů musí existovat možnost izolace mořské sací skříně od nákladového potrubního systému, když tanker nakládá, přepravuje nebo vykládá náklad pomocí spolehlivého prostředku splňujícího požadavky správního orgánu. Tyto spolehlivé prostředky představují zařízení, které je instalováno do potrubního systému, aby se za všech okolností zabránilo naplnění úseku potrubí mezi ventilem mořské sací skříně a palubním ventilem nákladem.

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Část B – Vybavení

Pravidlo 31

Systém sledování a řízení vypouštění ropných látek

1 Na základě ustanovení odstavců 4 a 5 pravidla 3 této přílohy, ropné tankery o hrubé prostornosti 150 tun a více musí být vybaveny systémem sledování a řízení vypouštění ropných látek schváleným správním orgánem.

2 Při posuzování konstrukce měřiče obsahu ropných látek, který bude zabudován do tohoto systému musí správní orgán postupovat s ohledem na specifikaci doporučenou Organizací.* Systém musí být vybaven záznamovým zařízením poskytujícím průběžný záznam vypouštění v litrech za námořní míli a celkové vypuštěné množství nebo obsah ropných látek a rychlost vypouštění. Tento záznam musí být identifikovatelný ohledně času a data a musí být uchováván po dobu nejméně tří let. Systém sledování a řízení vypouštění ropných látek musí být uveden do provozu, když dojde k nějakému vypouštění odpadních vod do moře, a musí být takového druhu, aby zajistil, že jakékoliv vypouštění ropných směsí se automaticky zastaví, když okamžitá rychlost vypouštění ropných látek překročí hodnoty povolené pravidlem 34 této přílohy. Jakékoliv selhání tohoto systému sledování a řízení musí zastavit vypouštění. V případě selhání systému sledování a řízení vypouštění ropných látek lze použít alternativní manuální metodu, ale vadná jednotka musí co nejdříve uvedena do provozu. Na základě povolení ze strany orgánu přístavního státu může tanker s vadným systémem sledování a řízení vypouštění ropných látek podniknout jednu balastní plavbu před tím, než bude pokračovat do opravárenského přístavu.

3 Systém sledování a řízení vypouštění ropných látek musí být navržen a nainstalován v souladu s pokyny a specifikacemi pro systémy sledování a řízení vypouštění ropných látek pro ropné tankery vypracované Organizací.† Správní orgány mohou přijmout zvláštní opatření, která jsou uvedena v Pokynech a specifikacích.

4 Pokyny týkající se fungování tohoto systému musí být v souladu s provozní příručkou schválenou správním orgánem. Zahrnují příručku a také automatické operace a budou určeny k zajištění toho, aby nikdy nedocházelo k vypouštění ropných látek vyjma případů, kdy je to v souladu s podmínkami stanovenými v pravidle 34 této přílohy.

Pravidlo 32

Detektor rozhraní ropná látka/voda‡

Na základě ustanovení odstavců 4 a 5 pravidla 3 této přílohy, ropné tankery o hrubé prostornosti 150 tun a více musí být vybaveny účinnými detektory rozhraní ropná látka/voda schválenými správním orgánem pro rychlé a přesné určení rozhraní ropná látka/voda v odpadních tancích a které musí být k dispozici pro použití v jiných tancích, kde se provádí separaci ropných látek od vody a ze které jsou určeny k vypouštění odpadních vod přímo do moře.

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* Pokud jde o měřiče obsahu nainstalované na ropných tankerech postavených před 2. říjnem 1986 naleznete v Doporučení o mezinárodních funkčních a zkušebních specifikacích pro zařízení oddělování ropnými látkami znečištěné vody a měřičů obsahu ropných látek přijatých usnesením Organizace A.393 (X). Pokud jde o měřiče obsahu ropných látek jako součást systémů sledování a řízení vypouštění nainstalované na ropných tankerech postavených 2. října 1986 či později, viz Pokyny a specifikace pro systémy sledování a řízení vypouštění pro ropné tankery přijaté usnesením Organizace A.586(14). Pokud jde o měřiče obsahu ropných látek jako součást systémů sledování a řízení vypouštění nainstalované na ropných tankerech postavených 1. ledna 2005 či později, viz Upravené pokyny a specifikace pro systémy sledování a řízení vypouštění pro ropné tankery přijaté usnesením Organizace MEPC. 108(49).

† Viz Pokyny a specifikace pro systémy sledování a řízení vypouštění pro ropné tankery přijaté usnesením Organizace A.496(XII) nebo Upravené pokyny a specifikace pro systémy sledování a řízení vypouštění pro ropné tankery přijaté usnesením Organizace A.586(14) nebo Upravené pokyny a specifikace pro systémy sledování a řízení vypouštění pro ropné tankery přijaté usnesením Organizace MEPC.108(49) podle potřeby.

‡ Viz Specifikace pro detektory rozhraní ropná látka/voda přijaté usnesením Organizace MEPC.5(XIII).

Pravidlo 33

Požadavky na vymývání zbytků surové ropy

VIZ VÝKLAD 31

1 Každý ropný tanker o hrubé nosnosti 20.000 tun a více dodaný po 1. červnu 1982 tak, jak je definováno v pravidle 1.28.4, musí být vybaven systémem čištění nákladových nádrží pomocí vymýváním zbytků surové ropy. Správní orgán musí zajistit, aby systém zcela splňoval požadavky tohoto pravidla, a to do jednoho roku po té, co byl tanker poprvé použit při přepravě surové ropy nebo do konce třetí plavby s nákladem surové ropy vhodné pro vymývání zbytků surové ropy, podle toho, co nastane později.

2 Instalace systému vymývání zbytků surové ropy a souvisejících zařízení a opatření musí být splňovat požadavky stanovené správním orgánem. Tyto požadavky musí obsahovat minimálně všechna ustanovení Specifikací pro konstrukci, provoz a řízení systémů na vymývání zbytků surové ropy přijatých Organizací.* Když se nevyžaduje, aby loď, v souladu s odstavcem 1 tohoto pravidla, nebyla vybavena, ale vybavena je zařízením na vymývání zbytků surové ropy, musí splňovat bezpečnostní aspekty výše uvedených specifikací.

3 Každý systém na vymývání zbytků surové ropy, který musí být zajištěn v souladu s pravidlem 18.7 této přílohy, musí splňovat požadavky tohoto pravidla.

Část C - Omezení provozního vypouštění ropných látek

Pravidlo 34

Omezení vypouštění ropných látek

A Vypouštění mimo zvláštní oblasti

1 Na základě ustanovení pravidla 4 této přílohy a odstavce 2 tohoto pravidla, se jakékoliv vypouštění ropných látek nebo ropných směsí z nákladových prostorů ropných tankerů do moře zakazuje, vyjma případů, kdy jsou splněny následující podmínky:

.1 tanker se nenachází ve zvláštní oblasti;

.2 tanker se nachází více než 50 námořních mil od nejbližší pevniny;

.3 tanker pluje;

.4 okamžitá rychlost vypouštění ropných látek nepřesahuje 30 litrů na jednu námořní míli;

.5 celkové množství ropných látek vypuštěných do moře nepřesahuje, u tankerů dodaných 31. prosince 1979 či dříve tak, jak je definováno v pravidle 1.28.1, $\frac{1}{15.000}$ z celkového množství daného nákladu, jehož část tyto zbytky tvoří, a u tankerů dodaných po 31. prosinci 1979 tak, jak je definováno v pravidle 1.28.2, $\frac{1}{30.000}$ z celkového množství daného nákladu, jehož část tyto zbytky tvoří a

VIZ VÝKLAD 60

.6 tanker má v provozu systém sledování a řízení vypouštění ropných látek a odpadní nádrž tak, jak je požadováno v pravidlech 29 a 31 této přílohy.

2 Ustanovení odstavce 1 tohoto pravidla se nevztahují na vypouštění čistého nebo odděleného balastu.

* Viz upravené Specifikace pro konstrukci, provoz a řízení systémů na vymývání zbytků surové ropy přijatých usnesením Organizace A.446(XI) a pozměněné usnesením Organizace A.497(XII) a dále ve znění usnesení A.897(21).

B Vypouštění ve zvláštních oblastech

3 Na základě ustanovení pravidla 4 této přílohy, se jakékoliv vypouštění ropných látek nebo ropných směsí z nákladových prostorů ropných tankerů do moře zakazuje, nachází-li se ve speciální oblasti.[*]

4 Ustanovení odstavce 3 tohoto pravidla se nevztahují na vypouštění čistého nebo odděleného balastu.

5 Nic v tomto pravidle nebrání lodi na cestě, pouze jejíž část se nachází ve zvláštní oblasti, aby vypouštěla mimo zvláštní oblast v souladu s odstavcem 1 tohoto pravidla.

C Požadavky na ropné tankery o hrubé prostornosti 150 tun

6 Požadavky pravidel 29, 31 a 32 této přílohy se nebudou vztahovat na ropné tankery o hrubé prostornosti méně než 150 tun, u kterých se omezení vypouštění ropných látek podle tohoto pravidla provede uskladněním ropných látek na palubě s následným vypouštěním veškerých znečištěných výplachů do zařízení pro odevzdávání látek z lodí. Celkové množství ropných látek a vody použité pro vymývání a vrácené se do zásobní nádrže musí být vypuštěno do zařízení pro odevzdávání látek z lodí, pokud nebudou přijata vhodná opatření, která zajistí, aby případné odpadní vody, které mohou být vypuštěny do moře byly účinně sledovány k zajištění toho, že jsou splněna ustanovení tohoto pravidla.

D Všeobecné požadavky

7 Kdykoli jsou na nebo pod hladinou vody v bezprostřední blízkosti lodi nebo v její stopě pozorovány viditelné stopy ropných látek, vlády smluvních stran této úmluvy by měly, v rozsahu, v jakém jsou přiměřeně schopny učinit, rychle vyšetřil skutečnost týkající se toho, zdali došlo k porušení ustanovení tohoto pravidla. Toto šetření by mělo zahrnovat zejména vítr a podmínky na moři, dráhu a rychlost lodi, další možné zdroje viditelných stop v blízkosti a všechny příslušné záznamy o vypouštění ropných látek.

8 Látky vypouštěné do moře nesmí obsahovat chemické či jiné látky v množstvích nebo koncentracích, které jsou nebezpečné pro mořské prostředí, nebo chemické či jiné látky za účelem obcházení podmínek pro vypouštění stanovených v tomto pravidle.

9 Zbytky ropných látek, které nelze vypouštět do moře v souladu s odstavci 1 a 3 tohoto pravidla, musí být uskladněny na palubě pro následné vypouštění do zařízení pro odevzdávání látek z lodí.

Pravidlo 35

Činnosti při vymývání zbytků surové ropy

VIZ VÝKLAD 31

1 Každý ropný tanker provozovaný se systémy vymývání zbytků surové ropy musí být vybaven Příručkou k provozu a vybavení[†], která tento systém a vybavení popisuje a určuje provozní postupy. Tato příručka musí být ke spokojenosti správního orgánu a musí obsahovat veškeré informace uvedené ve specifikacích uvedených v pododstavci 2 pravidla 33 této přílohy. Pokud je provedena změna ovlivňující systém vymývání zbytků surové ropy, musí být odpovídajícím způsobem revidován i tato Příručka k provozu a vybavení.

2 Pokud jde o balastování nákladových nádrží, z dostatečného počtu nákladových nádrží je nutné

[*] Viz pravidlo 38.6.

[†] Viz Standardní formát Příručky k provozu a vybavení systému vymývání zbytků surové ropy, který přijal Výbor na ochranu životního prostředí v mořích usnesením Organizace MEPC.3(XII) ve znění usnesení MEPC.81(43).

vymýt zbytky surové ropy před každou plavbou s balastem, aby byla, s přihlédnutím k obchodnímu modelu tankeru a očekávaným meteorologickým podmínkám, balastová voda napuštěna jen do nákladových nádrží, ze kterých byly vymyty zbytky surové ropy.

3 Pokud ropný tanker přepravuje surovou ropu, která pro vymývání zbytků surové ropy není vhodná, musí ropný tanker provozovat systém vymývání zbytků surové ropy v souladu s Příručkou k provozu a vybavení.

Pravidlo 36

Kniha záznamů o manipulaci s ropnými látkami, část II - Manipulace s nákladem/balastem

1 Každý ropný tanker o hrubé prostornosti 150 tun a více musí být vybaven Knihou záznamů o manipulaci s ropnými látkami, část II. (Manipulace s nákladem/balastem). Kniha záznamů o manipulaci s ropnými látkami, část II, ať již je součástí oficiálního lodního deníku či jinak, musí být ve formě uvedené v dodatku III k této příloze.

2 Kniha záznamů o manipulaci s ropnými látkami, část II., musí být vyplňována při každé příležitosti, je-li nutné i pro jednotlivé nádrže, kdykoli na lodi dojde k následující manipulaci s nákladem/balastem:

.1 nakládce přepravované ropné látky;

.2 vnitřnímu přečerpávání přepravované ropné látky během plavby;

.3 vykládce přepravované ropné látky;

.4 balastování nákladových nádrží a vyčleněných nádrží na čistý balast;

.5 čištění nákladových nádrží, včetně vymývání zbytků surové ropy;

.6 vypouštění balastu, vyjma z nádrží na oddělený balast;

.7 vypouštění vody z odpadních nádrží;

.8 uzavření všech příslušných ventilů nebo podobných zařízení po vypouštění odpadní nádrže;

.9 uzavření ventilů nutných k oddělení vyčleněných nádrží na čistý balast od nákladových a začišťovacích vedení po vypouštění odpadní nádrže a

.10 odstraňování zbytků.

3 U ropných tankerů uvedených v pravidle 34.6 této přílohy, do Knihy záznamů o manipulaci s ropnými látkami, část II, musí být zaznamenáno celkové množství ropných látek a vody použité k vymývání a vrácené do zásobní nádrže.

4 V případě vypouštění ropných látek nebo ropných látek, jak je uvedeno v pravidle 4 této přílohy, nebo v případě havarijního nebo jiného mimořádného vypouštění ropných látek nevyňatého tímto pravidlem, do Knihy záznamů o manipulaci s ropnými látkami, část II, musí být zaneseno prohlášení o okolnostech a důvodech tohoto vypouštění.

5 Každá operace popsána v odstavci 2 tohoto pravidla musí být do Knihy záznamů o manipulaci s ropnými látkami, část II, zaznamenána úplně a bez prodlení proto, aby byly v knize uvedeny všechny položky týkající se dané operace. Každá dokončená operace musí být podepsána důstojníkem nebo důstojníky pověřenými danou operací a každá vyplněná stránka musí být podepsána kapitánem lodi. Položky v Knize záznamů o manipulaci s ropnými látkami, část II, musí být minimálně v angličtině, francouzštině nebo španělštině. Pokud se také provádějí záznamy v úředním jazyce státu, pod jehož vlajkou je loď oprávněna plout, tyto záznamy dostanou v případě sporu nebo nesrovnalostí přednost.

6 Do Knihy záznamů o manipulaci s ropnými látkami, část II, je nutné zanést veškerá selhání

systému sledování a řízení vypouštění.

7 Kniha záznamů o manipulaci s ropnými látkami musí být uložena na takovém místě, aby byla vždy v přiměřené době a snadno dostupná ke kontrole a, vyjma případů vlečení lodí bez posádky, musí být uložena na palubě lodi. Je třeba ji uschovávat po dobu tří let od provedení posledního záznamu.

8 Příslušný vládní orgán jedné smluvní strany úmluvy je oprávněn Knihu záznamů o manipulaci s ropnými látkami, část II, zkontrolovat na palubě libovolné lodi, na kterou se vztahuje tato příloha, když se tato loď nachází ve svém přístavu nebo příbřežním terminálu, a může pořídit kopii libovolného záznamu v této knize a může požádat velitele lodi, aby potvrdil, že tato kopie představuje věrnou kopii tohoto záznamu. Jakákoli takto pořízená kopie, která byla ověřena velitelem lodi jako věrnou kopii tohoto záznamu v Knize záznamů o manipulaci s ropnými látkami, část II, lodi, bude přípustná jako důkaz o skutečnostech uvedených v daném záznamu při libovolném soudním řízení. Kontrola Knihy záznamů o manipulaci s ropnými látkami, část II, a pořízení ověřené kopie příslušným orgánem podle tohoto odstavce musí být provedeny co nejrychleji, aniž by došlo ke zbytečnému zpoždění dané lodi.

9 U ropných tankerů o hrubé prostornosti méně než 150 tun provozovaných v souladu s pravidlem 34.6 této přílohy, musí Knihu záznamů o manipulaci s ropnými látkami zavést příslušný správní orgán.

Kapitola 5 – Zabraňování znečištění při mimořádné události se znečištěním ropnými látkami

Pravidlo 37

Palubní nouzový plán pro případ znečištění ropnými látkami

1 Každý ropný tanker o hrubé prostornosti 150 tun a více a každá loď jiného druhu než je ropný tanker, o hrubé prostornosti 400 tun a více musí nést palubní nouzový plán pro případ znečištění ropnými látkami schválený správním orgánem.

VIZ VÝKLAD 61

2 Tento plán musí být připraven na základě pokynů[*] vypracovaných Organizací a sepsán v pracovním jazyce kapitána a důstojníků lodi. Tento plán musí obsahovat minimálně:

.1 postup, který musí kapitán a jiné osoby pověřené velením lodi dodržovat při podávání zpráv o mimořádné události se znečištěním ropnými látkami tak, jak je požadováno v článku 8 a Protokolu I této úmluvy, a to na základě pokynů vypracovaných Organizací;[†]

.2 seznam orgánů nebo osob, které mají být kontaktovány v případě mimořádné události se znečištěním ropnými látkami;

.3 podrobný popis opatření, která musí okamžitě přijmout osoby na palubě, aby se snížilo nebo omezilo vypouštění ropných látek po mimořádných událostech a

.4 postupy a kontaktní bod na lodi pro koordinaci činností na palubě s národními a místními orgány v boji proti znečištění.

3 V případě lodí, na které se také vztahuje pravidlo 17 Přílohy II této úmluvy, musí být tento plán spojen s palubním nouzovým plánem pro případ znečištění moře škodlivými kapalnými látkami požadovaným podle pravidla 17 Přílohy II této úmluvy. V tomto případě bude název takového plánu „Palubní nouzový plán pro případ znečištění moře“.

4 Veškeré ropné tankery o hrubé nosnosti 5.000 tun nebo více musí umožňovat okamžitý přístup k počítačovým programům, umístěným na pevnině, na výpočet stability při poškození a zbytkové konstrukční pevnosti.

[*] Viz Pokyny pro přípravu palubních nouzových plánů pro případ znečištění ropnými látkami přijatých usnesením Organizace MEPC.54(32), ve znění usnesení MEPC.86(44).

[†] Viz Obecné zásady pro lodní systémy hlášení a požadavky na hlášení z lodí, včetně pokynů pro ohlašování mimořádných událostí zahrnujících nebezpečné věci, škodlivé látky anebo mořské prostředí znečišťující látky přijaté usnesením Organizace A.851(20), ve znění usnesení MEPC.138(53).

Kapitola 6 – Zařízení pro odevzdávání látek z lodí

Pravidlo 38

Zařízení pro odevzdávání látek z lodí

VIZ VÝKLAD 62

A Zařízení pro odevzdávání látek z lodí mimo zvláštní oblasti

1 Vláda každé smluvní strany této Úmluvy se zavazuje zajistit, že v nákladních ropných terminálech, opravárenských přístavech a v jiných přístavech, ve kterých se v lodích nachází ropné zbytky k vypuštění, budou k dispozici zařízení pro příjem těchto zbytků a ropných směsí, které zůstávají z ropných tankerů a jiných lodí, a to v přiměřeném* množství vyhovujícím potřebám jednotlivých lodí, které je využívají, aniž by docházelo k nepřiměřenému zpoždění lodí.

2 Zařízení pro odevzdávání látek z lodí v souladu s odstavcem 1 tohoto pravidla musí být k dispozici ve:

.1 všech přístavech a terminálech, kde se ropné látky nakládají do ropných tankerů, kdy tyto tankery bezprostředně před příjezdem dokončily plavbu s balastem v trvání nepřesahujícím 72 hod. nebo v délce nepřesahující 1.200 námořních mil;

.2 všech přístavech a terminálech, ve kterých se ropné látky jiného druhu než je surová ropa hromadně nakládá u průměrném množství více než 1.000 tun za den;

.3 všech přístavech, které mají opravárenské loděnice nebo zařízení na začišťování nádrží;

.4 všech přístavech a terminálech, které obsluhují lodě vybavené nádrží (nádržemi) na ropné zbytky (kal) vyžadovanou pravidlem 12 této přílohy;

.5 všech přístavech, pokud jde o stokové vody znečištěné ropnými látkami a jiné zbytky, které nelze vypouštět v souladu s pravidly 15 a 34 této přílohy a

.6 všech přístavech určených pro nakládku sypkých nákladů, pokud jde o ropné zbytky z kombinovaných tankerů, které nelze vypouštět v souladu s pravidlem 34 této přílohy.

3 Kapacita zařízení pro odevzdávání látek z lodí musí být následující:

.1 Nákladové terminály pro surovou ropu musí mít dostatek zařízení pro odevzdávání látek z lodí, která mohou přijímat ropu a ropných směsi, které nelze vypouštět v souladu s ustanoveními pravidel 34.1 této přílohy ze všech ropných tankerů na plavbách tak, jak je popsáno v odstavci 2.1 tohoto pravidla.

.2 Nákladové přístavy a terminály uvedené v odstavci 2.2 tohoto pravidla musí mít dostatek zařízení pro odevzdávání látek z lodí, která mohou přijímat ropu a ropné směsi, které nelze vypouštět v souladu s ustanoveními pravidel 34.1 této přílohy z ropných tankerů, které hromadně nakládají ropné látky jiného druhu než je surová ropa.

.3 Všechny přístavy, které mají opravárenské loděnice nebo zařízení na začišťování nádrží musí mít dostatek zařízení pro odevzdávání látek z lodí, která mohou přijímat ropné látky a ropné směsi, které zůstávají na palubě k odstranění z lodí před vstupem do těchto loděnic nebo zařízení.

.4 Veškerá zařízení k dispozici v přístavech a terminálech podle odstavce 2.4 tohoto pravidla musí být dostatečné kapacity pro příjem všech zbytků uskladněných na palubě podle pravidla 12 této přílohy ze všech lodí, u kterých lze očekávat, že do těchto přístavů a terminálů připlují.

.5 Všechna zařízení k dispozici v přístavech a terminálech podle tohoto pravidla musí být

* Viz usnesení MEPC.83(44) „Pokyny k zajištění přiměřenosti přístavních zařízení pro odevzdávání látek z lodí pro odpady".

dostatečné kapacity pro příjem ropnými látkami znečištěné stokové vody a jiných zbytků, které nelze vypouštět v souladu s pravidlem 15 této přílohy.

.6 Zařízení k dispozici v nákladových přístavech pro sypké náklady musí podle potřeby brát v úvahu zvláštní problémy kombinovaných tankerů.

B Zařízení pro odevzdávání látek z lodí v rámci zvláštních oblastí

4 Vláda každé smluvní strany této úmluvy, jejíž pobřeží hraničí s jakoukoliv uvedenou zvláštní oblastí musí zajistit, aby byly všechny ropné nákladové terminály a opravárenské přístavy v rámci zvláštní oblasti vybaveny zařízením s dostatečnou kapacitou pro příjem a zpracování veškerého znečištěného balastu a vody z promývání nádrží z ropných tankerů. Kromě toho musí být všechny přístavy v rámci zvláštního oblasti vybaveny odpovídajícími zařízeními pro odevzdávání látek z lodí pro příjem dalších zbytků a ropných směsí ze všech lodí. Tato zařízení musí mít dostatečnou* kapacitu tak, aby vyhovovala potřebám jednotlivých lodí, které je využívají, aniž by docházelo k jejich nepřiměřenému zpoždění.

5 Vláda každé smluvní strany této úmluvy, která má v rámci své pravomoci i vstupy do mořských vodních toků s profilem o nízké hloubce, které by mohly vyžadovat snížení ponoru vypouštěním balastu, musí zajistit přítomnost zařízení uvedených v odstavci 4 tohoto pravidla, avšak s podmínkou, že lodi nucené k vypuštění splašků nebo znečištěného balastu mohou podléhat určitým zpožděním.

6 S ohledem na oblast Rudého moře, oblast Perského zálivu,† oblast Adenského zálivu a Ománskou oblast Arabského moře:

.1 Každá smluvní strana oznámí Organizaci opatření přijatá na základě ustanovení odstavců 4 a 5 tohoto pravidla. Po obdržení dostatečných oznámení, musí Organizace stanovit datum, od kterého vstoupí v platnost požadavky na vypouštění uvedené v pravidlech 15 a 34 této přílohy, pokud jde o dané oblasti. Organizace oznámí všem smluvním stranám toto stanovené datum, a to nejméně dvanáct měsíců před tímto datem.

.2 V období mezi datem vstupu této úmluvy v platnost a tímto stanoveným datem musí lodě při plavbě ve zvláštní oblasti splňovat požadavky pravidla 15 a 34 této přílohy týkající se vypouštění mimo zvláštní oblasti.

.3 Po tomto datu ropné tankery nakládané v přístavech v těchto speciálních oblastech, kde tato zařízení nejsou dosud k dispozici, musí také zcela splňovat požadavky právních předpisů 15 a 34 této přílohy týkající se vypouštění ve zvláštních oblastech. Ropné tankery vstupující do těchto zvláštních oblastí za účely nakládky však musí vyvinout veškeré úsilí, aby do těchto oblastí vplouvaly pouze s čistým balastem na palubě.

.4 Po datu, kdy požadavky na danou zvláštní oblast vstoupí v platnost musí každá smluvní strana oznámit Organizaci, za účelem předání dotčeným smluvním stranám, všechny případy, kdy se tato zařízení zdají být nedostatečná.

.5 Nejméně by měla být zařízení pro odevzdávání látek z lodí tak, jak jsou předepsána v odstavcích 1, 2 a 3 tohoto pravidla, zřízena po uplynutí jednoho roku ode dne vstupu této úmluvy v platnost.

7 Bez ohledu na odstavce 4, 5 a 6 tohoto pravidla, na oblast Antarktidy se budou vztahovat následující pravidla:

.1 Vláda každé smluvní strany této úmluvy, z jejíž přístavů lodě odplouvají na cestu do nebo kam se vracejí z oblasti Antarktidy, se zavazuje zajistit co nejdříve zřízení odpovídajících zařízení pro příjem všech ropných zbytků (kalu), znečištěného balastu, vody z promývání

* Viz usnesení MEPC.83(44) „Pokyny k zajištění přiměřenosti přístavních zařízení pro odevzdávání látek z lodí pro odpady".

† MEPC rozhodl, usnesením MEPC.168(56), že požadavky na vypouštění pro zvláštní oblast Perského zálivu stanovené v pravidlech 15 a 34 této přílohy vstoupí v platnost dne 1. srpna 2008.

nádrží a jiných ropných zbytků a směsí ze všech lodí, aniž by docházelo k jejich nepřiměřenému zpoždění, a podle potřeby lodí, které je využívají.

.2 Vláda každé smluvní strany této úmluvy musí zajistit, aby všechny lodě plující pod její vlajkou byly před vstupem do prostoru Antarktidy vybaveny nádrží nebo nádržemi s dostatečnou kapacitou pro uchovávání všech ropných zbytků (kalů), znečištěného balastu, vody z promývání nádrží a jiných ropných zbytků a směsí na palubě, když působí v této oblasti a aby uzavřely dohody o vypouštění těchto ropných zbytků do zařízení pro odevzdávání látek z lodí po opuštění této oblasti.

C Všeobecné požadavky

8 Každá smluvní strana musí oznámit Organizaci, za účelem předání dotčeným smluvním stranám, všechny případy, kdy se zařízení zřízená podle tohoto pravidla zdají být nedostatečná.

Kapitola 7 – Zvláštní požadavky na pevné nebo plovoucí plošiny

Pravidlo 39

Zvláštní požadavky na pevné nebo plovoucí plošiny

VIZ VÝKLAD 63

1 Toto pravidlo se vztahuje na pevné nebo plovoucí plošiny, včetně vrtných souprav, plovoucí výrobních zařízení, skladovacích a vykládací zařízení (FPSO) využívaných pro příbřežní produkci a skladování ropných látek a na plovoucí skladovací jednotky (FSU) využívané pro příbřežní skladování vyprodukované ropné látky.

2 Pevné nebo plovoucí plošiny, jsou-li použity při průzkumu, využívání a souvisejícím příbřežním zpracování nerostných zdrojů z mořského dna, a jiné plošiny musí splňovat požadavky této přílohy vztahující se na lodě o hrubé prostornosti 400 tun a více jiného druhu než jsou ropné tankery, kromě toho, že:

.1 musí být vybaveny, pokud je to proveditelné, instalacemi vyžadovanými v pravidlech 12 a 14 této přílohy;

.2 musí vést záznamy o všech operacích zahrnujících vypouštění ropných látek nebo ropných směsí, a to ve formě schválené správním orgánem a

.3 na základě ustanovení pravidla 4 této přílohy se vypouštění ropných látek nebo ropných směsí do moře zakazuje, vyjma případů, kdy obsah ropných látek ve vypouštěné kapalině bez ředění nepřesahuje 15 miliontin.

3 Při ověřování souladu s touto přílohou ve vztahu k plošinám nakonfigurovaným jako FPSO nebo FSU, kromě požadavků uvedených v odstavci 2, by měly správní orgány brát v úvahu i pokyny vypracované Organizací.[*]

[*] Viz Pokyny pro použití revidovaných požadavků Přílohy I k MARPOL na FPSO a FSU přijatých Organizací usnesením MEPC. 139(53) ve znění usnesení MEPC.142(54).

Kapitola 8 – Zabraňování znečištění při přečerpávání nákladu ropných látek mezi tankery na moři

Pravidlo 40

Rozsah použití

1 Pravidla obsažená v této kapitole se vztahují na ropné tankery o hrubé prostornosti 150 tun a více využívané při přečerpávání nákladu ropných látek mezi ropnými tankery na moři (operace STS) a jejich operace STS prováděné 1. dubnu 2012 či později. Nicméně operace STS prováděné před tímto datem, ale po schválení Plánu operací STS ze strany správního orgánu požadovaného na základě pravidla 41.1 musí být co nejvíce v souladu s Plánem operací STS.

2 Pravidla obsažená v této kapitole se nevztahují operace při přečerpávání ropných látek související s pevnými nebo plovoucími plošinami, včetně vrtných souprav, plovoucích výrobních, skladovacích a vykládací zařízení (FPSO) využívaných pro příbřežní produkci a skladování ropných látek a na plovoucí skladovací jednotky (FSU) využívané pro příbřežní skladování vyprodukované ropné látky.

3 Pravidla obsažená v této kapitole se nevztahují na operace při doplňování.

4 Pravidla obsažená v této kapitole se nevztahují na operace STS nezbytné pro účely zajištění bezpečnosti lodi nebo záchrany života na moři nebo pro boj proti zvláštním mimořádným událostem se znečištěním za účelem minimalizace škod způsobených znečištěním.

5 Pravidla obsažená v této kapitole se nevztahují na operace STS, kterých se účastní buď válečná loď, pomocná válečná ani jiná loď vlastněná nebo provozovaná smluvním státem a využívaná, v daném okamžiku, pouze ke státním nekomerčním službám. Každý smluvní stát musí zajistit, přijetím příslušných opatření neovlivňujících provoz nebo provozní schopnosti takových lodí, aby operace STS probíhaly v souladu s touto kapitolou, nakolik je to přijatelné a proveditelné.

Pravidlo 41

Obecná pravidla týkající se bezpečnosti a ochrany životního prostředí

1 Každý ropný tanker zapojený do operací STS musí nést na palubě plán předepisující způsob, jak operace STS provádět (Plán operací STS) nejpozději ke dni provedení první výroční, průběžné nebo obnovovací inspekce lodi nebo 1. ledna 2011 či později. Každý Plán operací STS ropného tankeru musí být schválen správním orgánem. Plán operací STS musí být sepsán v pracovním jazyce lodi.

2 Plán operací STS musí být vypracován s ohledem na informace obsažené v pokynech pro osvědčené postupy pro operace STS určených Organizací.[*] Plán operací STS lze začlenit do stávajícího Systému řízení bezpečnosti podle kapitoly IX Mezinárodní úmluvy o bezpečnosti lidského života na moři z roku 1974, ve znění pozdějších předpisů, v případě, že se požadavek vztahuje na dotčený ropný tanker.

3 Každý ropný tanker podléhající ustanovením této kapitoly a účastnící se operací STS musí být v souladu s jeho Plánem operací STS.

4 Osoba v obecném poradním řízení operací STS musí být kvalifikována k provádění všech příslušných úkolů, a to s přihlédnutím ke kvalifikacím obsaženým v pokynech pro osvědčené postupy pro operace STS uvedených Organizací.

5 Záznamy[†] o operacích STS musí být uchovávány na palubě po dobu tří let a musí být snadno

[*] „Příručka ke znečištění ropnými látkami, oddíl I, Prevence“ vydaná IMO, ve znění pozdějších předpisů, a ICS a OCIMF „Příručka pro přečerpávání z lodě na loď, Ropné látky“, čtvrté vydání, 2005.

[†] Upravená Příloha I ke kapitolám 3 a 4 MARPOL (usnesení MEPC. 117(52)); požadavky na záznamy o operacích při doplňování a přečerpávání nákladu ropných látek do Knihy záznamů o manipulaci s ropnými látkami, a veškeré záznamy předepsané Plánem operací STS.

dostupné za účelem kontroly smluvní stranou této úmluvy.

Pravidlo 42

Oznamování

1 Každý ropný tanker podléhající ustanovením této kapitoly, který plánuje operace STS v teritoriálních vodách nebo výlučné ekonomické zóně smluvní strany této úmluvy musí oznámit plánované operace STS dané smluvní straně, a to nejméně 48 hod. předem. Pokud nejsou ve výjimečném případě všechny informace uvedené v odstavci 2 k dispozici nejméně 48 hod. předem, ropný tanker vypouštějící náklad ropné látky musí informovat smluvní stranu této úmluvy, nejméně 48 hod. předem, že budou prováděny operace STS a informace uvedené v odstavci 2 musí být poskytnuty dané smluvní straně při nejbližší příležitosti.

2 Oznámení uvedená v odstavci 1 tohoto pravidla* musí obsahovat minimálně následující informace:

.1 Jméno, vlajku, volací značku, identifikační číslo IMO a odhadovaný čas příjezdu ropných tankerů zapojených do operací STS;

.2 datum, čas a zeměpisnou polohu při zahájení plánovaných operací STS;

.3 zdali se operace STS budou provádět na kotvě nebo při plavbě;

.4 druh a jakost ropné látky;

.5 plánované trvání operací STS;

.6 identifikaci poskytovatele služeb operací STS nebo osoby v celkovém poradním řízení a kontaktní informace a

.7 potvrzení, že ropný tanker má na palubě Plán operací STS splňující požadavky pravidla 41.

3 Pokud se odhadovaná doba příjezdu ropného tankeru na místo nebo do oblasti pro operace STS změní o více než šest hodin, kapitán, majitel nebo jeho zástupce tohoto ropného tankeru předloží přepracovaný odhadovaný čas příjezdu smluvní straně této úmluvy uvedené v odstavci 1 tohoto pravidla.

* Národní provozní kontaktní místo tak, jak je uvedeno v dokumentu MSC-MEPC.6/Circ.9 ze dne 31. prosince 2010 nebo ve znění pozdějších úprav.

Kapitola 9 – Zvláštní požadavky na použití nebo přepravu ropných látek v oblasti Antarktidy

Pravidlo 43

Zvláštní požadavky na použití nebo přepravu ropných látek v oblasti Antarktidy

1 Vyjma plavidel, která se využívají při zajištění bezpečnosti lodí nebo při pátracích a záchranných operacích, hromadná přeprava jako nákladu nebo přeprava a použití jako paliva následujících:

.1 surové ropy s hustotou při 15 °C vyšší než 900 kg/m^3;

.2 ropných látek jiných druhů než je surová ropa, buď s hustotou při 15 °C vyšší než 900 kg/m^3 nebo s kinematickou viskozitou při 50 °C vyšší než 180 mm^2/s nebo

.3 bitumenu, dehtu a jejich emulzí,

se v oblasti Antarktidy zakazuje tak, jak je definováno v Příloze I, pravidlo 1.11.7.

2 Když předchozí operace zahrnovaly přepravu nebo použití ropných látek uvedených v odstavcích 1.1 až 1.3 tohoto pravidla, čištění nebo proplachování nádrží nebo potrubí se nevyžaduje.

Dodatky k Příloze I

Dodatek I

Seznam ropných látek[*]

Asfaltové roztoky
Mísící frakce
Pokrývačské tavidlo
Primární zbytek

Oleje
Vyčištěný
Surový olej
Směsi obsahující surový olej
Nafta
Pohonná ropná látka č. 4
Pohonná ropná látka č. 5
Pohonná ropná látka č. 6
Zbytková pohonná ropná látka
Silniční olej
Transformátorový olej
Aromatický olej (vyjma rostlinného oleje)
Mazací oleje a mísící frakce
Minerální olej
Motorový olej
Penetrační olej
Vřetenový olej
Turbínový olej

Destiláty
Primární
Okamžité východiskové produkty

Plynový olej
Krakovaný

Benzínové mísící frakce
Alkyláty – palivo
Reformáty
Polymer – palivo

Benzíny
Benzín z ropného plynu (přírodní)
Automobilní
Letecké
Primární
Pohonná ropná látka č. 1 (petrolej)
Pohonná ropná látka č. 1-D
Pohonná ropná látka č. 2
Pohonná ropná látka č. 2-D

Trysková paliva
JP-1 (petrolej)
JP-3
JP-4
JP-5 (petrolej, těžký)
Turbínové palivo
Petrolej
Lakový benzín

Nafta
Rozpouštědlo
Surový petrolej
Destilátový olej

[*] Tento seznam ropných látek nemusí být nutně považován za vyčerpávající.

Dodatek II

Formulář osvědčení IOPP a dodatků[*]

MEZINÁRODNÍ OSVĚDČENÍ O ZAMEZENÍ ZNEČIŠTĚNÍ ROPNÝMI LÁTKAMI

(*Poznámka:* Toto osvědčení musí být doplněno Záznamem o stavbě a vybavení)

Vydáno na základě ustanovení Mezinárodní úmluvy o zamezení znečištění z lodí z roku 1973 ve znění Protokolu z roku 1978, ve znění pozdějších předpisů, (dále jen „úmluva“) na základě pověření vlády státu:

……
……
(úplné označení státu)

kým .....
(úplné označení příslušné osoby nebo Organizace oprávněné podle ustanovení této úmluvy)

Údaje o lodi[†]

Jméno lodi .....

Volací znak nebo číslo .....

Rejstříkový přístav .....

Hrubá prostornost.....

Hrubá nosnost lodi (tuny)[‡] .....

Číslo IMO[§] .....

Typ lodi[**]

Ropný tanker
Loď jiného druhu než je ropný tanker s nákladovými nádržemi podléhajícími pravidlu 2.2 Přílohy I úmluvy
Loď jiná než kterýkoli z výše uvedených

TÍMTO SE POTVRZUJE:

1. Že loď podstoupila inspekci v souladu s pravidlem 6 Přílohy I úmluvy a
2. Že inspekce prokazuje, že konstrukce, vybavení, systémy, zařízení, uspořádání a materiál lodi a její stav jsou ve všech ohledech uspokojivé a že loď splňuje příslušné požadavky Přílohy I úmluvy.

Platnost tohoto osvědčení trvá do (dd/mm/rrrr)[††] .....
na základě inspekcí v souladu s pravidlem 6 Přílohy I úmluvy.

Datum dokončení inspekce, jež tvoří základ tohoto osvědčení (dd/mm/rrrr) .....

Místo vydání .....
(místo vydání osvědčení)

Datum (dd/mm/rrrr)……. ……..
(datum vydání) *(podpis řádně pověřeného úředníka vydávajícího toto osvědčení)*

(pečeť nebo razítko orgánu, podle potřeby)

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[*] Osvědčení IOPP (Mezinárodní osvědčení o zamezení znečištění ropnými látkami; dále jen „Osvědčení IOPP“) musí být alespoň v angličtině, francouzštině nebo španělštině. Pokud je také použit úřední jazyk vystavujícího státu, bude mít tento v případě sporu nebo nesrovnalosti přednost.

[†] Alternativně lze údaje o lodi vpisovat do polí vodorovně.

[‡] U ropných tankerů.

[§] Viz Schéma identifikačního čísla lodi IMO přijaté usnesením Organizace A.600(15).

[**] Nehodící se škrtněte.

[††] Vyplňte datum ukončení platnosti tak, jak je specifikováno správním orgánem v souladu s pravidlem 10.1 Přílohy I úmluvy. Den a měsíc tohoto data odpovídají výročnímu datu tak, jak je definováno v pravidle 1.27 Přílohy I úmluvy, pokud není upraveno v souladu s pravidlem 10.8 Přílohy I úmluvy.

POTVRZENÍ PRO VÝROČNÍ NEBO PRŮBĚŽNÉ INSPEKCE

TÍMTO SE POTVRZUJE, že při inspekci předepsané pravidlem 6 Přílohy I úmluvy bylo zjištěno, že loď splňuje příslušná ustanovení této úmluvy:

Výroční inspekce

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

Výroční/průběžná* inspekce

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

Výroční/průběžná* inspekce

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

Výroční inspekce

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

VÝROČNÍ/PRŮBĚŽNÁ INSPEKCE V SOULADU S PRAVIDLEM 10.8.3

TÍMTO SE POTVRZUJE, že při výroční/průběžné* inspekci v souladu s pravidlem 10.8.3 Přílohy I úmluvy bylo zjištěno, že loď splňuje příslušná ustanovení této úmluvy:

.....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

* Nehodící se škrtněte.

POTVRZENÍ K PRODLOUŽENÍ PLATNOSTI OSVĚDČENÍ, JE-LI PLATNÉ NA MÉNĚ NEŽ 5 LET V PŘÍPADECH, NA KTERÉ SE VZTAHUJE PRAVIDLO 10.3

Loď splňuje příslušná ustanovení této úmluvy, a toto osvědčení musí být přijato, v souladu s pravidlem 10.3 Přílohy I úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO PŘÍPADY, VE KTERÝCH BYLA DOKONČENA OBNOVOVACÍ INSPEKCE A PLATÍ PRAVIDLO 10.4

Loď splňuje příslušná ustanovení této úmluvy, a toto osvědčení musí být přijato, v souladu s pravidlem 10.4 Přílohy I úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO PRODLOUŽENÍ PLATNOSTI OSVĚDČENÍ PRO DOPLUTÍ DO INSPEKČNÍHO PŘÍSTAVU NEBO NA BODU ODKLADU, KDY PLATÍ PRAVIDLO 10.5 NEBO 10.6

Toto osvědčení musí být přijato, v souladu s pravidlem 10.5 nebo 10.6* Přílohy I úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO POSUNUTÍ VÝROČNÍHO DATA V PŘÍPADECH, VE KTERÝCH PLATÍ PRAVIDLO 10.8

V souladu s pravidlem 10.8 Přílohy I úmluvy bude nové výroční datum dne (dd/mm/rrrr) .....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

V souladu s pravidlem 10.8 Přílohy I úmluvy bude nové výroční datum dne (dd/mm/rrrr) .....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

* Nehodící se škrtněte.

Příloha

FORMULÁŘ A

Dodatek k Mezinárodnímu osvědčení o zamezení znečištění ropnými látkami (Osvědčení IOPP)

ZÁZNAM O STAVBĚ A VYBAVENÍ PRO LODĚ JINÝCH DRUHŮ NEŽ JSOU ROPNÉ TANKERY

pokud jde o ustanovení Přílohy I Mezinárodní úmluvy o zamezení znečištění z lodí z roku 1973, ve znění Protokolu z roku 1978 (dále jen „úmluva“).

Poznámky:

1 Tento formulář se musí využívat pro třetí typ lodí podle zařazení v Osvědčení IOPP, tj. „loď jiného druhu než je některá z výše uvedených“. U ropných tankerů a lodí jiných druhů než jsou ropné tankery s nákladovými nádržemi, které podléhají pravidlu 2.2 Přílohy I úmluvy se musí použít formulář B.

2 Tento Záznam musí být trvale připojen k Osvědčení IOPP. Osvědčení IOPP se musí vždy nacházet na palubě lodi.

3 Jazyk originálu Záznamu musí být alespoň v angličtině, francouzštině nebo španělštině. Pokud je také použit úřední jazyk vystavujícího státu, bude mít tento v případě sporu nebo nesrovnalosti přednost.

4 Záznamy v kolonkách se musí podle potřeby provádět vepsáním buď křížku (x) u odpovědí „ano“ a „platí“ nebo pomlčky (-) u odpovědí „ne“ a „neplatí“.

5 Pravidla uvedená v tomto Záznamu odkazují na pravidla Přílohy I Úmluvy a usnesení odkazují na usnesení přijatá Mezinárodní námořní Organizací.

1 Údaje o lodi

1.1 Jméno lodi .....

1.2 Volací znak nebo čísla.....

1.3 Rejstříkový přístav.....

1.4 Hrubá prostornost.....

1.5 Datum stavby:

1.5.1 Datum uzavření smlouvy o stavbě.....

1.5.2 Datum, kdy byl položen kýl nebo kdy loď byla v podobném stádiu stavby.....

1.5.3 Datum dodání.....

1.6 Velká přestavba (byla-li provedena):

1.6.1 Datum uzavření smlouvy o přestavbě.....

1.6.2 Datum zahájení přestavby.....

1.6.3 Datum dokončení přestavby.....

1.7 Loď byla přijata správním orgánem jako „loď dodaná 31. prosince 1979 či dříve“ na základě pravidla 1.28.1 kvůli nepředvídanému zpoždění při dodání..... ☐

2 Zařízení pro řízení vypouštění ropných látek ze stokových prostorů lodních strojoven a palivových nádrží (pravidla 16 a 14)

2.1 Přeprava balastové vody v palivových nádržích:

2.1.1 Loď může za normálních podmínek převážet balastovou vodu v palivových nádržích ..... ☐

2.2 Typ nainstalovaného odlučovače ropných látek:

2.2.1 Odlučovač ropných látek (15 miliontin) (pravidlo 14.6) ..... ☐

2.2.2Odlučovač ropných látek (15 miliontin) s výstražným a automatickým ochranným vypínačem (pravidlo 14.7) ..... ☐

2.3 Schvalovací standardy:

2.3.1 Separační/filtrační zařízení:

.1 bylo schváleno v souladu s usnesením A.393(X) ..... ☐

.2 bylo schváleno v souladu s usnesením MEPC.60(33) ..... ☐

.3 bylo schváleno v souladu s usnesením MEPC.107(49) ..... ☐

.4 bylo schváleno v souladu s usnesením A.233(VII) ..... ☐

.5 bylo schváleno v souladu s národními normami, které se nezakládají na usnesení A.393(X) nebo A.233(VII) ..... ☐

.6 nebylo schváleno ..... ☐

2.3.2 Provozní jednotka byla schválena v souladu s usnesením A.444(XI) ..... ☐

2.3.3 Měřič obsahu ropných látek:

.1 byl schválen v souladu s usnesením A.393(X) ..... ☐

.2 byl schválen v souladu s usnesením MEPC.60(33) ..... ☐

.3 byl schválen v souladu s usnesením MEPC.107(49) ..... ☐

2.4 Maximální propustnost systému je ..... m^3/hod.

2.5 Zřeknutí se pravidla 14:

2.5.1 Od požadavků pravidel 14.1 nebo 14.2 se upustí v případě lodi splňující pravidlo 14.5.

2.5.1.1Loď se provozuje výhradně pro plavby ve zvláštní oblasti (oblastech) ..... ☐

2.5.1.2 Loď je certifikována podle Mezinárodního bezpečnostního kodexu pro vysokorychlostní plavidla provozovaná na pravidelných linkách s trváním jízdy nepřesahujícím 24 hodin ..... ☐

2.5.2Loď je vybavena sběrnou nádrží (nádržemi) pro úplné uchovávání veškeré ropnými látkami znečištěné stokové vody na palubě, a to následovně:

Označení nádrže	**Umístění nádrže**		**Objem (m^3)**
	Žebra (od)-(do)	**Boční pozice**	
		Celkový objem:	**m^3**

2A.1 Loď musí být postavena v souladu s pravidlem 12A a splňovat požadavky:

odstavců 6 a buď 7 nebo 8 (konstrukce s dvojitým trupem) ..... ☐

odstavce 11 (průběh havarijního výtoku paliva) ..... ☐

2A.2 Loď nemusí splňovat požadavky pravidlem 12A ..... ☐

3 Prostředky pro uchovávání a odstraňování ropných zbytků (kalu) (pravidlo 12) **a sběrnou nádrží (nádržemi) na ropnými látkami znečištěnou stokovou vodu** [*]

[*] Viz Doporučení k mezinárodním funkčním a zkušebním specifikacím pro zařízení k separaci ropných látek znečištěné vody a měřičů obsahu ropných látek přijaté usnesením Organizace dne 14. listopadu 1977 usnesením A.393(X), které nahradilo usnesení A.233(VII). Dále se odkazuje na Pokyny a specifikace pro zařízení k zabránění znečišťování pro stokové prostory lodních strojoven přijaté Výborem na ochranu mořského prostředí Organizace prostřednictvím usnesení MEPC.60(33), které s účinností od 6. července 1993, nahradilo usnesení A.393(X) a A.444(XI), Pokyny a specifikace pro přídavná zařízení z roku 2011 k aktualizaci usnesení MEPC.60(33) – kompatibilní odlučovače ropných látek, přijaté prostřednictvím usnesení MEPC.205(62) a Upravené pokyny a specifikace pro zařízení k zabránění znečišťování pro stokové prostory lodních strojoven přijaté usnesením Výboru na ochranu mořského prostředí Organizace prostřednictvím usnesení MEPC.107 (49), které s účinností od 1. ledna 2005 nahradilo usnesení MEPC.60 (33), A.393 (X) a A.444 (XI).

Sběrný tank (tanky) na ropnými látkami znečištěnou stokovou vodu se úmluvou nevyžaduje; pokud takové tanky nainstalované jsou, musí být uvedeny v tabulce 3.3.

3.1 Loď je vybavena nádržemi na ropné zbytky (kal) k uchovávání ropných zbytků (kalu) na palubě, a to následovně:

Označení nádrže	**Umístění nádrže**		**Objem (m^3)**
	Žebra (od))-(do)	**Boční pozice**	
		Celkový objem:	**m^3**

3.2 Prostředky pro odstraňování ropných zbytků (kalu) uskladněných v nádržích na ropné zbytky (kal):

3.2.1 Spalovna ropných zbytků (kalu), maximální kapacita kW nebo kcal/h (nehodící se škrtněte) ..... ☐

3.2.2 Pomocný kotel vhodný pro spalování ropných zbytků (kalu) ..... ☐

3.2.3 Ostatní přijatelné prostředky, uveďte, které ..... ☐

3.3 Loď je vybavena sběrnou nádrží (nádržemi) pro uchovávání ropnými látkami znečištěné stokové vody na palubě, a to následovně:

Označení nádrže	**Umístění nádrže**		**Objem (m^3)**
	Žebra (od))-(do)	**Boční pozice**	
		Celkový objem:	**m^3**

4 Standardní vypouštěcí přípojka (pravidlo 13)

4.1 Loď je vybavena potrubím k vypouštění zbytků ze stoků strojoven a kalů do zařízení pro odevzdávání látek z lodí, opatřeným standardní vypouštěcí přípojkou v souladu s pravidlem 13 ..... ☐

5 Palubní nouzový plán pro případ znečištění ropnými látkami/moře (pravidlo 37)

5.1 Loď je vybavena palubním nouzovým plánem pro případ znečištění ropnými látkami/moře v souladu s pravidlem 37 ..... ☐

5.2 Loď je vybavena palubním nouzovým plánem pro případ znečištění moře v souladu s pravidlem 37.3 ..... ☐

6 Výjimka

6.1 Výjimky byly uděleny správním orgánem z požadavků v kapitole 3 Přílohy I úmluvy v souladu s pravidlem 3.1 na položky uvedené v odstavci (odstavcích) …….. tohoto Záznamu .... ☐

7 Ekvivalenty (pravidlo 5)

7.1 Výjimky byly uděleny správním orgánem pro určité požadavky Přílohy I na položky uvedené v odstavci (odstavcích) …… tohoto Záznamu ..... ☐

TÍMTO SE POTVRZUJE, že tento záznam je ve všech ohledech správný.

Místo vydání .....

(místo vydání Záznamu)

Datum (dd/mm/rrrr)……. ……..

(datum vydání) *(podpis řádně pověřeného úředníka vydávajícího tento Záznam)*

(pečeť nebo razítko orgánu, podle potřeby)

FORMULÁŘ B

Dodatek k Mezinárodnímu osvědčení o zamezení znečištění ropnými látkami
(Osvědčení IOPP)
ZÁZNAM O STAVBĚ A VYBAVENÍ PRO ROPNÉ TANKERY

pokud jde o ustanovení Přílohy I Mezinárodní úmluvy o zamezení znečištění z lodí z roku 1973, ve znění Protokolu z roku 1978 (dále jen „úmluva“).

Poznámky:

1 Tento formulář se musí využívat pro první dva typy lodí podle zařazení v Osvědčení IOPP, tj. „ropné tankery“ a „lodi jiných druhů než jsou ropné tankery s nákladovými nádržemi, které podléhají pravidlu 2.2 Přílohy I úmluvy“. Pro třetí typ lodí podle zařazení v Osvědčení IOPP, se použije formulář A.

2 Tento Záznam musí být trvale připojen k Osvědčení IOPP. Osvědčení IOPP se musí vždy nacházet na palubě lodi.

3 Jazyk originálu Záznamu musí být alespoň v angličtině, francouzštině nebo španělštině. Pokud je také použit úřední jazyk vystavujícího státu, bude mít tento v případě sporu nebo nesrovnalosti přednost.

4 Záznamy v kolonkách se musí podle potřeby provádět vepsáním buď křížku (x) u odpovědí „ano“ a „platí“ nebo pomlčky (-) u odpovědí „ne“ a „neplatí“.

5 Není-li uvedeno jinak, pravidla uvedená v tomto Záznamu odkazují na pravidla Přílohy I úmluvy a usnesení odkazují na usnesení přijatá Mezinárodní námořní Organizací.

1 **Údaje o lodi**

1.1 Jméno lodi .....

1.2 Volací znak nebo čísla.....

1.3 Rejstříkový přístav.....

1.4 Hrubá prostornost.....

1.5 Objem nákladu lodi .....(m3)

1.6 Hrubá nosnost lodi..... (tuny) (pravidlo 1.23)

1.7 Délka lodi ..... (m) (pravidlo 1.19)

1.8 Datum stavby:

1.8.1Datum uzavření smlouvy o stavbě.....

1.8.2Datum, kdy byl položen kýl nebo kdy loď byla v podobném stádiu stavby.....

1.8.3Datum dodání.....

1.9 Velká přestavba (byla-li provedena):

1.9.1Datum uzavření smlouvy o přestavbě.....

1.9.2 Datum zahájení přestavby.....

1.9.3 Datum dokončení přestavby.....

1.10 .....Nepředvídané zpoždění při dodání:

1.10.1 Loď byla přijata správním orgánem jako „loď dodaná 31. prosince 1979 či dříve“ na základě pravidla 1.28.1 kvůli nepředvídanému zpoždění při dodání.....☐

1.10.2Loď byla přijata správním orgánem jako „ropný tanker dodaný 1. července 1982 či dříve“ na základě pravidla 1.28.3 kvůli nepředvídanému zpoždění při dodání .....☐

1.10.3Loď nemusí splňovat požadavky pravidlem 26 kvůli nepředvídanému zpoždění při dodání☐

1.11 .....Typ lodi:

1.11.1 Tanker na surovou ropu .....☐

1.11.2 Tanker pro přepravu ropných produktů ..... ☐

1.11.3 Tanker pro přepravu ropných produktů nepřepravující pohonnou ropnou látku ani těžkou naftu tak, jak je uvedeno v pravidle 20.2, ani mazací olej ..... ☐

1.11.4 Tanker pro přepravu surové ropy/produktů ..... ☐

1.11.5 Kombinovaný tanker ..... ☐

1.11.6 Loď jiného druhu než je ropný tanker s nákladovými nádržemi, která podléhá pravidlu 2.2 Přílohy I úmluvy. ..... ☐

1.11.7 Ropný tanker vyhrazený k přepravě produktů uvedených v pravidle 2.4 ..... ☐

1.11.8 Loď, označená jako „tanker na surovou ropu“ provozovaný s COW (systém vymývání zbytků surové ropy; dále jen „COW“), se také označuje jako „tanker pro přepravu ropných produktů“ provozovaný s CBT (vyčleněné nádrže na čistý balast; dále jen „CBT“), pro který bylo také vystaveno zvláštní Osvědčení IOPP. ..... ☐

1.11.9 Loď, označená jako „tanker pro přepravu ropných produktů“ provozovaný s CBT, se také označuje jako „tanker na surovou ropu“ provozovaný s COW, pro který bylo také vystaveno zvláštní Osvědčení IOPP. ..... ☐

2 Zařízení pro řízení vypouštění ropných látek ze stokových prostorů lodních strojoven a palivových nádrží (pravidla 16 a 14)

2.1 Přeprava balastové vody v palivových nádržích:

2.1.1 Loď může za normálních podmínek převážet balastovou vodu v palivových nádržích ..... ☐

2.2 Typ nainstalovaného odlučovače ropných látek:

2.2.1 Odlučovač ropných látek (15 miliontin) (pravidlo 14.6) ..... ☐

2.2.2 Odlučovač ropných látek (15 miliontin) s výstražným a automatickým ochranným vypínačem (pravidlo 14.7) ..... ☐

2.3 Schvalovací standardy:[*]

2.3.1 Separační/filtrační zařízení:

.1 byl schválen v souladu s usnesením A.393(X) ..... ☐

.2 byl schválen v souladu s usnesením MEPC.60(33) ..... ☐

.3 byl schválen v souladu s usnesením MEPC.107(49)

.4 bylo schváleno v souladu s usnesením A.233(VII) ..... ☐

.5 bylo schváleno v souladu s národními normami, které se nezakládají na usnesení A.393(X) nebo A.233(VII) ..... ☐

.6 nebylo schváleno ..... ☐

2.3.2 Provozní jednotka byla schválena v souladu s usnesením A.444(XI) ..... ☐

2.3.3 Měřič obsahu ropných látek:

.1 byl schválen v souladu s usnesením A.393(X); ..... ☐

.2 byl schválen v souladu s usnesením MEPC.60(33); ..... ☐

.3 byl schválen v souladu s usnesením MEPC.107(49) ..... ☐

2.4 Maximální propustnost systému je ..... m^3/hod.

2.5 Zřeknutí se pravidla 14:

2.5.1 Od požadavků pravidla 14.1 nebo 14.2 se upustí v případě lodi splňující pravidlo 14.5.

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[*] Viz Doporučení k mezinárodním funkčním a zkušebním specifikacím pro zařízení k separaci ropných látek znečištěné vody a měřičů obsahu ropných látek přijaté usnesením Organizace dne 14. listopadu 1977 usnesením A.393(X), které nahradilo usnesení A.233(VII). Dále se odkazuje na Pokyny a specifikace pro zařízení k zabránění znečišťování pro stokové prostory lodních strojoven přijaté Výborem na ochranu mořského prostředí Organizace prostřednictvím usnesení MEPC.60(33), které s účinností od 6. července 1993, nahradilo usnesení A.393(X) a A.444(XI), Pokyny a specifikace pro přídavná zařízení z roku 2011 k aktualizaci usnesení MEPC.60(33) – kompatibilní odlučovače ropných látek, přijaté prostřednictvím usnesení MEPC.205(62) a Upravené pokyny a specifikace pro zařízení k zabránění znečišťování pro stokové prostory lodních strojoven přijaté usnesením Výboru na ochranu mořského prostředí Organizace prostřednictvím usnesení MEPC.107 (49), které s účinností od 1. ledna 2005 nahradilo usnesení MEPC.60 (33), A.393 (X) a A.444 (XI).

Loď se využívá výhradně pro plavby ve zvláštní oblasti (oblastech): ..... ☐

2.5.2 Loď je vybavena sběrnou nádrží (nádržemi) pro úplné uchovávání veškeré ropnými látkami znečištěné stokové vody na palubě, a to následovně: EH

Označení nádrže	**Umístění nádrže**		**Objem (m^3)**
	Žebra (od))-(do)	**Boční pozice**	
		Celkový objem:	**m^3**

2.5.3 .. Místo sběrné nádrže (nádrží) je loď vybavena zařízením k přečerpávání stokové vody do odpadní nádrže ..... ☐

2A.1 Loď musí být postavena v souladu s pravidlem 12A a splňovat požadavky:

odstavců 6 a buď 7 nebo 8 (konstrukce s dvojitým trupem) ..... ☐

odstavce 11 (průběh havarijního výtoku paliva) ..... ☐

2A.2 Loď nemusí splňovat požadavky dané pravidlem 12A ..... ☐

3 Prostředky pro uchovávání a odstraňování ropných zbytků (kalu) (pravidlo 12) **a sběrná nádrž (nádrže) na ropnými látkami znečištěnou stokovou vodu***

3.1 Loď je vybavena nádržemi na ropné zbytky (kal) k uchovávání ropných zbytků (kalu) na palubě, a to následovně:

Označení nádrže	Umístění nádrže		Objem (m^3)
	Žebra (od))-(do)	Boční pozice	
		Celkový objem:	**m^3**

3.2 Prostředky pro odstraňování ropných zbytků (kalu) uskladněných v nádržích na ropné zbytky (kal):

3.2.1 Spalovna ropných zbytků (kalu), maximální kapacita kW nebo kcal/h (nehodící se škrtněte) ..... ☐

3.2.2 Pomocný kotel vhodný pro spalování ropných zbytků (kalu) ..... ☐

3.2.3 Ostatní přijatelné prostředky, uveďte, které..... ☐

3.3 Loď je vybavena sběrnou nádrží (nádržemi) pro uchovávání ropnými látkami znečištěné stokové vody na palubě, a to následovně:

Označení nádrže	Umístění nádrže		Objem (m^3)
	Žebra (od))-(do)	Boční pozice	
		Celkový objem:	**m^3**

4 Standardní vypouštěcí přípojka (pravidlo 13)

4.1 Loď je vybavena potrubím k vypouštění zbytků ze stoků strojoven a kalů do zařízení pro odevzdávání látek z lodí, opatřeným standardní vypouštěcí přípojkou v souladu s pravidlem 13 ..... ☐

5 Konstrukce (pravidla 18, 19, 20, 23, 26, 27 a 28)

5.1 V souladu s požadavky pravidla 18 musí být loď:

5.1.1 vybavena SBT, PL a COW ..... ☐

5.1.2 vybavena SBT a PL ..... ☐

5.1.3 vybavena SBT ..... ☐

5.1.4 vybavena SBT nebo COW ..... ☐

5.1.5 vybavena SBT nebo COW ..... ☐

5.1.6 nemusí splňovat požadavky pravidla 18 ..... ☐

5.2 Nádrže na oddělený balast (SBT):

5.2.1 Loď je vybavena SBT v souladu s pravidlem 18 ..... ☐

5.2.2Loď je vybavena SBT (Nádrže na oddělený balast; dále jen „SBT“) v souladu s pravidlem 18, které jsou uspořádané na ochranných místech (dále jen „PL“) v souladu s pravidly 18.12 až 18.15 ..... ☐

5.2.3 SBT jsou rozložené následovně:

Nádrž	Objem (m^3)	Nádrž	Objem (m^3)
		Celkový objem:	**m^3**

* Sběrný tank (tanky) na ropnými látkami znečištěnou stokovou vodu se úmluvou nevyžadují; pokud takové tanky nainstalované jsou, musí být uvedeny v tabulce 3.3.

5.3 Vyčleněné nádrže na čistý balast (CBT):

5.3.1 Loď je vybavena CBT v souladu s pravidlem 18.8 a může být provozována jako tanker pro přepravu ropných produktů ..... ☐

5.3.2 CBT jsou rozložené následovně:

Nádrž	**Objem (m^3)**	**Nádrž**	**Objem (m^3)**
		Celkový objem:	**m^3**

5.3.3 Loď je vybavena Návodem k použití vyčleněné nádrže na čistý balast, který nese datum .... ☐

5.3.4 Loď má společné potrubí a čerpací zařízení pro balastování CBT a manipulaci s nákladem ropné látky ..... ☐

5.3.5 Loď má oddělené samostatné potrubí a čerpací zařízení pro balastování CBT…..... ☐

5.4 Systém vymývání zbytků surové ropy (COW):

5.4.1 Loď je vybavena systémem COW v souladu s pravidlem 33 ..... ☐

5.4.2 ...Loď je vybavena systémem COW v souladu s pravidlem 33 vyjma případů, kdy účinnost systému nebyla potvrzena v souladu s pravidlem 33.1 a odstavcem 4.2.10 Revidovaných specifikací COW (usnesení A.446(XI) ve znění usnesení A.497(XII) a A.897(21))..... ☐

5.4.3 Loď je vybavena platným Příručkou k provozu a vybavení pro vymývání zbytků surové ropy, která nese datum ..... ☐

5.4.4 Loď nemusí být vybavena COW, ale vybavena jimi je v souladu s bezpečnostními aspekty Revidovaných specifikací COW (usnesení A.446(XI) ve znění usnesení A.497(XII) a A.897(21)) ..... ☐

5.5 Výjimka z pravidla 18:

5.5.1 Loď se využívá výlučně při komerčních aktivitách mezi v souladu s pravidlem 2.5 a proto je osvobozena od požadavků pravidla 18 ..... ☐

5.5.2 Loď je provozována se zvláštními balastními zařízeními v souladu s pravidlem 18.10 a proto je osvobozena od požadavků pravidla 18 ..... ☐

5.6 Omezení rozměrů a uspořádání nákladových nádrží (pravidlo 26):

5.6.1 Loď musí být postavena v souladu s a splňuje požadavky pravidla 26 ..... ☐

5.6.2 Loď musí být postavena v souladu s a splňuje požadavky pravidla 26.4 (viz pravidlo 2.2) .. ☐

5.7 Dělení na úseky a stabilita (pravidlo 28):

5.7.1 Loď musí být postavena v souladu s a splňuje požadavky pravidla 28 ..... ☐

5.7.2 Informace a údaje požadované na základě pravidla 28.5 byly na loď dodány ve schválené formě ..... ☐

5.7.3 Loď musí být postavena v souladu s a splňuje požadavky pravidla 27 ..... ☐

5.7.4 Informace a údaje požadované na základě pravidla 27 pro kombinované tankery byly na loď dodány v písemné formě schválené správním orgánem ..... ☐

5.8 Konstrukce s dvojitým trupem:

5.8.1 Loď musí být postavena v souladu s pravidlem 19 a splňuje požadavky:

.1 odstavec 3 (konstrukce s dvojitým trupem)..... ☐

.2 odstavec 4 (tankery se střední výškou paluby a konstrukce s dvojitým bokem)..... ☐

.3 odstavec 5 (alternativní metoda schválená Výborem na ochranu životního prostředí v mořích) ..... ☐

5.8.2 Loď musí být postavena v souladu s a splňuje požadavky pravidla 19.6 ☐
5.8.3 Loď nemusí splňovat požadavky pravidla 19 ☐
5.8.4 Loď podléhá pravidlu 20 a
.1 musí splňovat ustanovení odstavců 2 až 5, 7 a 8 pravidla 19 a pravidla 28 pokud jde o odstavec 28.6 nejpozději ☐
.2 může být nadále provozována v souladu s pravidlem 20.5 až do ☐
.3 může být nadále provozována v souladu s pravidlem 20.7 až do ☐
5.8.5 Loď nepodléhá pravidlu 20 a:
.1 loď má hrubou nosnost menší než 5.000 tun ☐
.2 loď splňuje ustanovení pravidla 20.1.2 ☐
.3 loď splňuje ustanovení pravidla 20.1.3 ☐
5.8.6 Loď podléhá pravidlu 21 a:
.1 musí splňovat požadavky pravidla 21.4 nejpozději ☐
.2 může být nadále provozována v souladu s pravidlem 21.5 až do ☐
.3 může být nadále provozována v souladu s pravidlem 21.6.1 až do ☐
.4 může být nadále provozována v souladu s pravidlem 21.6.2 až do ☐
.5 je osvobozena od platnosti ustanovení pravidla 21 v souladu s pravidlem 21.7.2 .... ☐
5.8.7 Loď nepodléhá pravidlu 21 a:
.1 loď má hrubou nosnost menší než 600 tun ☐
.2 loď splňuje ustanovení pravidla 19 (hrubá nosnost ≥ 5.000 tun) ☐
.3 loď splňuje ustanovení pravidla 21.1.2 ☐
.4 loď splňuje ustanovení pravidla 21.4.2 (600 tun ≤ hrubá nosnost > 5.000 tun) ☐
.5 loď nepřepravuje „těžké ropné látky“ tak, jak je definováno v pravidle 21.2 Přílohy I k MARPOL ☐
5.8.8 Loď podléhá pravidlu 22 a:
.1 splňuje požadavky pravidla 22.2 ☐
.2 splňuje požadavky pravidla 22.3 ☐
.3 splňuje požadavky pravidla 22.5 ☐
5.8.9 Loď nepodléhá pravidlu 22 ☐
5.9 Průběh havarijního výtoku ropných látek:
5.9.1 Loď splňuje požadavky pravidla 23 ☐

6 Uchovávání ropných látek na palubě (pravidlo 29, 31 a 32)

6.1 Systém sledování a řízení vypouštění ropných látek:
6.1.1 Loď spadá do kategorie ropný tanker tak, jak je definováno v usnesení A.496(XII) nebo A.586(14)* *(nehodící se škrtněte)* ☐
6.1.2 .....Systém sledování a řízení vypouštění ropných látek byl schválen v souladu s usnesením MEPC.108(49) ☐
6.1.3 Systém se skládá z:
.1 řídící jednotky ☐
.2 počítací jednotky ☐
.3 výpočetní jednotky ☐
6.1.4 Systém je:

* Ropné tankery jejichž kýly byly položeny nebo které byly v podobném stádiu stavby 2. října 1986 či později by měly být vybaveny systémem schváleným na základě usnesení A.586(14).

.1 vybaven uzávěrem spouštění ☐

.2 vybaven automatickým zastavovacím zařízením ☐

6.1.5Měřič obsahu ropných látek je schválen za základě podmínek usnesení A.393(X) nebo A.586(14) nebo MEPC.108(49)* *(nehodící se škrtněte)* jako vhodný pro:

.1 surovou ropu ☐

.2 tmavé ropné látky ☐

.3 světlé ropné látky ☐

6.1.6 Loď byla vybavena návodem k obsluze systému sledování a řízení vypouštění ropných látek ☐

6.2 Odpadní nádrže:

6.2.1 Loď je vybavena

vyčleněnou odpadní nádrží (nádržemi) s celkovým objemem ..... m^3, což je ……. % objemu určeného k přepravě ropných látek v souladu s:

.1 pravidlem 29.2.3 ☐

.2 pravidlem 29.2.3.1 ☐

.3 pravidlem 29.2.3.2 ☐

.4 pravidlem 29.2.3.3 ☐

6.2.2 Nákladové nádrže byly určené jako odpadní nádrže ☐

6.3 Detektory rozhraní ropná látka/voda:

6.3.1 ..Loď je vybavena detektory rozhraní ropná látka/voda schválenými v souladu s usnesením MEPC.5(XIII)† ☐

6.4 Výjimky z pravidel 29, 31 a 32:

6.4.1 Loď je osvobozena od požadavků pravidel 29, 31 a 32 v souladu s pravidlem 2.4 ☐

6.4.2 Loď je osvobozena od požadavků pravidel 29, 31 a 32 v souladu s pravidlem 2.2 ☐

6.5 Zřeknutí se pravidel 31 a 32

6.5.1Od požadavků pravidel 31 a 32 se upustí v případě lodi splňující pravidlo 3.5. Loď se využívá výhradně pro:

.1 zvláštní obchodní činnosti na základě pravidla 2.5 ☐

.2 plavby ve zvláštní oblasti (oblastech) ☐

.3 plavby do 50 námořních mil od nejbližší pevniny mimo zvláštní oblast (oblasti) o trvání 72 hod. nebo méně omezené na ☐

7 Čerpání, potrubí, opatření při vypouštění (pravidlo 30)

7.1 Výpusti pro vypouštění mimo loď pro oddělený balast se nachází:

7.1.1 Nad čárou ponoru ☐

7.1.2 Pod čárou ponoru ☐

7.2 Výpusti pro vypouštění mimo loď, jiného druhu než je výtokové rozvodové potrubí, pro čistý balast se nachází:

7.2.1 Nad čárou ponoru ☐

7.2.2 Pod čárou ponoru ☐

7.3 Výpusti pro vypouštění mimo loď, jiného druhu než je výtokové rozvodové potrubí, pro

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* U měřičů obsahu ropných látek nainstalovaných na tankerech postavených před 2. říjnem 1986, viz Doporučení k mezinárodním funkčním a zkušebním specifikacím pro zařízení k separaci ropnými látkami znečištěné vody a měřiče obsahu ropných látek přijaté usnesením Organizace A.393(X). U měřičů obsahu ropných látek, které jsou součástí systémů sledování a řízení vypouštění nainstalovaných na tankerech postavených 2. října 1986 či později, viz Pokyny a specifikace pro systémy sledování a řízení vypouštění ropných látek pro ropné tankery přijaté usnesením Organizace A.586(14). U měřičů obsahu ropných látek, které jsou součástí systémů sledování a řízení vypouštění nainstalovaných na tankerech postavených 1. ledna 2005 či později viz Pokyny a specifikace pro systémy sledování a řízení vypouštění ropných látek pro ropné tankery přijaté usnesením Organizace MEPC.108(49).

† Viz Specifikace pro detektory rozhraní ropná látka/voda přijaté Výborem na ochranu životního prostředí v mořích Organizace usnesením MEPC.5(XIII).

znečištěnou balastovou vodu nebo ropnými látkami znečištěnou vodu z prostor nákladových nádrží se nachází:*

7.3.1 Nad čárou ponoru ..... ☐

7.3.2 Pod čárou ponoru ve spojení se zařízením částečně odděleného toku v souladu s pravidlem 30.6.5 ..... ☐

7.3.3 Pod čárou ponoru ..... ☐

7.4 Vypouštění ropných látek z nákladových čerpadel a potrubí pro ropné látky (pravidla 30.4 a 30.5):

7.4.1 Prostředky k vyprazdňování všech nákladových čerpadel a potrubí pro ropné látky po dokončení vypouštění nákladu:

.1 výplachy, které lze vypouštět do nákladové nádrže nebo odpadní nádrže ..... ☐

.2 k dispozici je zvláštní potrubí o malém průměru určené k vypouštění na břeh ..... ☐

8 Palubní nouzový plán pro případ znečištění ropnými látkami/moře (pravidlo 37)

8.1 Loď je vybavena palubním nouzovým plánem pro případ znečištění ropnými látkami/moře v souladu s pravidlem 37 ..... ☐

8.2 Loď je vybavena palubním nouzovým plánem pro případ znečištění moře v souladu s pravidlem 37.3 ..... ☐

8A Přečerpávání ropných látek z lodi na loď na moři (pravidlo 41)

8A.1 Ropný tanker je vybaven Plánem operací STS v souladu s pravidlem 41 .....

9 Výjimka

9.1 Výjimky byly uděleny správním orgánem z požadavků v kapitole 3 Přílohy I úmluvy v souladu s pravidlem 3.1 na položky uvedené v odstavci (odstavcích) tohoto Záznamu. ..... ☐

10 Ekvivalenty (pravidlo 5)

10.1 Výjimky byly uděleny správním orgánem pro určité požadavky Přílohy I na položky uvedené v odstavci (odstavcích) …….. tohoto Záznamu ..... ☐

TÍMTO SE POTVRZUJE, že tento záznam je ve všech ohledech správný.

Místo vydání .....

(místo vydání Záznamu)

Datum (dd/mm/rrrr)…… ……..

(datum vydání) *(podpis řádně pověřeného úředníka vydávajícího tento Záznam)*

(pečeť nebo razítko orgánu, podle potřeby)

* Je nutné označit jen ty výpusti, které lze sledovat.

Příloha III

Forma Knihy záznamů o manipulaci s ropnými látkami*

KNIHA ZÁZNAMŮ O MANIPULACI S ROPNÝMI LÁTKAMI

ČÁST I – Činnosti v prostorech strojoven

(Veškeré lodě)

Jméno lodi .....

Volací znak nebo čísla .....

Hrubá prostornost .....

Období od: …… do .....

Poznámka: Kniha záznamů o manipulaci s ropnými látkami, část I, musí být k dispozici na každém ropném tankeru o hrubé prostornosti 150 tun a více a na každé lodi o hrubé prostornosti 400 tun a více jiného druhu než je ropný tanker za účelem zaznamenávání příslušných činností v prostorech strojoven. U ropných tankerů musí být také k dispozici Kniha záznamů o manipulaci s ropnými látkami, část II, za účelem zaznamenávání příslušných činností s nákladem/balastem.

Úvod

Následující stránky této části uvádějí úplný seznam položek činností v prostorech strojoven, které se musí, pokud je to vhodné, zaznamenávat do Knihy záznamů o manipulaci s ropnými látkami v souladu s pravidlem 17 Přílohy I Mezinárodní úmluvy o zamezení znečištění moří z lodí z roku 1973, ve znění Protokolu z roku 1978 (MARPOL 73/78). Tyto položky byly seskupeny do provozních oddílů, z nichž každý je označen kódovým písmenem.

Při zapisování do Knihy záznamů o manipulaci s ropnými látkami, části I, musí být vždy do příslušných sloupců zapsáno datum, provozní kód a číslo zapisované položky a požadované údaje se musí zaznamenávat chronologicky do prázdných míst.

Každá dokončená činnost musí být podepsána a datována odpovědným důstojníkem nebo důstojníky. Každou vyplněnou stránku musí podepsat kapitán lodi.

Kniha záznamů o manipulaci s ropnými látkami, část I, obsahuje mnoho odkazů na množství ropných látek. Přesnost těchto údajů bude ovlivněna omezenou přesností měřících zařízení v tancích, změnami teplot a ulpíváním. Záznamy v Knize záznamů o manipulaci s ropnými látkami, část I, musí být posuzovány s ohledem na tuto skutečnost.

V případě havarijního nebo jiného mimořádného vypouštění ropných látek se do Knihy záznamů o manipulaci s ropnými látkami, část I, provede zápis s uvedením okolností a důvodů tohoto vypouštění.

Do Knihy záznamů o manipulaci s ropnými látkami, část I, se musí zaznamenávat veškeré závady odlučovačů ropných látek.

Záznamy v Knize záznamů o manipulaci s ropnými látkami, část I, u lodí s Osvědčením IOPP, musí být alespoň v angličtině, francouzštině nebo španělštině. Pokud se provádějí záznamy v úředním jazyce státu, pod jehož vlajkou je loď oprávněna plout, tyto záznamy dostanou v případě sporu nebo nesrovnalostí přednost.

* Pokyny k zaznamenávání činností do Knihy záznamů o manipulaci s ropnými látkami, část I - Činnosti v prostorech strojoven (veškeré lodě) naleznete v MFPC.1/Circ.736/Rev.2.

Kniha záznamů o manipulaci s ropnými látkami, část I, musí být uložena na takovém místě, aby byla v přiměřené době a snadno dostupná ke kontrole a, vyjma případů vlečení lodí bez posádky, musí být uložena na palubě lodi. Je třeba ji uschovávat po dobu tří let od provedení posledního záznamu.

Příslušný vládní orgán jedné smluvní strany této úmluvy je oprávněn Knihu záznamů o manipulaci s ropnými látkami, část I, zkontrolovat na palubě libovolné lodi, na kterou se vztahuje tato příloha, když je tato loď ve svém přístavu nebo příbřežním terminálu, a může pořídit kopii libovolného záznamu v této knize a může požádat kapitána lodi, aby potvrdil, že tato kopie představuje věrnou kopii tohoto záznamu. Jakákoliv takto pořízená kopie, která byla ověřena kapitánem lodi jako věrná kopie daného záznamu v Knize záznamů o manipulaci s ropnými látkami, část I, bude přípustná při jakémkoliv soudním řízení jako důkaz o skutečnostech uvedených v daném záznamu. Kontrola Knihy záznamů o manipulaci s ropnými látkami, část I, a pořízení ověřené kopie příslušným orgánem podle tohoto odstavce musí být provedeny co nejrychleji, aniž by došlo ke zbytečnému zpoždění dané lodi.

SEZNAM ZAZNAMENÁVANÝCH POLOŽEK

(A) Balastování nebo čištění palivových nádrží

1 Označení balastované nádrže (nádrží).

2 Byla-li vyčištěna po poslední přepravě ropných látek a, pokud ne, druh naposledy přepravovaných ropných látek.

3 Proces čištění:

.1 poloha lodi při zahájení a dokončení procesu čištění;

.2 uveďte nádrž (nádrže), u které byl použit jeden nebo jiný způsob (proplachování, čištění párou, čištění chemikáliemi; druh a množství použitých chemických látek v m^3);

.3 označení nádrže (nádrží), do které byla přečerpána voda po čištění a její množství v m^3.

4 Balastování:

.1 poloha lodi na začátku a konci procesu balastování;

.2 množství balastu, pokud nádrže nejsou vyčištěné, v m^3.

(B) Vypouštění znečištěné balastní nebo čistící vody z palivových nádrží uvedených v oddíle (A)

5 Označení nádrže (nádrží).

6 Poloha lodi na začátku procesu vypouštění.

7 Poloha lodi při dokončení procesu vypouštění.

8 Rychlost (rychlosti) lodě během vypouštění.

9 Způsob vypouštění:

.1 odlučovačem 15 miliontin;

.2 do zařízení pro odevzdávání látek z lodí.

10 Vypuštěné množství, v m3.

(C) Sběr, přečerpávání a odstraňování ropných zbytků (kalu)

11 Sběr ropných zbytků (kalu).

Množství ropných zbytků (kalu) uskladněných na palubě. Toto množství by se mělo

zaznamenávat týdně:[*] (to znamená, že toto množství se musí zaznamenávat jednou týdně, i když se jedná o plavby trvající déle než jeden týden):

.1 označení nádrže (nádrží)

.2 objem nádrže (nádrží)..... m^3

.3 celkové uskladněné množství..... m^3

.4 množství zbytků sebraných manuálně..... m^3

(Manuální sběr zahájený provozovatelem v případech, kdy se ropné zbytky (kal) přečerpává do sběrné nádrže (nádrží) na ropné zbytky (kal).)

12 Způsoby přečerpávání nebo odstraňování ropných zbytků (kalu).

Uveďte množství ropných zbytků přečerpaných, vyprázdněné nádrže (nádrží) a uskladněné množství obsahu v m3:

.1 do zařízení pro odevzdávání látek z lodí (uveďte přístav);[†]

.2 do jiné nádrže (nádrží) (uveďte nádrž (nádrže) a celkový obsah nádrže (nádrží));

.3 spálené (uveďte celkovou dobu provozu);

.4 jiným způsobem (uveďte jaký).

(D) Neautomatické spuštění vypouštění mimo loď, přečerpávání nebo jiného odstraňování stokové vody, která se nahromadila v prostorách strojoven

13 Vypuštěné, přečerpané nebo odstraněné množství, v m^3.[‡]

14 Doba vypouštění, přečerpávání nebo odstraňování (zahájení a zastavení).

15 Způsob vypouštění, přečerpávání nebo odstranění:

.1 odlučovačem 15 miliontin (uveďte polohu na začátku a na konci);

.2 do zařízení pro odevzdávání látek z lodí (uveďte přístav);[§]

.3 do odpadní nádrže (nádrží) nebo jiného nádrže (nádrží) (uveďte nádrž (nádrže); uveďte množství v nádrži (nádržích) uskladněné, v m^3).

(E) Automatické spuštění vypouštění mimo loď, přečerpávání nebo jiného odstraňování stokové vody, která se nahromadila v prostorách strojoven

16 Čas a pozice lodi, ve které byl systém uveden do automatického režimu provozu vypouštění mimo loď, odlučovačem 15 miliontin.

17 Čas, kdy byl systém uveden do automatického režimu provozu přečerpávání stokové vody do sběrné nádrže (uveďte nádrž).

18 Čas, kdy byl systém uveden do manuálního režimu provozu.

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[*] Jen ty tanky, které jsou uvedené v bodu 3.1 Formulářů A a B Dodatku k Osvědčení IOPP využívané pro ropné zbytky (kal).

[†] Kapitán lodi by si měl od provozovatele zařízení pro odevzdávání látek z lodí, která zahrnují tankové čluny a autocisterny, obstarat potvrzení nebo osvědčení uvádějící množství přečerpaných výplachů z nádrží, znečištěného balastu, zbytků nebo ropných směsí, spolu s časem a datem přečerpávání. Toto potvrzení nebo osvědčení, je-li přiloženo ke Knize záznamů o manipulaci s ropnými látkami, část I, může pomoci kapitánu lodi prokázat, že loď nebyla součástí mimořádné události s následkem znečištění. Toto potvrzení nebo osvědčení se musí uchovávat spolu s Knihou záznamů o manipulaci s ropnými látkami, část I.

[‡] V případě vypouštění nebo odstraňování stokové vody ze sběrného nádrže (nádrží) uveďte označení a objem ze sběrného nádrže (nádrží) a množství ve sběrném tanku zadržované.

[§] Kapitán lodi by si měl od provozovatele zařízení pro odevzdávání látek z lodí, která zahrnují tankové čluny a autocisterny, obstarat potvrzení nebo osvědčení uvádějící množství přečerpaných výplachů z nádrží, znečištěného balastu, zbytků nebo ropných směsí, spolu s časem a datem přečerpávání. Toto potvrzení nebo osvědčení, je-li přiloženo ke Knize záznamů o manipulaci s ropnými látkami, část I, může pomoci kapitánu lodi prokázat, že loď nebyla součástí mimořádné události s následkem znečištění. Toto potvrzení nebo osvědčení se musí uchovávat spolu s Knihou záznamů o manipulaci s ropnými látkami, část I.

(F) Stav odlučovače ropných látek

19 Čas selhání odlučovače*

20 Čas, kdy byl odlučovač uveden do provozu.

21 Důvody selhání.

(G) Havarijní nebo jiné mimořádné vypouštění ropných látek

22 Čas události.

23 Místo a poloha lodi v čase události.

24 Přibližné množství a druh ropné látky.

25 Okolnosti vypouštění nebo úniku, jeho důvody a obecné poznámky.

(H) Doplňování paliva nebo většího množství mazacího oleje

26 Doplňování paliva:

.1 Místo doplňování paliva.

.2 Čas doplňování paliva.

.3 Druh a množství paliva a označení nádrže (nádrží) (uveďte doplněné množství, v tunách, a celkový obsah nádrže (nádrží)).

.4 Druh a množství mazacího oleje a označení nádrže (nádrží) (uveďte doplněné množství, v tunách, a celkový obsah nádrže (nádrží)).

* Uvedení stavu odlučovače ropných látek se také týká nese výstražných a automatických ochranných vypínačích.

(I) Další provozní postupy a obecné poznámky

Jméno lodi.....

Volací znak nebo čísla .....

ČINNOSTI V PROSTORECH STROJOVEN

Datum	**Kód (písmeno)**	**Položka (číslo)**	**Záznam o činnostech/podpis odpovědného důstojníka**

Podpis kapitána .....

KNIHA ZÁZNAMŮ O MANIPULACI S ROPNÝMI LÁTKAMI

ČÁST II – Manipulace s nákladem/balastem.

(Ropné tankery)

Jméno lodi.....

Volací znak nebo čísla .....

Hrubá prostornost.....

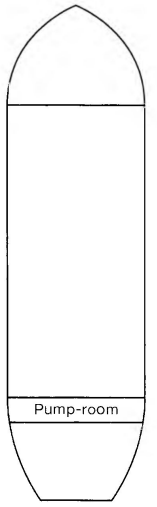
Období od: .....do .....

Poznámka: Každý ropný tanker o hrubé prostornosti 150 tun a více musí nést Knihu záznamů o manipulaci s ropnými látkami, část II, za účelem zaznamenávání příslušných činností s nákladem/balastem. Takový tanker musí také nést Knihu záznamů o manipulaci s ropnými látkami, část I, za účelem zaznamenávání příslušných činností v prostorech strojoven.

Jméno lodi.....

Volací znak nebo čísla .....

PŮDORYSNÝ NÁKRES NÁKLADOVÝCH A ODPADNÍCH NÁDRŽÍ
(doplnit na palubě)



Pump-room = Strojovna čerpadel

Označení nádrží	Objem
Hloubka odpadní nádrže (nádrží):	

(Uveďte objem každé nádrže a hloubku odpadní nádrže (nádrží))

Úvod

Následující stránky této části uvádějí úplný seznam položek činností s nákladem a balastem, které se musí, pokud je to vhodné, zaznamenávat do Knihy záznamů o manipulaci s ropnými látkami, část II, v souladu s pravidlem 36 Přílohy I Mezinárodní úmluvy o zamezení znečištění moří z lodí z roku 1973, ve znění Protokolu z roku 1978 (MARPOL 73/78). Tyto položky byly seskupeny do provozních oddílů, z nichž každý je označen kódovým písmenem.

Při zapisování do Knihy záznamů o manipulaci s ropnými látkami, části II, musí být vždy do příslušných sloupců zapsáno datum, provozní kód a číslo zapisované položky a požadované údaje se musí zaznamenávat chronologicky do prázdných míst.

Každá dokončená činnost musí být podepsána a datována odpovědným důstojníkem nebo důstojníky. Každá vyplněná stránka musí být spolupodepsána a datována kapitánem lodi.

Pokud jde o ropné tankery využívané při zvláštních obchodních činnostech v souladu s pravidlem 2.5 Přílohy I MARPOL 73/78, příslušný záznam v Knize záznamů o manipulaci s ropnými látkami, části II, musí být potvrzen příslušným orgánem přístavního státu.

Kniha záznamů o manipulaci s ropnými látkami, část II, obsahuje mnoho odkazů na množství ropných látek. Přesnost těchto údajů bude ovlivněna omezenou přesností měřících zařízení v tancích, změnami teplot a ulpíváním. Záznamy v Knize záznamů o manipulaci s ropnými látkami, část II, musí být posuzovány s ohledem na tuto skutečnost.

V případě havarijního nebo jiného mimořádného vypouštění ropných látek se do Knihy záznamů o manipulaci s ropnými látkami, část II, provede zápis s uvedením okolností a důvodů tohoto vypouštění.

Do Knihy záznamů o manipulaci s ropnými látkami, část II, se musí zaznamenávat veškeré závady systému sledování a řízení vypouštění ropných látek.

Záznamy v Knize záznamů o manipulaci s ropnými látkami, část II, u lodí s Osvědčením IOPP, musí být alespoň v angličtině, francouzštině nebo španělštině. Pokud se provádějí záznamy v úředním jazyce státu, pod jehož vlajkou je loď oprávněna plout, tyto záznamy dostanou v případě sporu nebo nesrovnalostí přednost.

Kniha záznamů o manipulaci s ropnými látkami, část II, musí být uložena na takovém místě, aby byla v přiměřené době a snadno dostupná ke kontrole a, vyjma případů vlečení lodí bez posádky, musí být uložena na palubě lodi. Je třeba ji uschovávat po dobu tří let od provedení posledního záznamu.

Příslušný vládní orgán jedné smluvní strany této úmluvy je oprávněn Knihu záznamů o manipulaci s ropnými látkami, část II, zkontrolovat na palubě libovolné lodi, na kterou se vztahuje tato příloha, když je tato loď ve svém přístavu nebo příbřežním terminálu, a může pořídit kopii libovolného záznamu v této knize a může požádat kapitána lodi, aby potvrdil, že tato kopie představuje věrnou kopii tohoto záznamu. Jakákoliv takto pořízená kopie, která byla ověřena kapitánem lodi jako věrná kopie daného záznamu v Knize záznamů o manipulaci s ropnými látkami, část II, bude přípustná při jakémkoliv soudním řízení jako důkaz o skutečnostech uvedených v daném záznamu. Kontrola Knihy záznamů o manipulaci s ropnými látkami, část II, a pořízení ověřené kopie příslušným orgánem podle tohoto odstavce musí být provedeny co nejrychleji, aniž by došlo ke zbytečnému zpoždění dané lodi.

SEZNAM ZAZNAMENÁVANÝCH POLOŽEK

(A) Nakládka ropného nákladu

1 Místo nakládky.

2 Druh nakládaných ropných látek a Označení nádrže (nádrží).

3 Celkové množství naložených ropných látek (uveďte doplněné množství, v metrech krychlových, při teplotě 15 °C a celkový obsah nádrže (nádrží), v metrech krychlových).

(B) Vnitřní přečerpávání ropného nákladu během plavby

4 Označení nádrže (nádrží):

.1 z:

.2 do: (uveďte přečerpané množství a celkové množství nádrže (nádrží), v metrech krychlových).

5 Byla(y) nádrž(e) v 4.1 vyprázdněna(y)? (Pokud ne, uveďte zadržené množství, v metrech krychlových).

(C) Vykládka ropného nákladu

6 Místo vykládky.

7 Označení vykládané nádrže (nádrží).

8 Byla(y) nádrž(e) v vyprázdněna(y)? (Pokud ne, uveďte zadržené množství, v metrech krychlových).

***** Tato věta by měla být vložena pouze do Knihy záznamů o manipulaci s ropnými látkami tankeru využívaného při zvláštních obchodních činnostech.

(D) Vymývání zbytků surové ropy (pouze tankery COW)
(Vyplnit u každé nádrže, ze které byly vymyty zbytky surové ropy)

9 Přístav, kde se vymývání zbytků surové ropy provádělo nebo poloha lodi, pokud se toto vymývání provádělo mezi dvěma přístavy vypouštění.

10 Označení vymývané nádrže (nádrží).

11 Počet použitých strojů.

12 Čas zahájení vymývání.

13 Použitý způsob vymývání.[*]

14 Tlak ve vymývacím potrubí.

15 Čas dokončení nebo zastavení vymývání.

16 Uveďte způsob určování, zdali byla(y) nádrž(e) suchá (suché).

17 Poznámky.[†]

(E) Balastování nákladových nádrží

18 Poloha lodi na začátku a konci procesu balastování.

19 Proces balastování:

.1 označení balastované nádrže (nádrží);

.2 čas zahájení a ukončení;

.3 množství přijatého balastu. Uveďte celkové množství balastu u každé nádrže zapojené do operace, v metrech krychlových.

(F) Balastování vyčleněných nádrží na čistý balast (pouze tankery CBT)

20 Označení balastované nádrže (nádrží).

21 Poloha lodi, když byla do vyčleněné nádrže (nádrží) na čistý balast napuštěna voda určená k proplachování nebo přístavní balast.

22 Poloha lodi, když byla čerpadla a potrubí propláchnuta do odpadní nádrže.

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[*] V souladu s Příručkou k provozu a vybavení uveďte, zdali je použit jedno- či vícefázový způsob vymývání. Je-li použit vícefázový způsob, udejte hodnotu svislého oblouku pokrytého stroji a kolikrát je oblouk čištěn v konkrétní fázi programu.

[†] Pokud se nepostupuje podle programů uvedených v Příručce k provozu a vybavení, musí být v části Komentáře uvedeny důvody.

23 Množství ropnými látkami znečistěné vody, které je po propláchnutí potrubí přečerpáno do odpadní nádrže (nádrží) nebo nákladové nádrže (nádrží), ve kterém se předběžně uskladňuje odpad (uveďte nádrž(a)). Uveďte celkové množství, v metrech krychlových.

24 Poloha lodi, když byla do vyčleněné nádrže (nádrží) na čistý balast napuštěna balastová voda.

25 Čas a poloha lodi, když byly uzavřeny ventily oddělující vyčleněné nádrže na čistý balast od nákladu a začišťovacího potrubí.

26 Množství čistého balastu přijatého na palubu, v metrech krychlových.

(G) Čištění nákladových nádrží

27 Označení čištěné nádrže (nádrží).

28 Přístav nebo poloha lodi.

29 Doba čištění

30 Způsob čištění.[*]

31 Výplachy z nádrže přečerpány do:

.1 zařízení pro odevzdávání látek z lodí (uveďte přístav a množství, v metrech krychlových);[†]

.2 odpadní nádrž(a) nebo nákladová nádrž(e) určené jako odpadní nádrž(e) (uveďte nádrž(e)); přečerpané uveďte a celkové množství, v metrech krychlových).

(H) Vypouštění znečištěného balastu

32 Označení nádrže (nádrží).

33 Čas a poloha lodi na začátku procesu vypouštění do moře.

34 Čas a poloha lodi při dokončení procesu vypouštění do moře.

35 Množství vypuštěné do moře, v metrech krychlových.

36 Rychlost (rychlosti) lodě během vypouštění.

37 Byl během vypouštění v provozu systém sledování a řízení vypouštění ropných látek?

38 Byly na místě vypouštění prováděny pravidelné kontroly odpadních vod a hladiny vody?

39 Množství ropnými látkami znečistěné vody přečerpané do odpadní nádrže (nádrží) (uveďte nádrž(e)). Uveďte celkové množství, v metrech krychlových.

40 Vypuštěné do zařízení pro odevzdávání látek z lodí na břehu (uveďte přístav a dané množství, v metrech krychlových).[‡]

(I) Vypouštění vody z odpadních nádrží do moře

41 Označení odpadních nádrží.

42 Čas usazení od posledního napouštění zbytků nebo

43 Čas usazení od posledního vypouštění.

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[*] Ruční vymývání hadicemi, strojní vymývání anebo chemické čištění. V případě chemického čištění je nutné uvést množství daného chemického přípravku.

[†] Kapitáni lodí by si měli od provozovatele zařízení pro odevzdávání látek z lodí, která zahrnují tankové čluny a autocisterny, obstarat potvrzení nebo osvědčení uvádějící množství přečerpaných výplachů z nádrží, znečištěného balastu, zbytků nebo ropných směsí, spolu s časem a datem přečerpávání. Toto potvrzení nebo osvědčení, je-li přiloženo ke Knize záznamů o manipulaci s ropnými látkami, část II, může pomoci kapitánu lodi prokázat, že loď nebyla účastna mimořádné události s následkem znečištění. Toto potvrzení nebo osvědčení se musí uchovávat spolu s Knihou záznamů o manipulaci s ropnými látkami, část II.

[‡] Kapitáni lodí by si měli od provozovatele zařízení pro odevzdávání látek z lodí, která zahrnují tankové čluny a autocisterny, obstarat potvrzení nebo osvědčení uvádějící množství přečerpaných výplachů z nádrží, znečištěného balastu, zbytků nebo ropných směsí, spolu s časem a datem přečerpávání. Toto potvrzení nebo osvědčení, je-li přiloženo ke Knize záznamů o manipulaci s ropnými látkami, část II, může pomoci kapitánu lodi prokázat, že loď nebyla účastna mimořádné události s následkem znečištění. Toto potvrzení nebo osvědčení se musí uchovávat spolu s Knihou záznamů o manipulaci s ropnými látkami, část II.

44 Čas a poloha lodi na začátku procesu vypouštění.

45 Manko celkového obsahu na začátku procesu vypouštění.

46 Manko rozhraní ropná látka/voda na začátku procesu vypouštění.

47 Vypuštěné objemové množství v metrech krychlových a rychlost vypouštění v m^3/hod.

48 Konečné vypuštěné objemové množství v metrech krychlových a rychlost vypouštění v m^3/hod.

49 Čas a poloha lodi při dokončení procesu vypouštění.

50 Byl během vypouštění v provozu systém sledování a řízení vypouštění ropných látek?

51 Manko rozhraní ropná látka/voda při dokončení procesu vypouštění, v metrech.

52 Rychlost (rychlosti) lodě během vypouštění.

53 Byly na místě vypouštění prováděny pravidelné kontroly odpadních vod a hladiny vody?

54 Potvrďte, že všechny použitelné ventily v lodním potrubním systému byly po dokončení procesu vypouštění z odpadních nádrží uzavřeny.

(J) Sběr, přečerpávání a odstraňování ropných zbytků a ropných směsí, se kterými není nakládáno jinak

55 Označení nádrží.

56 Přečerpané nebo odstraněné množství z každé nádrže. (Uveďte zadržené množství, v m^3).

57 Způsob přečerpávání nebo odstranění:

.1 odstranění do zařízení pro odevzdávání látek z lodí (uveďte přístav a dané množství);"

.2 smíchání s nákladem (uveďte množství);

.3 přečerpání do nebo z jiného nádrže (nádrží), včetně přečerpání z nádrží na ropné zbytky (kal) a ropnými látkami znečištěné stokové vody z prostor strojoven (uveďte nádrž(e)); uveďte přečerpané množství a celkové množství v nádrži (nádržích), v m^3) a

.4 jiný způsob (uveďte jaký); uveďte odstraněné množství v m^3.

(K) Vypouštění čistého balastu uloženého v nákladových nádržích

58 Poloha lodi na začátku procesu vypouštění čistého balastu.

59 Označení vypouštěné nádrže (nádrží).

60 Byla(y) nádrž(e) po dokončení prázdný (prázdné)?

61 Poloha lodi při dokončení procesu, liší-li se od 58.

62 Byly na místě vypouštění prováděny pravidelné kontroly odpadních vod a hladiny vody?

(L) Vypouštění balastu z vyčleněných nádrží na čistý balast (pouze tankery CBT)

63 Označení vypouštěné nádrže (nádrží).

64 Čas a poloha lodi na začátku procesu vypouštění čistého balastu do moře.

65 Čas a poloha lodi při dokončení procesu vypouštění do moře.

66 Vypuštěné množství, v metrech krychlových:

.1 do moře nebo

.2 do zařízení pro odevzdávání látek z lodí (uveďte přístav).*

67 Byly před nebo během vypouštění do moře vidět nějaké známky znečištění balastové vody ropnými látkami?

68 Bylo vypouštění sledováno pomocí měřiče obsahu ropných látek?

69 Čas a poloha lodi, když byly po ukončení procesu vypouštění balastu uzavřeny ventily oddělující vyčleněné nádrže na čistý balast od nákladu a začišťovacího potrubí.

(M) Stav systému sledování a řízení vypouštění ropných látek

70 Čas selhání systému.

71 Čas, kdy byl systém uveden do provozu.

72 Důvody selhání.

(N) Havarijní nebo jiné mimořádné vypouštění ropných látek

73 Čas události.

74 Přístav nebo poloha lodi v čase události.

75 Přibližné množství, v metrech krychlových, a druh ropné látky.

76 Okolnosti vypouštění nebo úniku, jeho důvody a obecné poznámky.

(O) Další provozní postupy a obecné poznámky

TANKERY VYUŽÍVANÉ PŘI ZVLÁŠTNÍCH PŘEPRAVÁCH

(P) Nakládka balastové vody

77 Označení balastní nádrže (nádrží).

78 Poloha lodi při balastování.

79 Celkové množství napuštěného balastu v metrech krychlových.

80 Poznámky.

(Q) Přemisťování balastové vody uvnitř lodi

81 Důvody přemisťování.

(R) Vypouštění balastové vody do zařízení pro odevzdávání látek z lodí

82 Přístav(y), kde byla balastová voda vypuštěna.

83 Název nebo označení zařízení pro odevzdávání látek z lodí.

84 Celkové množství vypuštěné balastové vody v metrech krychlových.

85 Datum, podpis a razítko úředníka přístavního správního orgánu.

Jméno lodi.....

Volací znak nebo písmena. .....

* Kapitáni lodí by si měli od provozovatele zařízení pro odevzdávání látek z lodí, která zahrnují tankové čluny a autocisterny, obstarat potvrzení nebo osvědčení uvádějící množství přečerpaných výplachů z nádrží, znečištěného balastu, zbytků nebo ropných směsí, spolu s časem a datem přečerpávání. Toto potvrzení nebo osvědčení, je-li přiloženo ke Knize záznamů o manipulaci s ropnými látkami, část II, může pomoci kapitánu lodi prokázat, že loď nebyla účastna mimořádné události s následkem znečištění. Toto potvrzení nebo osvědčení se musí uchovávat spolu s Knihou záznamů o manipulaci s ropnými látkami, část II.

MANIPULACE S NÁKLADEM/BALASTEM (ROPNÉ TANKERY)

Datum	**Kód (písmeno)**	**Položka (číslo)**	**Záznam o činnostech/podpis odpovědného důstojníka**

Podpis kapitána .....

Jednotné výklady Přílohy I

Poznámky: Pro účely Jednotných výkladů se používají následující zkratky:

MARPOL	Úmluva MARPOL z roku 1973 ve znění Protokolů z let1978 a 1997, které se jí týkají
Pravidlo	Pravidlo v Příloze I k MARPOL
Osvědčení IOPP	Mezinárodní osvědčení o zabránění znečišťování ropou
SBT	Nádrže na oddělený balast
CBT	Nádrže vyčleněné na čistý balast
COW	Systém vymývání zbytků surové ropy
IGS	Systémy s inertním plynem
PL	Ochranné umístění nádrží na oddělený balast
CAS	Systém hodnocení stavu

1 Definice

Prav. 1.1 *Nakládání s ropnými látkami znečištěnými tkaninami*

1.1 S tkaninami znečištěnými ropnými látkami takovými, jak jsou definovány v Pokynech pro provádění Přílohy V k MARPOL, by se mělo nakládat v souladu s Přílohou V a s postupy stanovenými v Pokynech.

Prav. 1.5 *Definice ropného tankeru*

1.2 Plovoucí výrobní zařízení, skladovací a vykládací zařízení (FPSO) a plovoucí skladovací jednotky (FSU) nejsou ropné tankery a nejsou určeny k přepravě ropných látek vyjma případů, kdy, při existenci zvláštní souhlasu od státu vlajky a příslušných pobřežních států pro jednotlivé plavby, lze produkovanou ropnou látku přepravovat do přístavu za mimořádných a výjimečných okolností.

2 Velká přestavba

Prav. 1.9 2.1 Hodnota hrubé nosnosti, která se použije při určování platnosti ustanovení Přílohy I je hrubá nosnost stanovená ropnému tankeru v okamžiku stanovení čar ponoru naložené lodi. Pokud se čáry ponoru naložené lodi stanovují opakovaně za účelem změny hrubé nosnosti, a to bez změny konstrukce lodi, veškeré velké změny hrubé nosnosti následující po těchto nových stanoveních by neměly být chápány jako „velké přestavby“ tak, jak je definováno v pravidle 1.9. Osvědčení IOPP by však mělo uvádět pouze jednu hodnotu hrubé nosnosti lodi a musí být po každém novém stanovení čar ponoru naložené lodi obnoveno.

2.2 Pokud tanker na přepravu surové ropy o hrubé nosnosti 40.000 tun a více dodaný 1. června 1982 či dříve tak, jak je definováno v pravidle 1.28.3, splňující požadavky COW změní své obchodní činnosti na přepravu ropných látek[*], bude nutná přestavba na CBT nebo SBT a opětovné vystavení Osvědčení IOPP. Tato přestavba by se neměla chápat jako „velká přestavba“ tak, jak je definováno v pravidle 1.9.

2.3 Když se ropný tanker využívá výhradně k uskladňování ropných látek a je následně uveden do provozu při přepravě ropných látek, tato změna funkce se neměla chápat jako „velká přestavba“ tak, jak je definováno v pravidle 1.9.

2.4 Přestavba stávajícího ropného tankeru na kombinovaný tanker pro přepravu ropných produktů nebo zkrácení tankeru odstraněním příčného úseku nákladových

[*] „Ropná látka“ znamená jakýkoliv ropná látka jiného druhu než je surová ropa tak, jak je definováno v pravidle 1.2.

nádrží by se mělo chápat jako „velká přestavba“ tak, jak je definováno v pravidle 1.9.

2.5 Přestavba stávajícího ropného tankeru na tanker s odděleným balastem přidáním příčného úseku nákladových nádrží by se mělo chápat jako „velká přestavba“ tak, jak je definováno v pravidle 1.9 jen pokud se zvýší objem určený k přepravě nákladu.

2.6 Když se loď postavená jako kombinovaný tanker pro přepravu ropných produktů využívaný výhradně při přepravě sypkého nákladu, loď lze považovat za loď jiného druhu než je ropný tanker a je pro ni nutné vystavit Formu A Záznamu o stavbě a vybavení. Převedení této lodi z přepravy sypkých nákladů na přepravu ropných látek by se neměla chápat jako „velká přestavba“ tak, jak je definováno v pravidle 1.9.

3 Definice „odděleného balastu“

Prav. 1.18 3.1 Systém odděleného balastu by měl být systém, který je „zcela oddělen od nákladu ropných látek a palivových systémů“ tak, jak to vyžaduje pravidlo 1.18. Nicméně, může být přijato opatření pro nouzové vypouštění odděleného balastu prostřednictvím přípojky k nákladovému čerpadlu přes přenosnou cívku. V tomto případě by měly být na přípojkách odděleného balastu nainstalované zpětné ventily bránící průniku ropných látek do nádrží na balast. Přenosná cívka by měla být namontována na viditelném místě ve strojovně čerpadel a vedle ní by mělo být umístěno trvalé upozornění omezující její použití.

3.2 Za účely prodlužování na místech, kde potrubí pro ropný náklad nebo palivo prochází Nádrže na oddělený balast a kde potrubí na oddělený balast prochází nákladovými nádržemi nebo palivovými nádržemi by se neměly používat výsuvné spojky. Tento výklad se vztahuje na lodě, jejichž kýl byl položen nebo které byly v podobném stádiu stavby 2. července 1992 či později.

4 Nepředvídané zpoždění dodání lodí

Prav. 1.28 4.1 Pro účely vymezení kategorie lodí na základě pravidla 1.28, loď, pro kterou byla smlouva o stavbě (nebo položení kýlu) a dodání naplánovány před termíny stanovenými v těchto pravidlech, ale u které došlo ke zpoždění dodání na dobu po konkrétním termínu, a to v důsledku nepředvídaných okolností nezávislých na vůli výrobce a vlastníka, může být přijata správním orgánem jako loď v kategorii vztahující se k odhadovanému datu dodání. Nakládání s těmito loďmi by mělo být posuzováno správním orgánem případ od případu, a to s ohledem na zvláštní okolnosti.

4.2 Je důležité, aby lodě dodané po stanovených termínech v důsledku nepředvídaných zpoždění a se kterými může být nakládáno jako s loděmi kategorie vztahující se k odhadovanému datu dodání podle správního orgánu byly jako takové rovněž přijaté přístavními státy. Za účelem zajištění tohoto, doporučuje se u takových lodí správním orgánům následující postup posuzování žádosti:

.1 správní orgán by měl žádosti důkladně posoudit případ od případu, a to s ohledem na zvláštní okolnosti. Přitom v případě lodi postavené v cizí zemi, může správní orgán zažádat o formální zprávu od orgánů země, ve které byla loď postavena, která bude uvádět, že ke zpoždění došlo kvůli nepředvídaným okolnostem nezávislých na vůli výrobce a vlastníka;

.2 když je s lodí po přijetí žádosti nakládáno jako s lodí kategorie vztahující se k odhadovanému datu dodání, je nutné pro loď potvrdit Osvědčení IOPP uvádějící, že daná loď je správním orgánem přijata jako taková loď a

.3 správní orgán by měl podat Organizaci zprávu o totožnosti lodi a důvody, na jejichž základě byla loď přijata jako taková loď.

5 Definice „v podobném stádiu stavby“

Prav. 1.28, 1.30 Termín „v podobném stádiu stavby“ znamená stádium, ve kterém:

.1 začíná stavba, kterou lze ztotožnit s konkrétní lodí a

.2 montáž této lodě začala a zahrnuje nejméně 50 tun nebo jedno procento odhadované hmoty veškerého stavebního materiálu, podle toho, která hodnota je nižší.

6 Definice „generace lodí“

Prav. 1.28.2, 1.28.6, 1.28.7, 1.28.8, 1.28.9 Za účelem definování lodí v souladu s pravidly 1.28.2, 1.28.4, 1.28.6, 1.28.7, 1.28.8 1.28.4 a 1.28.9, loď, která spadá do jedné z kategorií uvedených v pododstavcích 1, 2, 3, 4.1, 4.2 nebo 4.3 těchto odstavců je nutné považovat za loď spadající pod odpovídající definici.

7 Příloha I látky, které díky svým fyzikálním vlastnostem brání účinnému odlučování a sledování produktu/vody

Prav. 2.4 7.1 Vláda přijímající smluvní strany by měla zavést odpovídající opatření s cílem zajistit dodržení ustanovení 7.2.

7.2 Nádrž, která byla vyložena by, na základě ustanovení 7.3, měla být vymyta a všechny znečištěné výplachy by měly být vypuštěny do zařízení pro odevzdávání látek z lodí ještě před tím, než loď odpluje z přístavu vykládky do jiného přístavu.

7.3 Na žádost kapitána lodi může vláda přijímající smluvní strany osvobodit loď od požadavků uvedených v 6.2 tam, kde je prokázáno, že:

.1 vykládaná nádrž bude opět naložena stejnou látkou nebo jinou látkou kompatibilní s předchozí látkou a že tanker nebude před nakládkou vymýván nebo balastován a

.2 vykládaná nádrž se ani nevymývá ani nebalastuje na moři, pokud má loď pokračovat do jiného přístavu, pokud nebylo písemně potvrzeno, že je v daném přístavu k dispozici zařízení pro odevzdávání látek z lodí, přiměřené pro účely přijímání zbytků a rozpouštědel nezbytných pro čištění.

7.4 Výjimka uvedená v 6.3 by měla být udělena pouze vládou přijímající smluvní strany lodi využívané při plavbách do přístavů nebo terminálů pod pravomocí jiných smluvních stran Úmluvy. Byla-li taková výjimka udělena, měla by být potvrzena písemně vládou přijímající smluvní strany.

7.5 V případě lodí zadržujících své zbytky na palubě a pokračujícího do přístavů nebo terminálů pod pravomocí jiných smluvních stran Úmluvy, je doporučeno vládě přijímající smluvní strany sdělit následujícímu přístavu údaje o lodi a zbytcích nákladu z důvodu jejich informování a přijetí vhodných opatření pro zjišťování porušení a prosazování úmluvy.

8 Podmínky zproštění

Prav. 3.4, 3.5, 14.5.3 Mezinárodní osvědčení o zamezení znečištění ropnými látkami by mělo obsahovat dostatečné informace umožňující přístavnímu státu určit, zdali loď vyhovuje podmínkám zproštění týkajících se fráze „omezené plavby tak, jak je určeno správním orgánem“. To může zahrnovat seznam přístavů, maximální dobu trvání plavby mezi přístavy se zařízením pro odevzdávání látek z lodí nebo podobné podmínky tak, jak je stanoveno správním orgánem.

9 Plavby o trvání méně než 72 hod.

Prav. 3.4, 3.5.2.2.2 Časové omezení „trvání méně než 72 hod.“ v pravidlech 3.4 a 3.5.2.2.2 by se mělo počítat:

.1 od okamžiku, kdy tanker opustí zvláštní oblast, když plavba ve zvláštní oblasti začíná nebo

.2 od okamžiku, kdy tanker opustí přístav nacházející se mimo zvláštní oblast do okamžiku, kdy se tanker zvláštní oblasti přiblíží.

10 Definice „veškeré ropné směsi“

Prav. 3.4, 3.5.2.2.3 Fráze „veškeré ropné směsi“ v pravidlech 3.4 a 3.5.2.2.3 zahrnuje veškerou balastovou vodu a vodu z výplachu nákladových nádrží.

11 Ekvivalenty

Prav. 5 Přijetí, ze strany správního orgánu na základě pravidla 5, jakéhokoliv vybavení, materiálu, přístroje nebo zařízení jako alternativy k vybavení, materiálu, přístroji nebo zařízení vyžadovanému Přílohou I zahrnuje schválení typu zařízení k zabránění znečišťování, které je rovnocenné se zařízením specifikovaným v usnesení A.393(X).[*] Správní orgán, který toho schválení typu umožní musí sdělit jeho údaje, včetně výsledků zkoušek, na kterých se schválení rovnocennosti zakládá, Organizaci v souladu s pravidlem 5.2.

Pokud jde o termín „vhodná opatření, jsou-li nutná“ v pravidle 5.2, každá smluvní strana Úmluvy, která má námitku proti rovnocennosti předložené jinou smluvní stranou by měla tuto námitku sdělit Organizaci a smluvní straně, která tuto rovnocennost umožnila, a to do jednoho roku od okamžiku, kdy Organizace rovnocennost rozešle smluvním stranám. Smluvní strana vznášející námitku proti rovnocennosti by měla upřesnit, zdali námitka týká lodí vstupujících do jejích přístavů.

12 Inspekce a kontroly

Prav. 6.1.3, 6.1.4 *Průběžná a výroční inspekce u lodí, které nemusí nést Osvědčení IOPP 1*

Platnost pravidel 6.1.3 a 6.1.4 pro lodě, které nejsou povinny mít Mezinárodní osvědčení o zamezení znečištění ropnými látkami osvědčení by měla být stanovena správním orgánem.

13 Označení typu ropných tankerů

Prav. 7, 19 13.1 Ropné tankery musí být označeny na Dodatku formuláře B k Osvědčení IOPP buď jako „tanker na surovou ropu“, „tanker pro přepravu ropných produktů“ nebo „tanker pro přepravu surové ropy/ropných látek“. Kromě toho se požadavky uvedené v pravidle 19 liší pro různé kategorie stáří „tankerů na surovou ropu“ a „tankerů pro přepravu ropných produktů“ a splnění těchto ustanovení je zaznamenáno v Osvědčení IOPP. Přepravy ropných látek, u kterých jsou povoleny různé typy ropných tankerů jsou následující:

.1 *Tanker pro přepravu surové ropy/ropných látek* může přepravovat buď surovou ropu nebo ropné látky nebo obojí současně;

.2 *Tanker na surovou ropu* může přepravovat surovou ropu, ale nesmí

[*] Pokud jde o odlučovače ropných látek znečištěné vody u stokových prostor lodních strojoven viz Pokyny a specifikace pro zařízení k zabránění znečišťování pro stokové prostory lodních strojoven přijaté Výborem na ochranu mořského prostředí prostřednictvím usnesení MEPC.60(33) – odlučovače ropných látek, přijaté prostřednictvím usnesení MEPC.205(62) a upravené Pokyny a specifikace pro zařízení k zabránění znečišťování pro stokové prostory lodních strojoven přijaté usnesením Výboru na ochranu mořského prostředí Organizace prostřednictvím usnesení MEPC.107 (49). Pokud jde o systémy sledování a řízení vypouštění nainstalované na ropných tankerech postavených před 2. říjnem 1986, viz Pokyny a specifikace pro systémy sledování a řízení vypouštění pro ropné tankery a, pokud jde o systémy sledování a řízení vypouštění nainstalované na ropných tankerech postavených po 2. říjnu 1986, viz Upravené pokyny a specifikace pro systémy sledování a řízení vypouštění ropných látek pro ropné tankery přijaté usneseními Organizace A.496(XII) respektive A.586(14); viz prodávanou publikaci IMO I646E. Pokud jde o systémy sledování a řízení vypouštění nainstalované na ropných tankerech, jejichž kýl byl položen nebo které byly v podobném stádiu stavby 1. ledna 2005 či později, viz Upravené pokyny a specifikace pro systémy sledování a řízení vypouštění ropných látek pro ropné tankery přijaté usnesením Organizace MEPC.108(49).

přepravovat ropné látky a

.3 *Tanker pro přepravu ropných produktů* může přepravovat ropné látky, ale nesmí přepravovat surovou ropu.

13.2 Při určování označení typu ropného tankeru na Osvědčení IOPP na základě splnění ustanovení pro SBT, PL, CBT a COW by měly platit následující normy.

13.3 *Ropné tankery dodané po 1. červnu 1982 tak, jak je definováno v pravidle 1.28.4 o hrubé nosnosti menší než 20.000 tun*

13.3.1 Tyto ropné tankery mohou být označeny jako „tankery pro přepravu surové ropy/ropných látek“.

13.4 *Ropné tankery dodané po 1. červnu 1982 tak, jak je definováno v pravidle 1.28.4 o hrubé nosnosti 20.000 tun a více*

13.4.1 Ropné tankery splňující požadavky pro SBT + PL - COW mohou být označeny jako „tankery pro přepravu surové ropy/ropných látek“.

13.4.2 Ropné tankery splňující požadavky pro SBT — PL, ale nikoliv COW mohou být označeny jako „tankery pro přepravu ropných produktů“.

13.4.3 Ropné tankery o hrubé nosnosti 20.000 tun a více, ale o hrubé nosnosti méně než 30.000 tun nepřepravující surovou ropu, těžkou motorovou naftu nebo mazací olej jako náklad, nevybavené SBT + PL by měly být označeny jako „tankery pro přepravu ropných produktů“.

13.5 *Ropné tankery dodané 1. června 1982 či dříve tak, jak je definováno v pravidle 1.28.3, ale dodané po 31. prosinci 1979 tak, jak je definováno v pravidle 1.28.2 o hrubé nosnosti 70.000 tun a více*

13.5.1 Ropné tankery splňující požadavky pro SBT mohou být označeny jako „tankery pro přepravu surové ropy/ropných látek“.

13.6 *Ropné tankery dodané 1. června 1982 či dříve tak, jak je definováno v pravidle 1.28.3 o hrubé nosnosti menší než 40.000 tun*

13.6.1 Tyto ropné tankery mohou být označeny jako „tankery pro přepravu surové ropy/ropných látek“.

13.7 *Ropné tankery dodané 1. června 1982 či dříve tak, jak je definováno v pravidle 1.28.3 o hrubé nosnosti 40.000 tun a více*

13.7.1 Ropné tankery splňující požadavky pro SBT by měly být označeny jako „tankery pro přepravu surové ropy/ropných látek“.

13.7.2 Ropné tankery splňující požadavky jen pro COW by měly být označeny jako „tankery na surovou ropu“.

13.7.3 Ropné tankery splňující požadavky pro CBT by měly být označeny jako „tankery pro přepravu ropných produktů“.

14 Nový formulář osvědčení IOPP nebo jeho Dodatku

Prav. 9 V případě, kdy formulář Osvědčení IOPP nebo jeho Dodatku projde změnou a tato změna nezpůsobí zkrácení platnosti Osvědčení IOPP lodi, stávající formulář osvědčení nebo dodatku, který je v době, kdy změna vstoupí v platnost aktuální, může zůstat v platnosti až do uplynutí doby platnosti tohoto osvědčení, a to za předpokladu, že při první inspekci po termínu vstupu změny v platnost ve stávajícím osvědčení nebo dodatku budou vyznačeny nezbytné změny prostřednictvím vhodných oprav, např. přeškrtnutím neplatného zápisu a vepsáním nového zápisu.

15 Prodloužení platnosti Osvědčení IOPP

Prav. 10 Není-li výroční nebo průběžná inspekce vyžadovaná na základě pravidla 6 Přílohy I k MARPOL provedena v rámci lhůty stanovené v daném pravidle, Osvědčení IOPP přestává platit. Pokud se následně provede inspekce odpovídající požadované inspekci, platnost Osvědčení může být obnovena bez změny výročního data a data ukončení platnosti původního osvědčení a osvědčení potvrzeného k tomuto účelu. Důkladnost a přísnost takové inspekce bude záviset na období, pro které předepsaná inspekce uplynula a na stavu lodi.

16 Objem kalových nádrží

Prav. 12.1 16.1 Jako pomoc správním orgánům při určování přiměřeného objemu kalových nádrží, lze jako vodítko použít následující kritéria. Tato kritéria by neměla být chápána jako určení výše ropných zbytků, které budou vyprodukovány zařízením strojoven v daném časovém období. Objem kalových nádrží lze však vypočítat na základě jiných přijatelných předpokladů. U lodi jejíž kýl byl položen nebo která byla v podobném stádiu stavby 31. prosince 1990 či později by měly být použity pokyny uvedené v níže uvedených bodech .4 a .5 namísto pokynů uvedených v bodech .1 a .2.

.1 Pokud jde o lodě, které v palivových nádržích nepřepravují balastovou vodu, minimální objem kalové nádrže (V_1) by se měl vypočítat pomocí následujícího vzorce:

$V_1 = K_1 C D$ (m^3)

kde

K_1 = 0,01 u lodí, kde se těžká motorová nafta čistí pro použití v hlavním motoru nebo 0,005 u lodí používající naftu nebo těžkou motorovou naftu, která před použitím nevyžaduje čištění,

C = denní spotřeba paliva (tuny) a

D = maximální doba plavby mezi přístavy, kde lze kal vypustit na břeh (dny). Při nedostatku přesných údajů je nutné použít hodnotu 30 dnů.

.2 Pokud jsou takové lodě vybavené homogenizátory, spalovnami kalů či jinými uznávanými prostředky na palubě za účelem omezení množství kalu, minimální objem kalové nádrže (V_1) by měla, namísto výše uvedené hodnoty, být:

V_1 = 1 m^3 u lodí o hrubé nosnosti 400 tun a více, ale o hrubé nosnosti menší než 4.000 tun nebo 2 m^3 u lodí o hrubé nosnosti 4.000 tun a více.

.3 Pokud jde o lodě, které v palivových nádržích přepravují balastovou vodu, minimální objem kalové nádrže (V_2) by se měl vypočítat pomocí následujícího vzorce:

$V_2 = V_1 + K_2 B$ (m^3)

kde

V_1 = objem kalové nádrže uvedený v bodě .1 nebo .2 výše v m^3,

K_2 = 0,01 u nádrží na těžkou motorovou naftu nebo 0,005 u doplňovacích nádrží na naftu a

B = objem nádrží na balastovou vodu, které lze taky použít k přepravě paliva (tuny).

.4 Pokud jde o lodě, které v palivových nádržích nepřepravují balastovou

vodu, minimální objem kalové nádrže (V_1) by se měl vypočítat pomocí následujícího vzorce:

$V_1 = K_1CD$ (m^3)

kde

K_1 = 0,015 u lodí, kde se těžká motorová nafta čistí pro použití v hlavním motoru nebo 0,005 u lodí používající naftu nebo těžkou motorovou naftu, která před použitím nevyžaduje čištění,

C = denní spotřeba paliva (m^3) a

D = maximální doba plavby mezi přístavy, kde lze kal vypustit na břeh (dny). Při nedostatku přesných údajů je nutné použít hodnotu 30 dnů.

.5 Pokud jde lodě, u kterých je smlouva o stavbě uzavřena nebo, v případě neexistence smlouvy o stavbě, jejichž kýl byl položen před 1. červencem 2010 a které jsou vybavené homogenizátory, spalovnami kalů či jinými uznávanými prostředky na palubě za účelem omezení množství kalu, minimální objem kalové nádrže by měl být:

.5.1 50% hodnoty vypočítané podle výše uvedeného bodu .4 nebo

.5.2 1 m^3 u lodí o hrubé nosnosti 400 tun a více, ale o hrubé nosnosti menší než 4.000 tun nebo 2 m^3 u lodí o hrubé nosnosti 4.000 tun a více, podle toho, která hodnota je větší.

16.2 Správní orgány by měly stanovit, že na lodi, jejíž kýl byl položen nebo která byla v podobném stádiu stavby 31. prosince 1990 či později, musí být k dispozici také nádrž odpovídajícího objemu, který může zahrnovat i kalovou nádrž(e) uvedenou v bodě 16.1 výše, k uskladňování ropných látek z netěsností, odtoků a odpadů zařízení strojoven. Ve stávajících zařízeních je toto třeba vzít v úvahu, nakolik je to přijatelné a proveditelné.

17 Čerpadlo vyhrazené k odstraňování

Prav. 12.2.1 Vyhrazené čerpadlo by mělo být vykládáno jako jakékoliv čerpadlo používané odstraňování ropných zbytků (kalu) pomocí standardní vypouštěcí přípojky uvedené v pravidle 13, nebo jakékoliv čerpadlo používané k přečerpávání ropných zbytků (kalu) do jiných schválených prostředků k odstraňování, např. spalovny, pomocného kotle vhodného ke spalování ropných zbytků (kalu) nebo jiných přijatelných prostředků, které jsou předepsány v odstavci 3.2 Dodatku k Osvědčení IOPP, Formulář A nebo B.

Prav. 12.2.2 *Vypouštěcí potrubí kalových nádrží*

1 Pravidlo 12.2.2 by se nemělo zpětně uplatňovat u lodí dodaných před 1. lednem 2014.*

2 Nemělo by docházet k propojování mezi vypouštěcím potrubím kalových nádrží a potrubím pro stokovou vodu jiného druhu než jsou možná společná potrubí vedoucí ke standardní vypouštěcí přípojce uvedené v pravidle13.

3 U lodí dodaných před 1. lednem 2014 stávající zařízení, kde je nádrž na ropné zbytky (kal) mají vypouštěcí přípojky do sběrných nádrží na ropnými látkami znečištěnou stokovou vodu, může být přijata vrchní plocha nádrží nebo odlučovač ropnými látkami znečištěné vody.

* Loď dodaná před 1. lednem 2014 znamená loď:
.1 u které je smlouva o stavbě uzavřena před 1. lednem 2011 nebo
.2 v případě neexistence smlouvy o stavbě, jejíž kýl byl položen nebo která byla v podobném stádiu stavby před 1. lednem 2012 nebo
.3 k jejíž dodání došlo před 1. lednem 2014.

18 Přípojky k vypouštění mimo loď u nádrže na ropné zbytky (kal)

Prav. 12.3 Lodě vybavené potrubím do a z nádrží na ropné zbytky (kal) k výpustím pro vypouštění mimo loď jiného druhu než jsou standardní vypouštěcí přípojky uvedené v pravidle 13 nainstalovaným před 4. dubnem 1993 mohou splnit pravidlo 12.3 nainstalováním záslepek do tohoto potrubí.

19 Začišťování nádrží na ropné zbytky (kal) a vypouštění zbytků

Prav. 12.4 Jako pomoc správním orgánům při určování vhodnosti návrhu a konstrukce nádrží na ropné zbytky (kal) s cílem usnadnit jejich čištění a vypouštění zbytků do zařízení pro odevzdávání látek z lodí jsou poskytnuty následující pokyny vztahující se na lodě, jejichž kýl byl položen nebo které je v podobném stádiu stavby 31. prosince 1990 či později:

.1 je nutné zajistit vhodné průlezy, díky kterým, s přihlédnutím k vnitřní struktuře nádrží na ropné zbytky (kal), lze dosáhnout všech části nádrží, aby se usnadnilo čištění.

.2 nádrže na ropné zbytky (kal) v lodích s těžkou motorovou naftou, kterou je nutné před použitím čistit, musí být vybaveny vhodným topným zařízením nebo jinými vhodnými prostředky ke zlepšení čerpatelnosti a vypouštění obsahu nádrží;

.3 nádrže na ropné zbytky (kal) by měly být vybaveny vyhrazeným čerpadlem určeným k vypouštění obsahu nádrží do zařízení pro odevzdávání látek z lodí. Čerpadlo musí být vhodného typu, kapacity a výtlačné výšky, s ohledem na vlastnosti čerpané kapaliny a velikosti a umístění nádrže(í) a celkovou dobu vypouštění.

.4, když je jakákoliv nádrž na ropné zbytky (kal) (tj. provozní nádrž na ropné zbytky (kal)[*]), která dodává ropné zbytky (kal) přímo do prostředků k odstraňování ropných zbytků (kalu) předepsaných v odstavci 3.2 Dodatku k Osvědčení IOPP, Formulář A nebo B, vybavena vhodnými prostředky určenými k vypouštění, nemusí se na danou nádrž na ropné zbytky (kal) vztahovat požadavky pododstavce .3.

20 Ochrana palivové nádrže

Prav. 12A.6, 12A.7, 12A8 20.1 S ventily pro palivové nádrže umístěné v souladu s ustanoveními odstavců 6, 7 a 8 z 12A.7, Příloha I k MARPOL, pravidlo 12A, může být nakládáno podobným způsobem jako při nakládání se sacími jímkami jako 12A.8 podle pravidla MARPOL 12A.10, a proto mohou být uspořádány ve vzdálenosti od dna lodi nejméně *h*/2.

20.2 Ventily pro nádrže, které mohou být umístěny ve vzdálenosti od dna nebo boku lodi spodní nebo boční menší než *h* nebo respektive *w*, v souladu s funkční normou pro havarijní výtok paliva Přílohy I k MARPOL, pravidlo 12A.11, mohou být uspořádány ve vzdálenosti nejméně *h* nebo respektive *w*.

20.3 Odvzdušňovací potrubí a přepadové potrubí palivových nádrží se nepovažují za součást „vedení palivového potrubí“ a proto mohou být umístěna ve vzdálenosti od boku lodi menší než *w*.

20.4 Kromě toho, že musí být co nejmenší, rozměry sacích jímek uvedených v Příloze I k MARPOL, pravidlo 12A.10, by měly být přiměřené rozměrům sacího potrubí a pokryté ploše.

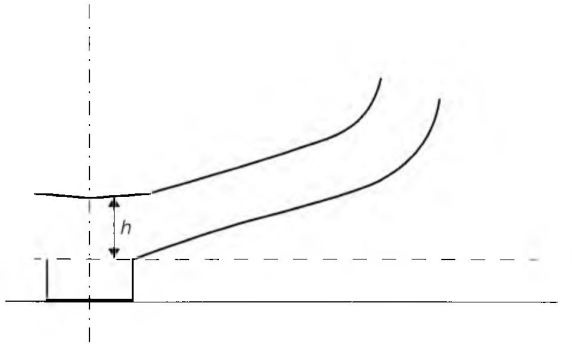
[*] Provozní tank na ropné zbytky (kal) znamená tank určený k přípravě ropných zbytků (kalu) ke spalování tak, jak je definováno v odstavci 5.3.3 dodatku k příloze k MEPC 1/Circ.642 ve znění MEPC. 1/Circ.676 a MEPC. 1/Circ.760.

21 Měření vzdálenosti „*h*“

Prav. 12A.6, 12A.7, 12A.8, 12A.11.8

21.1 Vzdálenost „*h*“ by se měla měřit od konstrukční linie dnové obšívky kolmo k ní (pravidlo 12A, obrázek 1).

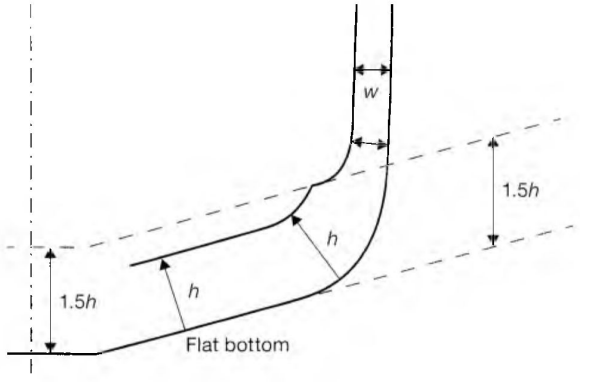
.1 U plavidel navržených s kýlovou ostruhou by se kýlová ostruha neměla považovat za ochranu palivových nádrží. U oblastí v rámci šířky kýlové ostruhy by se vzdálenost „*h*“ měla měřit kolmo k rovnoběžce se základní linií na průsečíku kýlové ostruhy a konstrukční linie dnové obšívky tak, jak je uvedeno na obrázku A.



Obrázek A

.2 U plavidel navržených s trvalým sklonem by se jako referenční bod neměla používat základní linie. Vzdálenost „*h*“ měla měřit kolmo k základní linii dnové obšívky na příslušných žebrech, kde se mají palivové nádrže chránit.

21.2 U plavidel navržených s úkosem dna by se měla vzdálenost „1,5*h*“ měřit od konstrukční linie dnové obšívky, ale v pravém úhlu k základní linii tak, jak je uvedeno na obrázku B.



Obrázek B (Flat bottom = ploché dno)

21.3 Výše uvedené odstavce 1 a 2 se také vztahují na odkaz na vzdálenost „*h*“ v pravidle 12A.11.8.

22 Platnost pravidla 12A na MODU

Prav. 12A.7,

Při použití pravidla 12A z Přílohy I k MARPOL na sloupy stabilizované soupravy (dále jen „MODU“) tak, jak je definováno v Předpisu MODU 12A.8, za účelem umístění

12A.8 palivových nádrží, omezení polohy v odstavcích 7 a 8 tohoto pravidla se vztahují na ty oblasti, které mohou být poškozeny, a to následovně:

.1 bude se předpokládat, že jsou poškozeny pouze sloupce, podvodní trupy a výztuže na periferii soupravy a bude se předpokládat, že k poškození došlo v exponovaných částech sloupů, podvodních trupů a výztuh;

.2 bude se předpokládat, že sloupy a výztuhy budou poškozeny na jakékoliv úrovni mezi 5,0 m výše a 3,0 m níže než je rozsah ponorů v návodu MODU pro normální a náročné povětrnostní podmínky a

.3 bude se předpokládat, že podvodní trup a patky budou poškozeny při provozu ve stavu tranzitu stejným způsobem tak, jak je uvedeno v .1 a .2 s ohledem na jejich tvar.

23 Automatický ochranný vypínač vyžadovaný pravidlem 15.3.2

Prav. 14, 15 Pravidlo 15.3.2 obsahuje odkaz na pravidlo 14.7, které vyžaduje jak stokový alarm 15 miliontin, tak i ochranný vypínač, který zajistí, že vypouštění bude automaticky zastaveno, když obsah ropných látek v odpadní vodě přesáhne 15 miliontin. Vzhledem k tomu, že to však není požadavek pravidla 14 pro lodě o hrubé prostornosti menší než 10.000 tun, takové lodě nemusí být vybavené tímto alarmem a ochranným vypínačem, pokud se odpadní vody ze stok prostorů strojoven nebudou vypouštět v rámci zvláštních oblastí. Naopak, vypouštění odpadních vod v rámci zvláštních oblastí z lodí bez stokového alarmu 15 miliontin a automatického ochranného vypínače je porušením úmluvy, i když je obsah ropných látek ve výtoku nižší než 15 miliontin.

24 Omezování vypouštění balastové vody z palivových nádrží

Prav. 14.1 24.1 Druhá věta pravidla 14.1 by měla být vykládána takto:

Každá loď o hrubé prostornosti 400 tun a více, ale o hrubé prostornosti menší než 10.000 tun:

.1 která nenese balastovou vodu v palivových nádržích by měla být vybavena odlučovačem ropných látek 15 miliontin pro omezení vypouštění stok z prostor strojoven;

.2 která nese balastovou vodu v palivových nádržích by měla být vybavena zařízením vyžadovaným pravidlem 14.2 pro omezení vypouštění stok z prostor strojoven znečištěné balastové vody z palivových nádrží. Lodě, na kterých není racionální nainstalovat toto zařízení by měly znečištěnou balastovou vodu z palivových nádrží uskladňovat na palubě a vypouštět ji do zařízení pro odevzdávání látek z lodí.

24.2 Výše uvedené zařízení by mělo mít dostatečnou kapacitu, aby zvládlo množství vypouštěných odpadních vod.

25 Odlučovač ropných látek

Prav. 14.1, 14.2 Odlučovač ropných látek uvedený v pravidlech 14.1 a 14.2 je odlučovač stok 15 miliontin a může zahrnovat libovolnou kombinaci odlučovače, filtru nebo koalesceru a také samostatné jednotky určené k produkci odpadních vod s obsahem ropných látek nepřekračujícím 15 miliontin.

26 Výjimky pro omezené plavby

Prav. 14.5.3.4 Prav. 14.5.3.4 Mezinárodní osvědčení o zamezení znečištění ropnými látkami by mělo obsahovat dostatečné informace umožňující přístavnímu státu určit, zdali loď vyhovuje podmínkám zproštění týkajících se fráze „omezené plavby tak, jak je určeno správním orgánem“. To může zahrnovat seznam přístavů, maximální dobu trvání plavby mezi

přístavy se zařízením pro odevzdávání látek z lodí nebo podobné podmínky tak, jak je stanoveno správním orgánem.

27 Omezení vypouštění ropných látek

Prav. 15 *Přečerpávání ropných zbytků souvisejících s nákladem bez ropných látek do odpadních nádrží ropných tankerů.*

27.1 Pokud se ropné zbytky související s nákladem bez ropných látek přečerpávají do odpadních nádrží ropných tankerů, vypouštění těchto zbytků by mělo být v souladu s pravidlem 34.

27.2 Výše uvedená interpretace by neměla být vykládána jako uvolnění stávajícího zákazu uspořádání potrubí spojujících strojovnu a odpadních nádrží, které by mohlo povolit vniknutí nákladu do prostor strojovny. Jakákoliv uspořádání stanovená pro vypouštění stok z prostor strojoven do odpadních nádrží by mělo zahrnovat odpovídající prostředky určené k zabránění zpětného toku kapalného nákladu a plynů do prostor strojovny. Jakékoliv takové uspořádání nepředstavuje uvolnění požadavků pravidla 14, pokud jde o odlučovač ropných látek.

28 Definice „pluje“

Prav. 15.2.1 Termín „pluje“ (en route) znamená, že loď je na cestě na moři na kurzu nebo kurzech, včetně odchylky od nejkratší přímé trasy, které, nakolik je to možné pro účely navigace, způsobí, že veškeré vypouštěné látky budou rozloženy tak velké ploše moře, nakolik je to přijatelné a proveditelné.

29 Palivo

Prav. 16.2 *Velká množství paliva*

29.1 Fráze „velká množství paliva“ v pravidle 16.2 odkazuje na lodě, které musí zůstat na moři po delší dobu z důvodu zvláštní povahy jejich provozu a obchodních činností. Za zvažovaných okolností by se vyžadovalo, aby tyto lodě napustily své prázdné palivové nádrže balastovou vodou s cílem udržet dostatečnou stabilitu a bezpečné plavební podmínky.

29.2 Tyto lodě mohou zahrnovat mimo jiné některé velké rybářské lodě nebo oceánské remorkéry. Do této skupiny mohou být zahrnuty některé jiné typy lodí, u kterých z bezpečnostních důvodů, např. stability, může vyžadovat přeprava balastu v palivových nádržích.

30 Platnost pravidla 16.4

Prav. 16.4 Jestliže je oddělení palivových nádrží a nádrží na balastovou vodu neodůvodněné nebo neproveditelné u lodí na něž se vztahuje pravidlo 16.4, balastovou vodu lze přepravovat v palivových nádržích, a to za předpokladu, že tato balastová voda je vypouštěna do moře v souladu s pravidly 15.2,15.3 , 15,5 a 15,6 nebo do zařízení pro odevzdávání látek z lodí v souladu s pravidlem 15.9.

31 Ropné tankery využívané ke skladování znečištěného balastu

Prav. 18, 19, 20, 33, 35 Když se ropný tanker využívá jako plovoucí zařízení pro příjem znečištěného balastu vypouštěného z ropných tankerů, u takového tankeru se nevyžaduje splnění ustanovení pravidel 18, 19, 20, 33 a 35. 20, 33, 35

32 Požadavky na SBT, CBT, COW a PL

Prav. 18.3.2 *Objem SBT*

Pro účely uplatňování pravidla 18.3.2 se považuje, že následující operace ropných tankerů spadají do kategorie výjimečných případů:

.1 kdy se vyžaduje, aby byly kombinované tankery provozovány pod nakládacími a vykládacími mostovými jeřáby;

.2 kdy se vyžaduje, aby tankery proplouvaly pod nízkými mosty;

.3 když místní předpisy přístavu nebo kanálu vyžadují pro bezpečnou plavbu zvláštní ponory;

.4 když opatření při nakládání a vykládání vyžadují, aby byl tanker na hlubším ponoru než je dosaženo úplným naplněním všech nádrží na oddělený balast;

.5 když pravidla povolují důkladnou kontrolu anebo měření tloušťky oceli pomocí raftů a

.6 hydrostatické tlakové zkoušky nádrží.

33 Podmínky pro oddělený balast u ropných tankerů o délce kratší než 150 m

Prav. 18.5 33.1 Při stanovování minimálního ponoru a sklonu ropných tankerů o délce kratší než 150 metrů, které se budou kvalifikovat jako ropné tankery SBT, by měl správní orgán postupovat v souladu s pokyny stanovenými v dodatku 1.

33.2 Vzorce uvedené v dodatku 1 nahradí vzorce uvedené v pravidle 18.2 a tyto ropné tankery by měly rovněž splňovat podmínky stanovené v pravidlech 18.3 a 18.4, aby mohly být kvalifikovány jako ropné tankery SBT.

34 Ropné tankery definované v pravidle 1.28.3 o hrubé nosnosti 40.000 tun a více s CBT a COW

Prav. 18.7, 18.8 34.1 Ropné tankery definované v pravidle 1.28.3 o hrubé nosnosti 40.000 tun a více, které jsou vybaveny CBT a COW a označeny v Dodatku k Osvědčení IOPP jako „tankery pro přepravu surové ropy/ropných látek“ a provozované následovně:

.1 Měly by být vždy provozované s CBT a ve vyhrazených tancích na čistý balast by se neměla přepravovat ani surová ropa, ani ropné látky a

.2 Při přepravě úplného nebo částečného nákladu surové ropy by se měly provozovat s COW, v tancích přepravujících surovou ropu, za účelem omezení množství kalu.

34.2 Správním orgánem schválené postupy pro přepínání mezi režimy COW a CBT na tankerech s běžným nebo samostatným nezávislým potrubím a čerpadly pro manipulaci s nákladem a (CBT) balastem by měly být průběžně přijatelné, pokud není přeprava surové ropy v režimu CBT daná jako přípustná.

35 Objem CBT

Prav. 18.8 Pro účely stanovení objemu CBT lze zahrnout následující nádrže:

.1 Nádrže na oddělený balast a

.2 jímky a nádrže v předním a zadním kolizním prostoru, a to za předpokladu, že slouží výhradně k přepravě balastové vody a jsou spojeny s trvalým potrubím s čerpadly balastové vody.

36 Měřič obsahu ropných látek v CBT

Prav. 18.8.3 Vypouštění balastu z vyčleněných nádrží na čistý balast by mělo být průběžně sledováno (ale ne nutně zaznamenáváno) měřičem obsahu ropných látek vyžadovaným pravidlem 18.8.3, aby bylo možné čas od času pozorovat obsahu ropných látek, pokud existuje. Tento měřič obsahu ropných látek se nemusí uvádět do provozu automaticky.

37 Ochranné umístění SBT

Prav. 18.12 až 18.15

37.1 Mělo by se provést měření minimální šířky bočních nádrží a minimální svislé hloubky nádrží dvojitého dna a hodnoty ochranných oblastí (PA_C a PA_S) by se měly vypočítat v souladu s „Prozatímním doporučením pro jednotný výklad pravidel 18.12-18.15 - Ochranná umístění prostor na oddělený balast“ uvedeným v dodatku 2.

37.2 Lodě postavené v souladu s tímto výkladem by měly být považovány za splňující požadavky pravidel 18.12-18.15 a nebude nutné je měnit, pokud z pozdějšího výkladu nevyplynou jiné požadavky.

37.3 Pokud podle názoru správního orgánu jakýkoliv ropný tanker, jehož kýl byl položen nebo který byly v podobném stádiu stavby před 1. červencem 1980 splňuje požadavky pravidel 18.12-18.15 bez zohlednění výše uvedeného Prozatímního doporučení, správní orgán může uznat, že takový tanker splňuje pravidla18.12 - 18.15.

38 Ropné tankery s nezávislými nádržemi

Prav. 19

Ropné tankery s nezávislými nádržemi se považují za ropné tankery s dvojitým dnem, a to za předpokladu, že jsou navrženy a postaveny tak, že minimální vzdálenost mezi hranicemi nákladových nádrží a dnovou a boční obšívkou lodi splňuje ustanovení pravidla 19.

39 Šířka bočních nádrží a výška nádrží dvojitého dna na ohybu stokové oblasti

Prav. 19.3.3

Požadavky pravidla 19.3.3 na ohybu stokových oblastí se vztahují na celou délku nádrže.

40 Celkový objem balastních nádrží

Prav. 19.4

40.1 Veškerý balast přepravovaný ve vnitřních rozšířeních, vybráních nebo výklencích dvojitého trupu, např. kozlících přepážek, by měl být přídatný balast nad minimální požadavek na objem odděleného balastu podle pravidla 18.

40.2 Při výpočtu celkového objemu podle pravidla 19.3.4 je třeba dále brát v úvahu následující:

.1 objem balastních nádrží ve strojovně by měl být z celkového objemu balastních nádrží vyloučen;

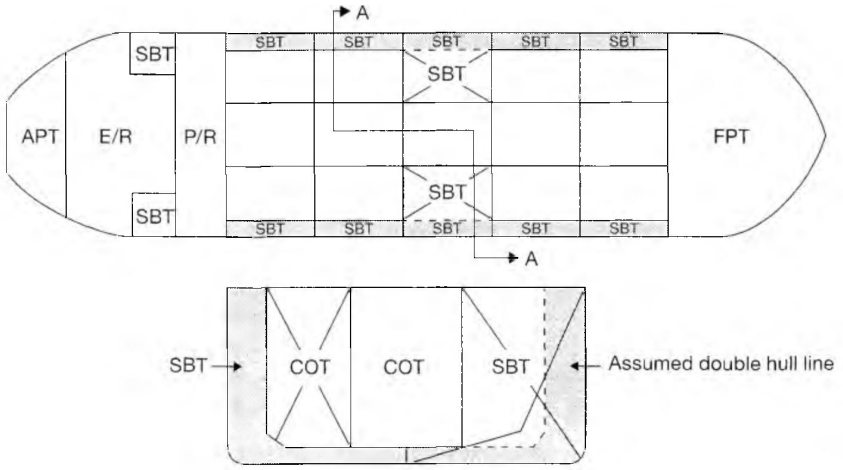
.2 objem balastních nádrží umístěných uvnitř dvojitého trupu by měl být z celkového objemu balastních nádrží vyloučen (viz obrázek 1).

41 Definice bočních nádrží dvojitého boku

Prav. 19.6.2

Boční nádrže vyžadované z důvodu ochrany celé délky nákladového tanku pravidlem 19.6.2, a to za účelem souladu s pravidlem 21.4.2, lze použít jako nákladové nádrže pro přepravu ropných produktů jiných druhů než jsou těžké ropné látky, když je loď vybavena nákladovými nádržemi uspořádanými tak, že objem každé nákladové nádrže nepřesahuje 700 m^3.

Řez A-A



Assumed double hull line = Předpokládaná linie dvojitého trupu

SBT: Nádrž na oddělený balast

COT: Nádrž na ropný náklad

FPT: Nádrž předního kolizního prostoru

APT: Nádrž zadního kolizního prostoru

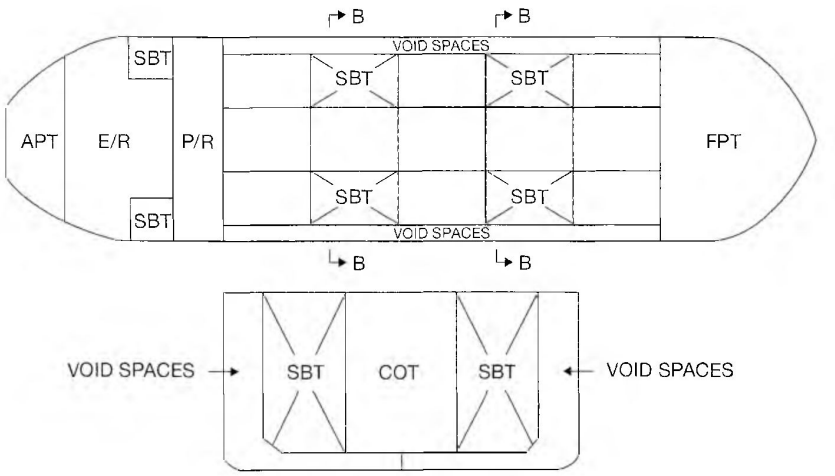
E/R: Strojovna

P/R: Strojovna čerpadel

Obrázek 1

.3 prostory jako jsou prázdné prostory umístěné uvnitř dvojitého trupu po délce nákladové nádrže by měly být do celkového objemu balastních nádrží zahrnuty (viz obrázek 2).

Řez B-B



VOID SPACES = PRÁZDNÉ PROSTORY

SBT: Nádrž na oddělený balast

COT: Nádrž na ropný náklad

FPT: Nádrž předního kolizního prostoru

APT: Nádrž zadního kolizního prostoru

E/R: Strojovna

P/R: Strojovna čerpadel

Obrázek 2

42 Definice ropného tankeru kategorie 2

Prav. 20.3.2 Každý ropný tanker kategorie 2 musí být vybaven Nádrže na oddělený balast na ochranném umístění (SBT/PL).

43 Velká přestavba, pokud jde o pravidlo 20.4

Prav. 20.4 Pro účely stanovení platnosti data pro požadavky pravidla 20.4 v Příloze I k MARPOL, kde tanker prošel velkou přestavbou tak, jak je definováno v pravidle 1 v Příloze I k MARPOL, která vyústila ve výměnu přídě, včetně celého nákladového úseku, se za datum dokončení velké přestavby ropného tankeru považuje den dodání lodě podle pravidla 20.4 v Příloze I k MARPOL, a to za předpokladu, že:

.1 přestavba ropného tankeru byla dokončena před 6. červencem 1996;

.2 přestavba zahrnovala výměnu celého nákladového úseku a přídě a tanker splňuje všechna příslušná ustanovení Přílohy I k MARPOL platná ke dni dokončení velké přestavby a

.3 původní datum dodání ropného tankeru bude platit, bere-li se v úvahu hranice 15 let stáří týkající se první inspekce Systému hodnocení stavu (CAS), která má být dokončena v souladu s pravidlem 20.6 v Příloze I k MARPOL.

44 Boční nádrže a prostory dvojitého dna tankerů tak, jak je definováno v pravidle 1.28.5 využívané pro balastovou vodu

Prav. 20.6 Pokud se boční nádrže a nádrže dvojitého dna uvedené v pravidle 20.6 využívají pro balastovou vodu, uspořádání balastu musí minimálně splňovat Revidované specifikace pro ropné tankery s vyčleněnými nádržemi na čistý balast (usnesení A.495 (XII)).

45 Požadavky na Systém hodnocení stavu (CAS)

Prav. 21.6.1 První inspekce CAS se provádí současně s první průběžnou nebo obnovovací inspekcí:

- po 5. dubnu 2005 nebo

- po datu, kdy loď dosáhne stáří 15 let,

podle toho, co nastane později.

46 Spodní ochrana strojoven čerpadel

Prav. 22.5 4 6.1 Termín „strojovna čerpadel“ znamená strojovna čerpadel nákladu. Potrubí na balast může být umístěno uvnitř strojovny čerpadel dvojitého dna, a to za předpokladu, že žádné poškození tohoto potrubí nezpůsobí nečinnost lodních čerpadel umístěných ve „strojovně čerpadel“.

46.2 Ochrana „strojovny čerpadel“ dvojitým dnem může mít formu prázdné nádrže, balastní nádrže, nebo není-li to zakázáno jinými předpisů, palivové nádrže.

46.3 Stokové jímky mohou být uznány v rámci dvojitého dna za předpokladu, že tyto jímky jsou co nejmenší a vzdálenost mezi dnem jímky a základní linií lodi měřená kolmo k základní linii lodi není menší než 0,5*h*.

46.4 Nachází-li část strojovny čerpadel pod minimální výškou vyžadovanou pravidlem

22.2, pak pouze tato část strojovny čerpadel musí být dvojitého dna.

47 Průběh havarijního výtoku ropných látek Přetlak v kPa

Prav. 23.7.3.2 Je-li nainstalován systém s inertním plynem, za normální přetlak (v kPa) se bude brát 5 kPa.

48 Omezení velikosti nádrže a stabilita při poškození

Prav. 24.1.2 *Předpoklady poškození dna*

Při použití hodnot pro poškození dna v přední části lodi tak, jak je uvedeno v pravidle 24.1.2 pro účely výpočtu jak výtoku ropných látek a stability při poškození, 0,3*L* od přední svislice by měl být nejvzdálenějším bodem rozsahu poškození.

49 Hypotetický výtok ropných látek u kombinovaných tankerů

Prav. 25 Za účelem výpočtu hypotetického výtoku ropných látek u kombinovaných tankerů:

.1 objem nákladové nádrže musí zahrnovat objem jícnu až k vrcholu sil jícnu, a to bez ohledu na konstrukci poklopu, ale nemusí obsahovat objem žádného krytu jícnu a

.2 u měření objemu na konstrukčních liniích se nebudou odečítat žádné objemy vnitřních konstrukcí.

50 Výpočet hypotetického výtoku ropných látek

Prav. 25.1.2 V případě, kdy šířka b_l, není po celé délce konkrétní boční nádrže konstantní, pro účely posouzení hypotetických výtoků ropných látek O_c a O_s by měla být použita nejmenší hodnota b_l, v nádrži.

51 Hypotetický výtok ropných látek
Umístění ventilů

Prav. 25.3.3 51.1 S ventily a jinými uzavíracími zařízeními umístěnými v souladu s ustanoveními Přílohy I k MARPOL, pravidlo 25.3.3, může být nakládáno podobným způsobem jako při nakládání se sacími jímkami jako podle pravidla 12A.10 MARPOL, a proto mohou být uspořádány ve vzdálenosti od dna lodi nejméně $h/2$.

51.2 Kromě toho, že musí mít co nejmenší plochu, rozměry sacích jímek uvedených v Příloze I k MARPOL, pravidlo 25.3.3, by měly být přiměřené rozměrům sacího potrubí a pokryté ploše.

52 Stabilita v neporušeném stavu

Prav. 27 52.1 Plavidlo by mělo být naloženo se všemi nákladovými nádržemi naplněnými na úroveň odpovídající maximálnímu celkovému součtu vertikálního momentu objemu plus moment setrvačnosti volné hladiny při nulovém náklonu u každé jednotlivé nádrže. Hustota nákladu by měla odpovídat dostupné hrubé nosnosti nákladu při výtlaku, při kterém příčná KM dosáhne minimální hodnoty, a to za předpokladu plného objemu spotřebního materiálu při odplutí a 1 % celkového objemu balastové vody. Maximální moment setrvačnosti volné hladiny by měl předpokládat ve všech zátěžových podmínkách. Za účelem výpočtu GM_0 by opravy volné hladiny kapaliny měly být založeny na příslušném svislém momentu setrvačnosti volné hladiny. Křivka vzpřimujícího ramene páky může být opravena na základě momentů dopravy kapalin.

52.2 Za účelem prokázání splnění pravidla 27 v Příloze I k MARPOL, jako alternativa k případu naložení popsaném v Jednotném výkladu 45.1 k MARPOL se přijímá provedení rozsáhlou analýzu zahrnující všechny možné kombinace naplnění nákladových a balastních nádrží. Pro tak rozsáhlé podmínky analýzy se má za to, že:

.1 hmotnost, souřadnice těžiště a moment volné hladiny u všech nádrží by měly

být podle skutečného obsahu posuzovaného ve výpočtech a

.2 v souladu s následujícím by měly být provedeny rozsáhlé výpočty:

.2.1 ponory by se měly měnit mezi ponorem s lehkým balastem a vzorovým ponorem;

.2.2 je nutné uvažovat spotřební materiál, včetně, ale nikoli výlučně paliva, motorové nafty a pitné vody, v množství odpovídajícím 97 %, 50 % a 10 % obsahu;

.2.3 pro každý ponor a variantu spotřebního materiálu, by měla dostupná hrubá nosnost zahrnovat balastovou vodu a náklad tak, aby byly zahrnuty kombinace mezi maximálním obsahem balastu a minimálním obsahem nákladu a naopak. Ve všech případech, by měl být počet naložených balastních a nákladových nádrží zvolen tak, aby odrážel nejhorší možnou kombinaci VCG a bez vlivů volné hladiny. Provozní omezení počtu nádrží považovaných za současně nevytížené a vyloučení konkrétních nádrží by nemělo být povoleno. Všechny balastní nádrže musí mít nejméně 1 % obsahu;

.2.4 musí být posuzovány hustoty nákladu mezi nejnižší a nejvyšší určenou k přepravě a

.2.5 měly by být prozkoumány dostatečné kroky mezi všemi limity, aby se zajistilo, že budou identifikovány nejhorší podmínky. Mělo by být prozkoumáno minimálně 20 kroků pro rozsah obsahu nákladu a balastu mezi 1 % a 99 % celkového objemu. Mohou být nezbytné kroky s užšími rozestupy poblíž kritických částí rozsahu.

V každé fázi musí být splněna kritéria uvedená v odstavci 1 pravidla 27.

53 Provozní ponor

Prav. 28.1 S ohledem na termín „každý provozní ponor, který odráží skutečné podmínky částečného nebo úplného zatížení“ by měly požadované informace umožnit posouzení stability při poškození za podmínek stejných jako nebo podobných těm, za nichž se předpokládá provoz lodi.

54 Sací jímky

Prav. 28.2 Za čelem stanovení rozsahu předpokládaného poškození podle pravidla 28.2 lze sací jímky vyloučit, a to za předpokladu, že tyto jímky nejsou příliš velké plochy a přesahují pod nádrž na minimální vzdálenost a v žádném případě ne více než je polovina výšky dvojitého dna.

55 Nádrže s hladkými stěnami

Prav. 29.2.3.3 Termín „nádrže s hladkými stěnami“ by měl zahrnovat hlavní nákladové nádrže u tankerů pro přepravu ropných produktů/volně ložených substrátů/rud, které mohou být postaveny s vertikální kostrou o malé hloubce. Za hladké stěny se považují i vertikálně prolamované přepážky.

56 Čerpací a potrubní zařízení

Prav. 30.2 *Potrubní zařízení pro vypouštění nad čarou ponoru*

56.1 Na základě pravidla 30.2, musí být vedení pro vypouštění do moře nad čárou ponoru vedena buď:

.1 do výpusti lodi umístěné nad čarou ponoru ve stavu nejhlubšího ponoru s balastem nebo

.2 do výtokového rozvodného potrubí ve středu lodi nebo, je-li nainstalováno, do záďového či příďového nakládacího/vypouštěcího zařízení nad horní palubou.

56.2 Boční výpust lodi l uvedená v 56.1.1 by měla být umístěna tak, aby se její spodní hrana neponořila, když loď přepravuje maximální množství balastu během plaveb s balastem s ohledem na druh a činnost lodi. Vypouštěcí vývod umístěný nad čarou ponoru při následujících zátěžových podmínkách bude uznán jako vyhovující tomuto požadavku:

.1 na ropných tankerech, které nejsou vybaveny SBT a CBT, zátěžové podmínky, kdy loď současně přepravuje jak normální balast při odplutí tak i normální čistý balast a

.2 na ropných tankerech vybavených SBT a CBT, zátěžové podmínky, kdy loď přepravuje balastovou vodu v tancích na oddělený balast nebo vyčleněných tancích na čistý balast spolu s dalším balastem v nákladových tancích v souladu s pravidlem 18.3.

56.3 Správní orgány mohou povolit potrubní zařízení, která vedou k boční výpusti lodi umístěné nad čarou ponoru s balastem při odplutí, ale ne nad čarou ponoru ve stavu nejhlubšího ponoru s balastem, pokud byla tato zařízení byla nainstalována před 1. lednem 1981.

56.4 Ačkoliv pravidlo 30.2 nebrání použití zařízení uvedeného v 56.1.2 určeného k vypouštění balastové vody, je zřejmé, že použití tohoto zařízení není žádoucí a důrazně se doporučuje, aby byly lodě vybavené jednou buď bočními výpustěmi uvedenými v 56.1.1 nebo zařízením částečně odděleného toku uvedeným v pravidle 30.6.5.

57 Potrubí o malém průměru

Prav. 30.4.2

57.1 Pro účely uplatňování pravidla 30.4.2, by průřez potrubí malého průměru neměl překročit:

.1 10 % průřezu hlavního vypouštěcího potrubí nákladu u ropných tankerů dodaných po 1. červnu 1982 tak, jak je definováno v pravidle 1.28.4 nebo ropných tankerů dodaných 1. června 1982 či dříve tak, jak je definováno v pravidle 1.28.3, dosud nevybavených potrubím o malém průměru nebo

.2 25 % průřezu hlavního vypouštěcího nákladového potrubí u ropných tankerů dodaných 1. června 1982 či dříve tak, jak je definováno v pravidle 1.28.3, již vybavených takovým potrubím. (Viz odstavec 4.4.5 revidovaných Specifikací COW obsažených v usnesení A.446(XI) ve znění usnesení Organizace A.497(XII) a A.897(21)).

57.2 Připojení potrubí s malým průměrem k ventilu rozvodného potrubí

Fráze „připojen mimo loď“ týkající se potrubí s malým průměrem pro vypouštění na břeh by měla být vykládána ve smyslu přípojka na straně po proudu ventilů rozvodného potrubí na palubě lodi, a to jak na levoboku, tak i na pravoboku, když se vypouští náklad. Toto uspořádání by umožnilo přečerpání odtoků zpět z nákladového potrubí tankeru na břeh s ventily rozvodného potrubí tankeru uzavřenými přes stejné přípojky jako pro hlavní nákladové potrubí (viz nákres uvedený v dodatku 3).

58 Specifikace systému částečně odděleného toku

Prav. 30.6.5.2

Specifikace pro navrhování, instalaci a provoz systému částečně odděleného toku pro omezení vypouštění mimo loď uvedený v pravidle 30.6.5.2 jsou uvedeny v dodatku 4.

59 Příklady spolehlivých prostředků

Prav. 30.7

Příklady spolehlivých prostředků mohou mít formu záslepek, brýlových záslepek,

potrubních klapek, vyprazdňovacích a odsávacích systémů nebo vzduchových či vodních tlakových systémů. V případě, že se používají vyprazdňovací a odsávací systémy nebo vzduchové či vodní tlakové systémy, tyto systémy musí být vybaveny jak tlakoměrem, tak i poplašným systémem, které umožní nepřetržité sledování stavu úseku potrubí a tím integritu ventilů mezi mořskou sací skříní a ventily na lodi.

60 Celkové množství vypouštění

Prav. 34.1.5 Fráze „celkové množství konkrétního nákladu, jehož část tyto zbytky tvoří“ v pravidle 34.1.5 se týká celkového množství konkrétního nákladu, který byl přepravován při předchozí plavbě a neměla by být chápána tak, že se týká pouze celkového množství nákladu, který byl obsažen v nákladových tancích, do kterých byla následně napuštěna balastová voda.

61 Palubní nouzový plán pro případ znečištění ropnými látkami

Prav. 37.1 *Ekvivalentní ustanovení o uplatňování požadavku na nouzové plány pro případ znečištění ropnými látkami*

Veškeré pevné nebo plovoucí vrtné soupravy nebo jiná zařízení na volném moři použitá při průzkumu, využívání a souvisejícím příbřežním zpracování nerostných zdrojů z mořského dna, která mají nouzový plán pro případ znečištění ropnými látkami koordinovaný s, a schválený v souladu s postupy stanovenými, pobřežním státem by měla být považována splňující pravidlo 37.

62 Odpovídající zařízení pro odevzdávání látek z lodí pro látky upravené pravidlem 2.4

Prav. 38 Vykládací přístavy přijímající látky upravené pravidlem 2.4 (mezi něž patří mimo jiné ropné látky s vysokou hustotou) by měly mít odpovídající zařízení určená pro tyto produkty umožňující čištění celých nádrží prováděné v přístavu a měly by mít odpovídající zařízení pro odevzdávání látek z lodí pro řádné vypouštění a přijímání zbytků nákladu a rozpouštědel nezbytných pro čištění v souladu s odstavcem 7.2 z Jednotných výkladů.

63 Požadavky na pevné či plovoucí plošiny

Prav. 39 čl. 2(3)(b)(ii) *Platnost MARPOL*

Existuje pět kategorií vypouštění, které lze spojit s provozem pevných či plovoucích plošin na něž se vztahuje toto pravidlo, pokud jsou použity při průzkumu, využívání a souvisejícím příbřežním zpracování nerostných zdrojů, tj.:

.1 odtoky z prostor strojoven;

.2 odtoky z příbřežního zpracovávání;

.3 vypouštění provozních vod;

.4 vypouštění vytlačené vody a

.5 znečištěná mořská voda z provozních důvodů, např. voda k začišťování nádrží na vyrobené ropné látky, voda k hydrostatickému zkoušení nádrží na vyrobené ropné látky, voda z balastování nádrží na vyrobené ropné látky k provádění kontrol raftováním.

Pouze vypouštění odtoků z prostor strojoven a znečištěného balastu by mělo být předmětem úmluvy MARPOL (viz schéma uvedené v dodatku 5).

Dodatky k Jednotným výkladům Přílohy I

Dodatek 1

Pokyny pro správní orgány týkající se ponorů doporučených pro tankery s odděleným balastem o délce kratší než 150 m

Úvod

1 Pro správní orgány týkající se požadavků na minimální ponory pro tankery s odděleným balastem o délce kratší než 150 m jsou uvedeny tři formulace.

2 Tyto formulace jsou založeny jak na teoretickém výzkumu a šetření praktických postupů na tankerech s různou konfigurací odrážející různé stupně zájmu týkajícího se vynoření vrtule, vibrací, silného podélného houpání, ztráty rychlosti, kolébání, dokování a dalších záležitosti. Kromě toho jsou zahrnuty určité informace týkající se předpokládaných podmínek na moři.

3 Uznávajíc povahu základní práce, velmi rozličné uspořádání menších tankerů a jedinečnou citlivost každého plavidla na vítr a podmínky na moři, nelze nalézt žádný základ pro doporučení jedné samostatné formulace.

Pozor

4 Je třeba upozornit, že uvedené informace by měly být použity jako obecné pokyny pro správní orgány. S ohledem na jedinečné provozní požadavky konkrétního plavidla, správní orgán by se měl ujistit, že tanker má dostatečný objem pro balast pro bezpečný provoz. V každém případě by měla být stabilita zkoumána samostatně.

5 Formulace A

.1 střední ponor (m) $= 0{,}200 + 0{,}032L$

.2 maximální sklon $-(0{,}024 - 6 \times 10^{-5}L)L$

6 Tyto výrazy byly odvozeny ze studie 26 tankerů v rozmezí délky od 50 do 150 m. Ponory, v některých případech, byly abstrahovány od sklonu a knih stability a představují zátěžové podmínky při odplutí. Tyto zátěžové podmínky představují plavební podmínky za meteorologických podmínek až do stupně 5 Beaufortovy stupnice.

7 Formulace B

.1 minimální ponor na přídi (m) $= 0{,}700 + 0{,}0170L$

.2 minimální ponor na zádi (m) $= 2{,}300 + 0{,}030L$

nebo

.3 minimální střední ponor (m) $= 1{,}550 + 0{,}023L$

.4 maximální sklon $= 1{,}600 + 0{,}013L$

8 Tyto výrazy jsou výsledkem šetření na základě teoretického výzkumu, modelu a plnohodnotných zkoušek. Tyto vzorce jsou založeny na hodnotách Moře 6 (Mezinárodní námořní stupnice).

9 Formulace C

.1 minimální ponor na zádi (m) $= 2{,}0000 + 0{,}0275L$

.2 minimální ponor na přídi (m) $= 0{,}5000 + 0{,}0225L$

10 Tyto výrazy určují některé větší ponory jako pomoc při zamezování vynoření vrtule a úderům vln do trupu při silném podélném houpání u lodí o větších délkách.

Dodatek 2

Prozatímní doporučení pro jednotný výklad pravidel 18.12 až 18.15

„Ochranná umístění prostor odděleného balastu“

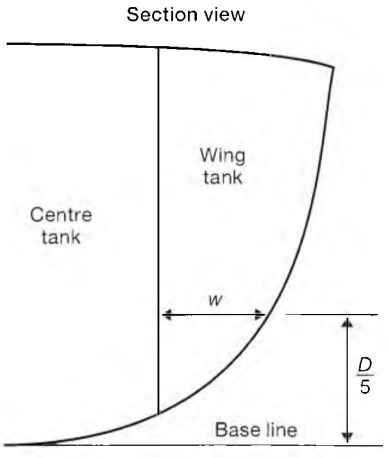
1 Pravidlo 18.15 Přílohy I k úmluvě MARPOL týkající se měření minimální šířky 2 m u bočních nádrží a měření minimální svislé hloubky 2 m nebo *B*/15 u nádrží dvojitého dna nebo v souvislosti s nádržemi na koncích lodi, kde není identifikovatelná žádná stoková oblast, by se mělo vykládat ve smyslu uvedeném níže. Při měření nádrží v rovnoběžném střední části lodi, kde je stoková oblast jasně identifikovatelná neexistují žádné obtíže. Pravidlo nevysvětluje, jak by se měření mělo provádět.

2 Minimální šířka bočních nádrží by se měla měřit ve výšce *D*/5 nad základní linii poskytující přiměřenou úroveň, nad kterou by se měla aplikovat dvoumetrová šířka protikolizní ochrany, a to za předpokladu, že ve všech případech je *D*/5 nad horním ohybem stok ve středu lodi (viz obrázek 1). Minimální výška nádrží dvojitého dna by se měla měřit ve svislé rovině měřené *D*/5 směrem dovnitř od průsečíku obšívky s vodorovnou linií *D*/5 nad základní linií (viz obrázek 2).

3 Hodnota PA_C pro boční nádrž, která nemá minimální šířku 2 m po celé své délce, je nulová. Ta část nádrže, jejíž minimální šířka přesahuje 2 m by neměla být zohledněna. Při posuzování PA_S by se neměla zohledňovat žádná nádrž dvojitého dna, jehož část, kdekoliv v celé jeho délce, nesplňuje požadavky na minimální hloubku. Pokud však předpokládané rozměry dna nákladové nádrže nad dvojitým dnem spadají zcela do oblasti nádrže nebo prostoru dvojitého dna, která splňuje požadavek na minimální výšku a za předpokladu, že boční přepážky ohraničující výše uvedenou nákladovou nádrž jsou svislé nebo mají sklon maximálně 45 ° od svislé roviny, lze zohlednit tu část tanku dvojitého dna definovanou promítnutím dna nákladové nádrže. Podobné případy, kdy jsou boční nádrže nad dvojitým dnem nádržemi na oddělený balast nebo prázdné prostory, lze rovněž zohlednit. To by však nevylučovalo ve výše uvedených případech zohlednění hodnoty PA_S v prvním případě a hodnotu PA_C v druhém případě, kdy je příslušná svislá nebo vodorovná ochrana v souladu s minimálními vzdálenostmi předepsanými pravidlem 18.15.

4 Promítnuté rozměry by se měly použít tak, jak je uvedeno v příkladech na obrázcích 3 až 8. Obrázky 7 a 8 představují měření výšky pro výpočet PA_C u nádrží dvojitého dna se šikmou horní plochou. Obrázky 9 a 10 představují případy, kdy je ve výpočtu PA_S zohledněna část nebo celek nádrže dvojitého dna.

Obrázek 1 – **Měření minimální šířky boční balastní nádrže na koncích lodi**



Section view = Příčný řez

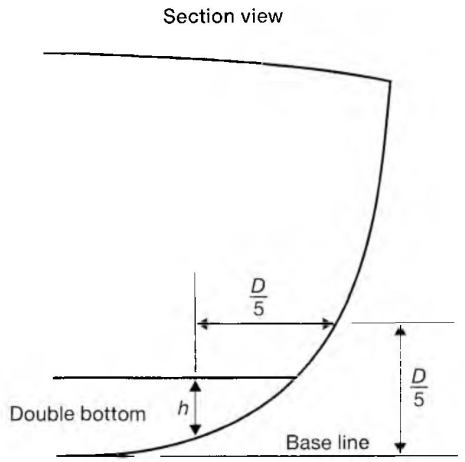
Centre tank = Středová nádrž

Wing tank = Boční nádrž

Base line = Základní linie

w musí být nejméně 2 m po celé délce nádrže u nádrže, která má být použita při výpočtu PA_C

Obrázek 2 – **Měření minimální výšky boční balastní nádrže na koncích lodi**



Section view = Příčný řez

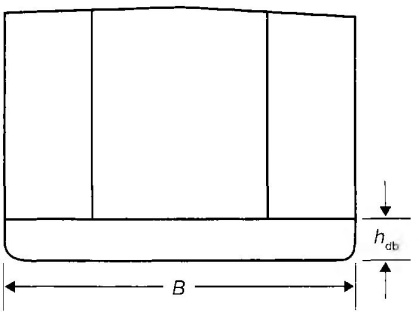
Double bottom = Dvojité dno

Base line = Základní linie

h musí být nejméně 2 m nebo *B*/15, podle toho, která hodnota je menší, po celé délce nádrže u nádrže, který má být použit při výpočtu PA_S

Obrázek 3 – ***Výpočet*** **PA_C a *PA_S* u nádrže dvojitého dna ve středu lodi**

Příčný řez



Pokud je h_{db} minimálně 2 m nebo *B*/15 podle toho, která hodnota je menší, po celé délce nádrže,

$PA_C = h_{db}$ x délka nádrže dvojitého dna x 2

PA_S = 6 x délka nádrže dvojitého dna

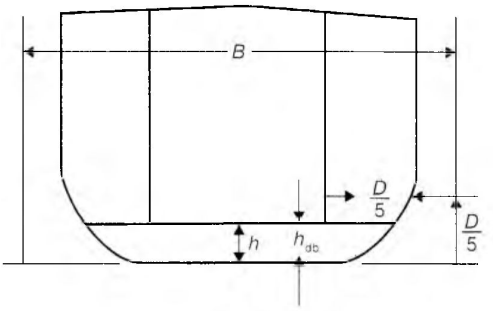
Pokud je h_{db} menší než 2 m nebo *B*/15 podle toho, která hodnota je menší,

$PA_C = h_{db}$ x délka nádrže dvojitého dna x 2

PA_S = 0

Obrázek 4 – **Výpočet PA_C a PA_S u nádrže dvojitého dna na koncích lodi**

Příčný řez



Pokud je h_{db} minimálně 2 nebo B/15 podle toho, která hodnota je menší, po celé délce nádrže,

$PA_C = h$ x délka nádrže dvojitého dna x 2

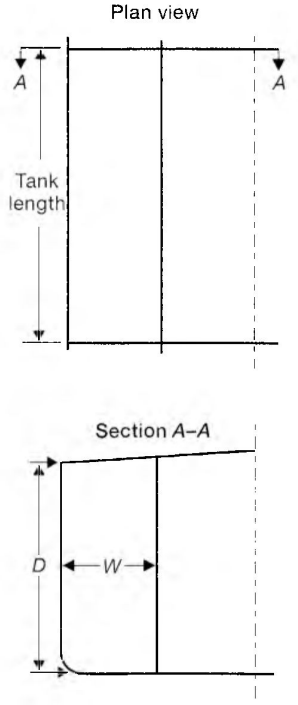
$PA_S = B$ x délka nádrže dvojitého dna

Pokud je h_{db} menší než 2 m nebo B/15 podle toho, která hodnota je menší,

$PA_C = h$ x délka nádrže dvojitého dna x 2

$PA_S = 0$

Obrázek 5 – **Výpočet PA_C a PA_S u boční nádrže ve středu lodi**



Plan view = Půdorys

Tank length = Délka nádrže

Section = Příčný řez

Pokud se W rovná 2 m nebo více,

$PA_C = D$ x délka nádrže x 2

$PA_S = W$ x délka nádrže x 2

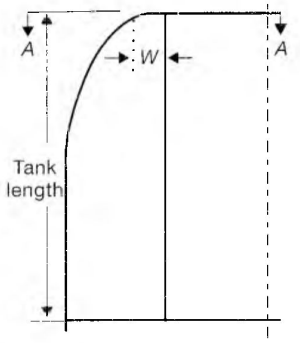
Pokud je *W* menší než 2 m,

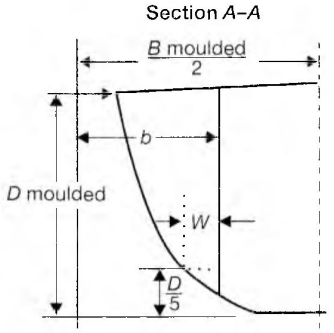
$PA_C = 0$

PA_S = *W* x délka nádrže x 2*

Obrázek 6 – **Výpočet PA_C a PA_S u boční nádrže na koncích lodi**

Půdorys na D





Tank length = Délka nádrže

Section = Příčný řez

moulded = kontrukční

Pokud se *W* rovná 2 m nebo více,

PA_C = *D* x délka nádrže x 2

PA_S = *b* x délka nádrže x 2

Pokud je *W* menší než 2 m,

$PA_C = 0$

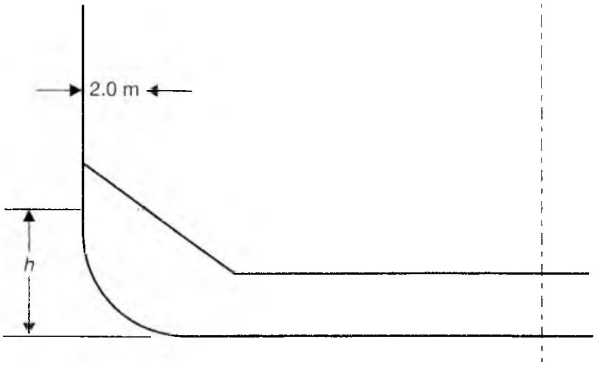
PA_S = *b* x délka nádrže x 2†

* Je-li nutné zahrnout levobok a pravobok.

† Je-li nutné zahrnout levobok a pravobok.

Obrázek 7 – **Měření *h* pro výpočet PA_C u nádrží dvojitého dna se šikmými horními plochami (1)**

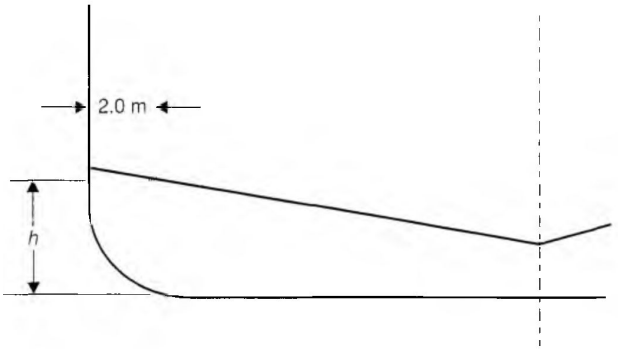
Příčný řez



PA_C = *h* x délka nádrže dvojitého dna x 2

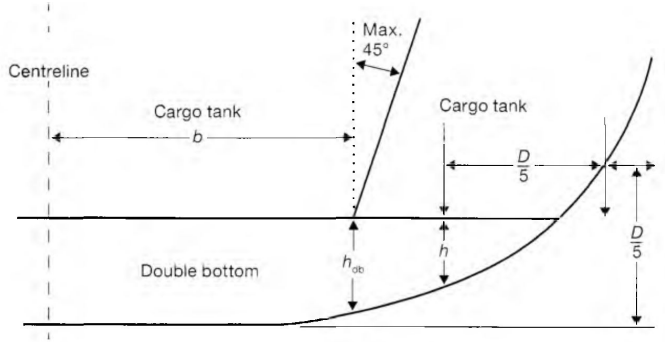
Obrázek 8 – **Měření *h* pro výpočet PA_C u nádrží dvojitého dna se šikmými horními plochami (2)**

Příčný řez



PA_C = *h* x délka nádrže dvojitého dna 2*

Obrázek 9 – **Výpočet PA_S u nádrže dvojitého dna bez jasně definovaného ohybu stokové oblasti – když je boční nádrž nákladovou nádrží**



Centreline = Osa

Cargo tank = Nákladová nádrž

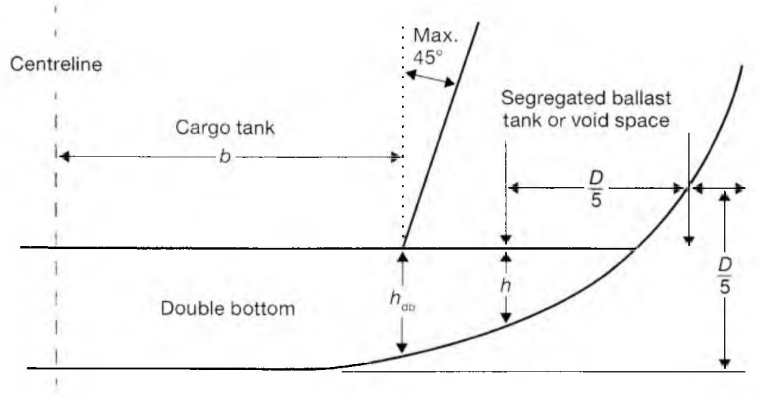
Double bottom = Dvojité dno

Pokud je *h* menší než 2 nebo *B*/15, podle toho, která hodnota je menší, kdekoliv po celé délce nádrže, ale hodnota h_{db} je alespoň 2 nebo *B*/15, podle toho, která hodnota je menší, po celé délce nádrže v šířce 2*b*, pak:

PA_S = 2*b* x délka nákladové nádrže

* Je-li nutné zahrnout levobok a pravobok.

Obrázek 10 – **Výpočet PA_S u nádrže dvojitého dna bez jasně definovaného ohybu stokové oblasti – když je boční nádrž nádrží na oddělený balast nebo prázdný prostor**



Centreline = Osa

Cargo tank = Nákladová nádrž

Segregated balast tank or void space = Nádrž na oddělený balast nebo prázdný prostor

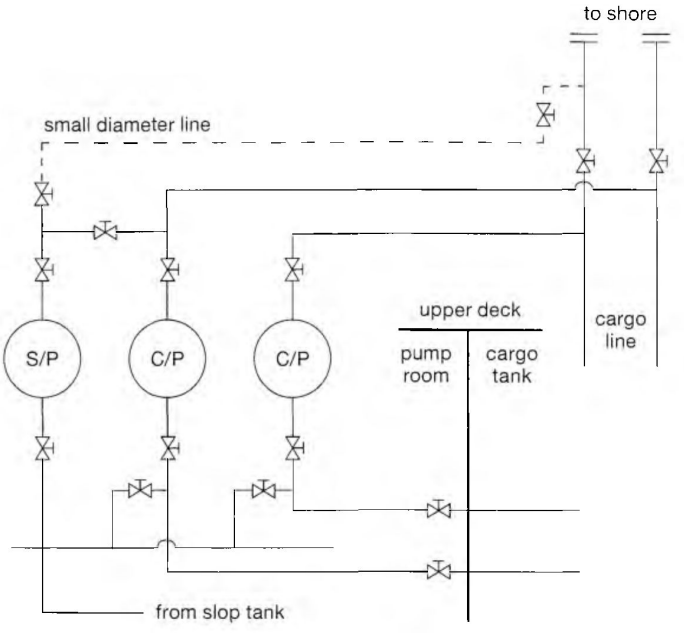
Double bottom = Dvojité dno

Pokud je h menší než 2 nebo $B/15$, podle toho, která hodnota je menší, kdekoliv po celé délce nádrže, ale hodnota h_{db} je minimálně 2 nebo $B/15$, podle toho, která hodnota je menší, po celé délce nádrže v šířce $2b$, pak:

$PA_S = B$ x délka nákladové nádrže

Dodatek 3

Připojení potrubí s malým průměrem k ventilu rozvodného potrubí



to shore = na břeh

small diameter line = potrubí o malém průměru

upper deck = horní paluba

cargo line = nákladové potrubí

pump room = strojovna čerpadel

cargo tank = nákladová nádrž

from slop tank = z odpadní nádrže

Dodatek 4

Specifikace pro navrhování, instalaci a provoz systému částečně odděleného toku pro omezení vypouštění mimo loď

1 Účel

1.1 Účelem těchto specifikací je poskytnout specifická konstrukční kritéria a požadavky na instalaci a provoz systému částečně odděleného toku uvedené v pravidle 30.6.5 Přílohy I Mezinárodní úmluvy o zabránění znečišťování z lodí z roku 1973 ve znění Protokolu z roku 1973 (MARPOL).

2 Použití

2.1 Ropné tankery dodané 31. prosince 1979 či dříve tak, jak je definováno v pravidle 1.28.1, mohou, v souladu s pravidlem 30.6.5 Přílohy I úmluvy MARPOL, vypouštět znečištěnou balastní a ropnými látkami znečištěnou vodu z nákladových nádrží pod čarou ponoru, a to za předpokladu, že část toku je vedena trvalým potrubím na snadno přístupné místo na horní palubě nebo výše, kde může být vizuálně pozorována během vypouštění a za předpokladu, že zařízení splňují požadavky stanovené správním orgánem, které musí obsahovat alespoň všechna ustanovení těchto specifikací.

2.2 Koncept částečně odděleného toku je založen na principu, že pozorování reprezentativní části toku odpadní vody vypouštěné mimo loď je rovnocenné pozorování celého vytékajícího proudu. Tyto specifikace poskytují podrobné informace o konstrukci, instalaci a provozu systému částečně odděleného toku.

3 Obecná ustanovení

3.1 Systému částečně odděleného toku musí být vybaven tak, aby byl schopen poskytovat reprezentativní vzorky odpadní vody vypouštěné mimo loď za účelem vizuálního zobrazení za všech normálních provozních podmínek.

3.2 Systém částečně odděleného toku je v mnoha ohledech podobný systému odběru vzorků u systému sledování a řízení vypouštění ropných látek, ale musí mít čerpací a potrubní zařízení oddělené od takového systému nebo kombinované rovnocenné zařízení přijatelné pro správní orgán.

3.3 Zobrazení částečně odděleného toku musí být nainstalováno na chráněném a snadno přístupném místě na horní palubě nebo výše schváleném správním orgánem (např. vstup do strojovny čerpadel). Nutné je věnovat pozornost efektivní komunikaci mezi tímto místem zobrazení částečně odděleného toku a pozicí řízení vypouštění.

3.4 Vzorky se musí odebírat z příslušných částí z vypouštěcího potrubí a musí být předány do zobrazovacího zařízení stálým potrubním systémem.

3.5 Systém částečně odděleného toku musí obsahovat následující součásti:

.1 odběrné sondy;

.2 potrubí na vzorky vody;

.3 podávací čerpadlo (čerpadla) na vzorky;

.4 zobrazovací zařízení;

.5 zařízení k vypouštění vzorků a, v závislosti na průměru potrubí na vzorky vody,

.6 proplachovací zařízení.

3.6 Systém částečně odděleného toku musí splňovat platné bezpečnostní požadavky.

4 Uspořádání systému

4.1 Místa odběru vzorků

4.1.1 Umístění míst odběru vzorků:

.1 Místa odběru vzorků musí být umístěna tak, aby bylo možné získat příslušné vzorky z odpadní vody vypouštěné přes výpusti pod čarou ponoru, které se používají pro provozní vypouštění.

.2 Místa odběru vzorků musí být umístěna, nakolik je to proveditelné, v úsecích potrubí, kde se běžně vyskytuje turbulentní proudění.

.3 Místa odběru vzorků musí být, nakolik je to proveditelné, uspořádána na přístupných místech ve svislých úsecích vypouštěcího potrubí.

4.1.2 Odběrné sondy:

.1 Odběrné sondy musí být uspořádány tak, aby vyčnívaly do potrubí o vzdálenost asi čtvrtiny průměru potrubí.

.2 Odběrné sondy musí být vhodně uspořádány pro snadné vytažení za účelem čištění.

.3 Systém částečně odděleného toku musí mít uzavírací ventil nainstalovaný vedle každé sondy, vyjma případů, kdy je sonda namontována v nákladovém potrubí, dva uzavírací ventily musí být nainstalované do série ve vzorkovacím potrubí.

.4 Odběrné sondy by měly být z korozivzdorného a ropným látkám odolného materiálu, dostatečně odolné, řádně spojené a podložené.

.5 Odběrné sondy musí mít tvar, který není náchylný k ucpání částečkami nečistot a neměl by na špičce odběrné sondy vytvářet vysoké hydrodynamické tlaky. Obrázek 1 je příklad jednoho vhodného tvaru odběrné sondy.

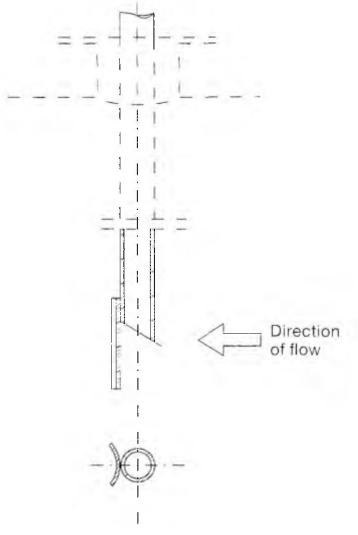
.6 Odběrné sondy musí mít stejnou jmenovitou světlost jako má vzorkovací potrubí.

4.2 Vzorkovací potrubí

.1 Vzorkovací potrubí musí být uspořádáno mezi místy odběru vzorků a zobrazovacím zařízením jako pokud možno co nejrovnější. Je třeba se vyhnout ostrým ohybům a kapsám, kde by se mohly hromadit ropné látky nebo usazeniny.

.2 Vzorkovací potrubí musí být uspořádáno tak, aby byl vzorek vody dopraven do zobrazovacího zařízení do 20 sekund. Rychlost proudění v potrubí nesmí být menší než 2 m/s.

Obrázek 1 – **Odběrná sonda pro systém částečně odděleného toku**



.3 Průměr potrubí nesmí být menší než 40 mm, pokud není nainstalované pevné

proplachovací zařízení, a nesmí být menší než 25 mm, pokud je nainstalováno tlakové proplachovací zařízení tak, jak je uvedeno v odstavci 4.4.

.4 Vzorkovací potrubí by mělo být z korozivzdorného a ropným látkám odolného materiálu, dostatečně odolné, řádně spojené a podložené.

.5 Pokud je instalováno více míst odběru vzorků, musí být potrubí připojeno k ventilové skříni na podtlakové straně podávacího čerpadla na vzorky.

4.3 Podávací čerpadlo na vzorky

.1 Výkon podávacího čerpadla na vzorky musí být dostatečný k tomu, aby průtok vzorku vody splňoval požadavky 4.2.2.

4.4 Proplachovací zařízení

.1 Pokud je průměr vzorkovacího potrubí menší než 40 mm, musí být instalováno pevné připojení z tlakového potrubí na mořskou nebo pitnou vodu za účelem proplachování vzorkovacího potrubí.

4.5 Zobrazovací zařízení

.1 Zobrazovací zařízení se musí skládat ze zobrazovací komory opatřené průhledítkem. Komora by měla mít takové rozměry, které umožní volný pád proudu vzorku vody, aby byla jasně viditelný v délce alespoň 200 mm. Správní orgán může schválit rovnocenné zařízení.

.2 Součástí zobrazovacího zařízení by měly být ventily a potrubí, které by umožnily přepouštění části proudu vzorku kolem zobrazovacího zařízení s cílem dosáhnout laminárního proudění pro zobrazení v komoře.

.3 Zobrazovací zařízení musí být navrženo tak, aby bylo možné je snadno otevřít a vyčistit.

.4 Vnitřní prostor zobrazovací komory musí být bílý výjimkou stěny v pozadí, která musí být zbarvená tak, aby usnadnilo pozorování jakékoliv změny v kvalitě vzorku vody.

.5 Dolní část zobrazovací komory musí být ve tvaru trychtýře pro sběr vzorků vody.

.6 Musí být nainstalován zkušební kohout na odebírání náhodných vzorků, aby bylo možné vzorek vody prozkoumat nezávisle na zobrazovacím zařízení.

.7 Zobrazovací zařízení musí být odpovídajícím způsobem osvětleno za účelem usnadnění vizuálního pozorování vzorků vody.

4.6 Zařízení k vypouštění vzorků

.1 Vzorek vody opouštějící zobrazovací komoru musí být veden do moře nebo do odpadní nádrže, a to pevným potrubím odpovídajícího průměru.

5 Provoz

5.1 Při vypouštění znečištěné balastové vody nebo jiné ropnými látkami znečištěné vody z oblasti nákladových nádrží přes výpust pod čarou ponoru, systém částečně odděleného toku musí vždy zajišťovat odebrání vzorku vody z příslušné výpusti.

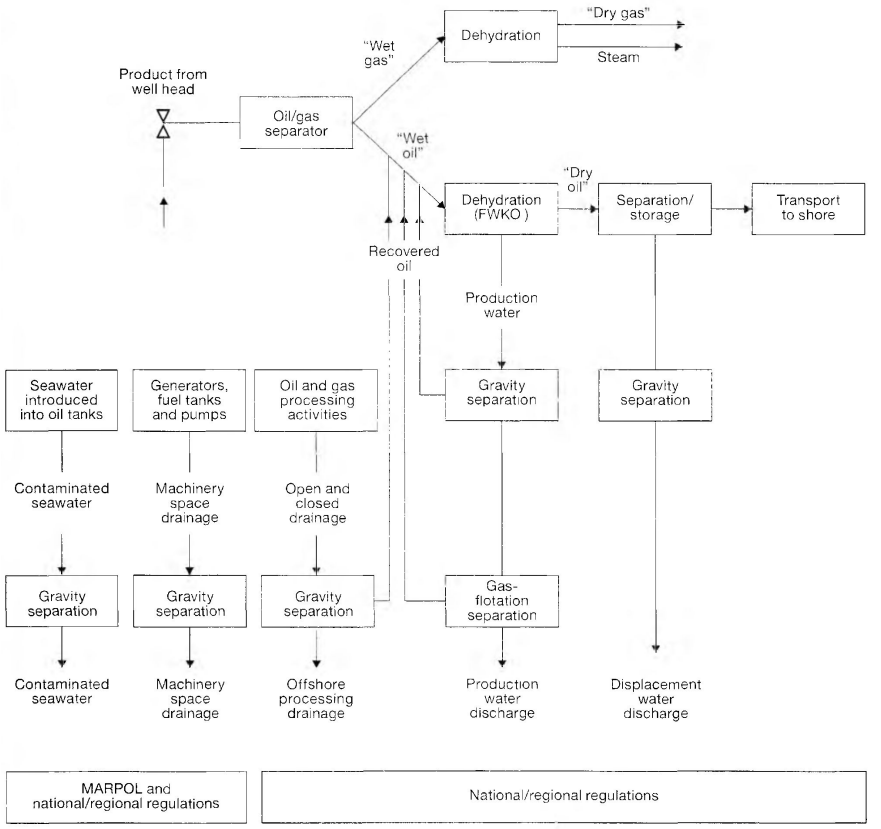
5.2 Vzorek vody musí být sledován zejména během fází vypouštění, kdy je možnost znečištění ropnými látkami největší. Vypouštění se musí zastavit, když budou v proudu vidět jakékoliv stopy ropných látek a když měřič obsahu ropných látek ukáže, že obsah ropných látek překračuje přípustné meze.

5.3 U systémů, které jsou vybaveny proplachovacím zařízením, by mělo být po zjištění znečištění propláchnuto vzorkovací potrubí a navíc se doporučuje vzorkovací potrubí proplachovat po každém použití.

5.4 Návody k nakládání s lodním nákladem a balastem a případně manuály vyžadované u systémů vymývání zbytků surové ropy nebo pro provoz vyčleněných nádrží na čistý balast musí jasně popisovat použití systému částečně odděleného toku ve spojení s vypouštěním balastu a postupy odkalování odpadních nádrží.

Dodatek 5

Vypouštění z pevných či plovoucích plošin



Legenda:

Contaminated seawater = Znečištěná mořská voda
Dehydration = Odlučování vody
Displacement water discharge = Vypouštění vytlačené vody
Dry gas = Suchý plyn
Gas-flotation separation = Rozdružování flotací plynu
Generators, fuel tanks a pumps = Generátory, palivové nádrže a čerpadla
Gravity separation = Gravitační rozdružování
Machinery space drainage = Odtoky z prostor strojoven
MARPOL and national/regional regulations = MARPOL a národní/místní předpisy
National/regional regulations = Národní/místní předpisy
Offshore processing drainage = Odtoky z příbřežního zpracovávání
Oil and gas processing activities = Zpracování ropných látek a plynu
Oil/gas separator = Odlučovač ropné látky/plynu
Open and closed drainage = Otevřený a uzavřený odtok
Production water = Voda z výrobních procesů
Production water discharge = Vypouštění vody z výrobních procesů
Product from well head = Produkt z ústí vrtu
Recovered oil = Znovu získaná ropná látka
Seawater introduced into oil tanks = Mořská voda napuštěná do ropných nádrží
Separation/storage = Odlučování/uskladnění
Steam = Pára
Transport to shore = Doprava na břeh
Wet gas = Mokrý plyn

Wet oil = Mokrá ropná látka

FWKO znamená „odstraňování volné vody“ (free-water knock out)

Příloha II k MARPOL

Předpisy k omezení znečištění hromadně přepravovanými škodlivými kapalnými látkami

Příloha II k MARPOL

Předpisy k omezení znečištění hromadně přepravovanými škodlivými kapalnými látkami

Kapitola 1 – Obecné informace

Pravidlo 1

Definice

Pro účely této přílohy:

1 Termín *výroční datum* znamená den a měsíc každého roku, který bude odpovídat datu vypršení platnosti Mezinárodní osvědčení o zamezení znečištění pro hromadnou přepravu škodlivých kapalných látek.

2 Termín *související potrubí* znamená potrubí od místa sání v nákladové nádrži k přípojce pro připojení ke břehu používané k vykládce nákladu a zahrnuje veškeré lodní potrubí, čerpadla a filtry, které jsou v otevřeném spojení s nákladovým vykládacím potrubím.

3 Balastová voda

Termín *čistý balast* znamená balastovou vodu přepravovanou v nádrži, která byla od doby, kdy v ní byl naposledy přepravován náklad obsahující látku kategorie X, Y nebo Z, vyčištěna a její zbytky byly vypuštěny a nádrž byla vyprázdněna v souladu s příslušnými požadavky této přílohy.

Termín *oddělený balast* znamená balastovou vodu napuštěnou do nádrže trvale vyčleněného k přepravě balastu nebo nákladů jiných druhů než jsou ropné látky nebo škodlivé kapalné látky, které jsou různě definovány v přílohách k této úmluvě a která je zcela oddělena od nákladu a palivového systému.

4 Předpisy o přepravě chemických látek

Termín *Předpis o přepravě chemických látek* znamená Předpis o konstrukci a zařízení lodí pro hromadnou přepravu nebezpečných chemických látek přijatý Výborem na ochranu životního prostředí v mořích Organizace usnesením MEPC.20(22) ve znění změn přijatých Organizací, a to za předpokladu, že tyto změny jsou přijaty a uvedena v platnost v souladu s ustanoveními článku 16 této úmluvy o změnách postupů vztahujících se na dodatek k příloze.

Termín *Mezinárodní předpis o přepravě chemických látek* znamená Mezinárodní předpis o konstrukci a zařízení lodí pro hromadnou přepravu nebezpečných chemických látek přijatý Výborem na ochranu životního prostředí v mořích Organizace usnesením MEPC.19(22) ve znění změn přijatých Organizací, a to za předpokladu, že tyto změny jsou přijaty a uvedena v platnost v souladu s ustanoveními článku 16 této úmluvy o změnách postupů vztahujících se na dodatek k příloze.

5 Termín *hloubka vody* znamená mapovanou hloubku.

6 Termín *pluje* (en route) znamená, že loď je na cestě na moři na kurzu nebo kurzech, včetně odchylky od nejkratší přímé trasy, které, nakolik je to možné pro účely navigace, způsobí, že veškeré vypouštěné látky budou rozloženy tak velké ploše moře, nakolik je to přijatelné a proveditelné.

7 *Kapalné látky* jsou látky, které mají tlak par nejvýše 0,28 MPa absolutní při teplotě 37,8 °C.

8 Termín *příručka* znamená Příručku k postupům a opatřením v souladu se vzorem uvedeným v Dodatku IV této přílohy.

9 *Nejbližší pevnina*. Termín od nejbližší pevniny znamená od základní linie, od které jsou zřízené teritoriální vody dotčeného území v souladu s mezinárodním právem, vyjma případů, kdy pro účely této úmluvy „od nejbližší pevniny“ od severovýchodního pobřeží Austrálie bude znamenat linii vedenou od bodu na pobřeží Austrálie na:

na 11°00’ jižní šířky, 142°08’ východní délky
k bodu na 10°35’ jižní šířky, 141°55’ východní délky,
odtud k bodu na 10°00’ jižní šířky, 142°00’ východní délky,
odtud k bodu na 09°10’ jižní šířky, 143°52’ východní délky,
odtud k bodu na 09°00’ jižní šířky, 144°30’ východní délky,
odtud k bodu na 10°41’ jižní šířky, 145°00’ východní délky,
odtud k bodu na 13°00’ jižní šířky, 145°00’ východní délky,
odtud k bodu na 15°00’ jižní šířky, 146°00’ východní délky,
odtud k bodu na 17°30’ jižní šířky, 147°00’ východní délky,
odtud k bodu na 21°00’ jižní šířky, 152°55’ východní délky,
odtud k bodu na 24°30’ jižní šířky, 154°00’ východní délky,
odtud k bodu na australském pobřeží
na 24°42’ jižní šířky, 153°15’ východní délky.

10 Termín *škodlivá kapalná látka* znamená jakoukoliv látku uvedenou ve sloupci Kategorie znečištění v kapitole 17 nebo 18 Mezinárodního předpisu o hromadné přepravě chemických látek nebo přechodně posouzenou na základě ustanovení pravidla 6.3 tak, že spadají do kategorie X, Y nebo Z.

11 *Miliontina* (*ppm*) znamená ml/m^3.

12 Termín *zbytky* znamená jakoukoliv škodlivou kapalnou látku, která zbývá k odstranění.

13 Termín *směs zbytků/vody* znamená zbytky, do kterých byla z jakýchkoliv důvodů přidána voda (např. začišťování nádrží, balastování, splašky ze stok).

14 *Stavba lodi*

14.1 Termín *postavená loď* znamená loď, jejíž kýl byl položen nebo která byla v podobném stádiu stavby. S lodí přestavěnou na tanker pro přepravu chemikálií, bez ohledu na datum stavby, musí být nakládáno jako s tankerem pro přepravu chemikálií postaveným dne, kdy byla tato přestavba zahájena. Toto ustanovení o přestavbě se nebude vztahovat na změnu lodi, která je v souladu se všemi následujícími podmínkami:

.1 loď je postavena před 1. červencem 1986 a

.2 loď je certifikována podle Předpisu o přepravě chemických látek k přepravě pouze produktů označených tímto předpisem jako látky jen s nebezpečím znečištění.

14.2 Termín *v podobném stádiu stavby* znamená stádium, ve kterém:

.1 začíná stavba, kterou lze ztotožnit s konkrétní lodí a

.2 montáž této lodě začala a zahrnuje nejméně 50 tun nebo jedno procento odhadované hmoty veškerého stavebního materiálu, podle toho, která hodnota je nižší

15 *Tuhnoucí/netuhnoucí*

15.1 Termín *tuhnoucí látka* znamená škodlivou kapalnou látku, která:

.1 v případě látky s bodem tání nižším než 15 °C, je při teplotě nižší než 5 °C nad jejím bodem tání v době vykládky nebo

.2 v případě látky s bodem tání rovnajícím se nebo vyšším než 15 °C, je při teplotě nižší než 10 °C nad jejím bodem tání v době vykládky.

15.2 Termín *netuhnoucí látka* znamená škodlivou kapalnou látku, která není *tuhnoucí látka*.

16 *Tanker*

16.1 Termín *tanker pro přepravu chemikálií* znamená loď postavenou nebo upravenou za účelem hromadné přepravy libovolného kapalného produktu uvedeného v kapitole 17 Mezinárodní předpis o přepravě chemických látek.

16.2 Termín *NLS tanker* znamená loď postavenou nebo upravenou za účelem hromadné přepravy škodlivých kapalných látek a zahrnuje „ropný tanker“ tak, jak je definováno v Příloze I této úmluvy, když je certifikován k hromadné přepravě nákladu nebo částečného nákladu škodlivých kapalných látek.

17 *Viskozita*

17.1 Termín *látka s vysokou viskozitou* znamená škodlivou kapalnou látku v kategorii X nebo Y s viskozitou rovnající se nebo větší než 50 mPa-s při teplotě vykládání.

17.2 Termín *látka s nízkou viskozitou* znamená škodlivou kapalnou látku, která není *látka s vysokou viskozitou*.

Pravidlo 2

Použití

1 Nebude-li výslovně uvedeno jinak, ustanovení této přílohy se budou vztahovat na všechny lodě certifikované k hromadné přepravě škodlivých kapalných látek.

2 Pokud se náklad podléhající ustanovením Přílohy I této úmluvy přepravuje v nákladovém prostoru NLS tankeru, budou také platit příslušné požadavky Přílohy I této úmluvy.

Pravidlo 3

Výjimky

1 Požadavky na vypouštění uvedené v této příloze se nebudou vztahovat na vypouštění škodlivých kapalných látek nebo směsí obsahujících tyto látky do moře, pokud taková vypouštění:

.1 jsou nutná pro účely zajištění bezpečnosti lodi nebo záchranu života na moři, nebo

.2 jsou důsledkem poškození lodi nebo jejího vybavení:

.2.1 za předpokladu, že po vzniku poškození nebo zjištění úniku byla přijata veškerá přiměřená bezpečnostní opatření určená k zabránění nebo minimalizace vypouštění a

.2.2 s výjimkou případů, kdy se majitel nebo kapitán dopustili buď jednání s úmyslem způsobit škodu nebo nedbalosti s vědomím, že pravděpodobně vznikne škoda nebo

.3 schválené správním orgánem, při použití za účelem boje proti zvláštním mimořádným událostem se znečištěním, aby se škody způsobené znečištěním minimalizovaly. Jakékoliv takové vypouštění podléhá schválení vládou, pod jejíž pravomocí se zamýšlené vypouštění uskuteční.

Pravidlo 4

Výjimky

1 S ohledem na změny požadavků na přepravu v důsledku aktualizace zařazení látky, použijí se následující ustanovení:

.1 kde úprava této přílohy a Mezinárodního předpisu o přepravě chemických látek a Předpisu o přepravě chemických látek zahrnuje změny stavby nebo vybavení a zařízení z důvodu aktualizace požadavků na přepravu určitých látek, může správní orgán upravit nebo odložit na určitou dobu použití této úpravy na lodě postavené před datem vstupu této úpravy v platnost, pokud se okamžité použití takové změny považuje za nepřiměřené nebo neproveditelné. Toto zmírnění se určí ve vztahu ke každé jednotlivé látce;

.2 správní orgán umožňující zmírnění použití úpravy na základě tohoto odstavce musí Organizaci předložit zprávu uvádějící podrobné údaje o dotčené lodi nebo lodích, nákladu s osvědčením pro přepravu, činnostech, pro které se loď využívá a odůvodnění zmírnění, a to za účelem rozeslání smluvním stranám úmluvy z důvodu jejich informování a přijetí vhodných opatření, jsou-li nutná, a odrážejí výjimku na osvědčení uvedeném v pravidle 7 nebo 9 této přílohy;

.3 bez ohledu na výše uvedené, může správní orgán vyjmout lodě z požadavků na přepravu na základě pravidla 11 pro lodě oprávněné přepravovat individuálně označené ropné látky označené v příslušným poznámce pod čarou v kapitole 17 Předpisu IBC, a to za předpokladu, že loď splňuje následující podmínky:

.3.1 na základě tohoto pravidla, musí NLS tanker splňovat všechny požadavky pro loď typu 3 tak, jak je označená v Předpisu IBC vyjma umístění nákladové nádrže;

.3.2 na základě tohoto pravidla, musí být nákladové nádrže umístěny v následujících vzdálenostech uvnitř lodě. Celá délka nákladové nádrže musí být chráněna balastními nádržemi nebo prostory jiného druhu než jsou nádrže pro přepravu ropných produktů, a to následovně:

.3.2.1 boční nádrže nebo prostory musí být uspořádány tak, aby byly nákladové nádrže umístěny směrem dovnitř od konstrukční linie boční obšívky nikde méně než je vzdálenost 760 mm;

.3.2.2 nádrže nebo prostory dvojitého dna musí být uspořádány tak, aby vzdálenost mezi dnem nákladových nádrží a konstrukční linií boční obšívky měřená kolmo ke dnové obšívce nebyla nikde menší než 6/15 (m) nebo 2,0 m v ose podle toho, která hodnota je menší.; Minimální vzdálenost musí být 1,0 m;

.3.3 udělenou výjimku musí uvádět příslušné osvědčení.

2 Na základě ustanovení odstavce 3 tohoto pravidla, ustanovení pravidla 12.1 se nemusí uplatňovat na lodě vyrobené před 1. červencem 1986, které se využívají při omezených plavbách tak, jak je určeno správním orgánem mezi:

.1 přístavy nebo terminály uvnitř smluvního státu této úmluvy nebo

.2 přístavy nebo terminály smluvních států této úmluvy.

3 Ustanovení odstavce 2 tohoto pravidla se nebudou vztahovat pouze na loď postavenou před 1. červencem 1986, pokud:

.1 pokaždé, když se má nádrže obsahující látky nebo směsi kategorie X, Y nebo Z vymývat nebo balastovat, nádrž se vymývá v souladu s postupem pro předběžné vymývání schváleným správním orgánem v souladu s Dodatkem VI této přílohy a výplachy z nádrží se vypouští do zařízení pro odevzdávání látek z lodí;

.2 následné výplachy nebo balastová voda se vypouští do zařízení pro odevzdávání látek z lodí nebo na moři v souladu s jinými ustanoveními této přílohy;

.3 přiměřenost zařízení pro odevzdávání látek z lodí v přístavech nebo terminálech uvedených výše, pro účely tohoto odstavce, je schválena vládami smluvních států této úmluvy v nichž se tyto přístavy nebo terminály nacházejí;

.4 v případě lodí využívaných při plavbách do přístavů nebo terminálů pod pravomocí jiných smluvních států této úmluvy, sdělí správní orgán Organizaci, za účelem rozeslání smluvním stranám úmluvy, údaje o výjimce z důvodu jejich informování a přijetí vhodných opatření, jsou-li nutná, a

.5 osvědčení požadované na základě této přílohy je potvrzeno v tom smyslu, že loď se

využívá výhradně při těchto omezených plavbách.

4 U lodi, jejíž konstrukční a provozní vlastnosti jsou takové, že balastování nákladových nádrží není nutné a vymývání nákladových nádrží se vyžaduje pouze u oprav nebo uložení v suchém doku, může správní orgán výjimku z ustanovení pravidla 12, za předpokladu, že jsou splněny všechny následující podmínky:

.1 konstrukce, stavba a vybavení lodi jsou schváleny správním orgánem s ohledem na činnosti, pro které je určena;

.2 veškeré odpadní vody z výplachů z nádrží, které lze provádět před opravou nebo uložením v suchém doku se vypouští do zařízení pro odevzdávání látek z lodí, jejichž vhodnost zjistí správní orgán;

.3 osvědčení vyžadované podle této přílohy uvádí:

.3.1 že každá nákladová nádrž je certifikována pro přepravu omezeného počtu látek, které jsou srovnatelné a mohou být přepravovány střídavě ve stejné nádrži bez okamžitého čistění a

.3.2 údaje o výjimce;

.4 na lodi se nachází Příručka schválená správním orgánem a

5 v případě lodí využívaných při plavbách do přístavů nebo terminálů pod pravomocí jiných smluvních států této úmluvy, sdělí správní orgán Organizaci, za účelem rozeslání smluvním stranám úmluvy, údaje o výjimce z důvodu jejich informování a přijetí vhodných opatření, jsou-li nutná, a

Pravidlo 5

Ekvivalenty

1 Správní orgán může povolit jakékoliv vybavení, materiál, zařízení nebo přístroj k montáži na loď jako alternativu k podobnému vybavení apod. vyžadovanému touto přílohou, pokud je takové vybavení, materiál, zařízení nebo přístroj přinejmenším stejně účinné jako vybavení apod. vyžadované touto přílohou. Tato pravomoc právního orgánu se nebude vztahovat na nahrazení provozních metod k provádění omezení vypouštění škodlivých kapalných látek jako ekvivalentní těm projektovým a konstrukčním prvkům, které jsou předepsané pravidly v této příloze.

2 Správní orgán, který umožňuje montáž vybavení, materiál, zařízení nebo přístroj na loď jako alternativu vybavení apod. vyžadovaného touto přílohou sdělí údaje o tomto vybavení apod. Organizaci, za účelem rozeslání smluvním stranám úmluvy, údaje o výjimce z důvodu jejich informování a přijetí vhodných opatření, jsou-li nutná.

3 Bez ohledu na ustanovení výše uvedených odstavců 1 a 2 tohoto pravidla, se musí stavba a vybavení tankerů pro přepravu zkapalněného plynu s osvědčením pro přepravu škodlivých kapalných látek uvedených v příslušném Předpisu o tankerech pro přepravu zkapalněného plynu považovat za rovnocenné požadavkům na stavbu a vybavení obsažených v pravidlech 11 a 12 této přílohy, a to za předpokladu, že tanker pro přepravu zkapalněného plynu splňuje všechny následující podmínky:

.1 drží Osvědčení o způsobilosti v souladu s příslušným Předpisem o tankerech pro přepravu zkapalněného plynu pro lodě certifikované pro hromadnou přepravu zkapalněného plynu;

.2 drží Mezinárodní osvědčení o zamezení znečištění pro hromadnou přepravu škodlivých kapalných látek, v němž se potvrzuje, že tanker pro přepravu zkapalněného plynu může přepravovat pouze ty škodlivé kapalné látky, které jsou identifikovány a uvedeny v příslušném Předpisu o tankerech pro přepravu zkapalněného plynu;

.3 je vybaven zařízením na oddělený balast;

.4 je vybaven čerpacím a potrubním zařízením, které, ke spokojenosti správního orgánu, zajistí, aby množství zbytků nákladu zbývajících v nádrži a jejím souvisejícím potrubí po vyložení nepřekročilo příslušné množství zbytků v souladu s požadavky pravidel 12.1, 12.2 nebo 12.3 a

.5 je vybaven příručkou, kterou schvaluje správní orgán, zajišťující, že nedojde k žádnému provoznímu míchání zbytků nákladu a vody a že v nádrži nezůstanou žádné zbytky nákladu po použití ventilačních postupů předepsaných dané příručce.

Kapitola 2 – Kategorizace škodlivých kapalných látek

Pravidlo 6

Kategorizace a seznam škodlivých kapalných látek a jiných látek

1 Za účelem pravidel této přílohy se škodlivé kapalné látky dělí do čtyř následujících kategorií:

.1 Kategorie X: Škodlivé kapalné látky, které, pokud jsou vypouštěny do moře při začišťování nádrží nebo vypouštění balastu, jsou považovány za významnou hrozbu buď pro mořské zdroje nebo lidské zdraví a proto odůvodňují zákaz jejich vypouštění do mořského prostředí;

.2 Kategorie Y: Škodlivé kapalné látky, které, pokud jsou vypouštěny do moře při začišťování nádrží nebo vypouštění balastu, jsou považovány za hrozbu buď pro mořské zdroje nebo lidské zdraví nebo způsobují škodu na vybavení nebo jiném zákonném využití moře a proto odůvodňují omezení kvality a množství jejich vypouštění do mořského prostředí;

.3 Kategorie Z: Škodlivé kapalné látky, které, pokud jsou vypouštěny do moře při začišťování nádrží nebo vypouštění balastu, jsou považovány za menší hrozbu buď pro mořské zdroje nebo lidské zdraví a proto odůvodňují méně přísné omezení kvality a množství jejich vypouštění do mořského prostředí;

.4 Jiné látky: Látky označeny jako OS (Other Substances; jiné látky) ve sloupci Kategorie znečištění v kapitole 18 Mezinárodním předpisu o hromadné přepravě chemických látek, které byly vyhodnoceny a bylo zjištěno, že nespadají do kategorie X, Y nebo Z tak, jak je definováno v pravidle 6.1 této přílohy, protože jsou v současné době považovány za nulovou hrozbu poškození mořských zdrojů, lidského zdraví, vybavení nebo jiného zákonného využití moře při vypouštění do moře po začišťování nádrží nebo vypouštění balastu. Vypouštění stokové nebo balastové vody nebo jiných zbytků či směsí obsahujících pouze látky označované jako „jiné látky“ nebude podléhat žádným požadavkům této přílohy.

2 Pokyny pro použití při kategorizaci škodlivých kapalných látek jsou uvedeny v Dodatku I k této příloze.

3 Je-li navrženo přepravovat hromadně kapalnou látku, která nebyla kategorizovaná podle odstavce 1 tohoto pravidla, se vlády smluvních stran této úmluvy zainteresované navrhované přepravě musí stanovit a dohodnout se na předběžném posouzení navrhované přepravy na základě pokynů uvedených v odstavci 2 tohoto pravidla. Do dosažení úplné dohody mezi zúčastněnými vládami se daná látka nesmí přepravovat. Co nejdříve, nejpozději však do 30 dnů poté, co bylo dohody dosaženo, vláda státu, který látku vyrábí nebo přepravuje a zahajuje dané jednání o dohodě, musí informovat Organizaci a poskytnou jí údaje o látce a předběžné posouzení za účelem výročního rozeslání všem smluvním stranám z důvodu jejich informování. Organizace musí vést seznam všech těchto látek a jejich předběžného posouzení až do té doby, kdy budou tato látky formálně zahrnuty do Předpisu IBC.

Kapitola 3 – Inspekce a vydávání osvědčení

Pravidlo 7

Inspekce a vydávání osvědčení pro tankery pro přepravu chemikálií

Bez ohledu na ustanovení pravidel 8, 9, a 10 této přílohy, tankery pro přepravu chemikálií, které byly zkontrolovány a certifikovány smluvními státy této úmluvy v souladu s ustanoveními Mezinárodního předpisu o přepravě chemických látek nebo Předpisu o přepravě chemických látek, podle potřeby, se považují za to, že splňují ustanovení uvedených pravidel a osvědčení vydané na základě tohoto předpisu bude mít stejnou sílu a získá stejné uznání jako osvědčení vystavené na základě pravidla 9 této přílohy.

Pravidlo 8

Inspekce

1 Lodě přepravující hromadně škodlivé kapalné látky budou podléhat níže uvedeným inspekcím:

.1 Počáteční inspekce před uvedením lodi do provozu nebo před prvním vystavením osvědčení požadovaného podle pravidla 9 této přílohy, která zahrnuje kompletní inspekci její konstrukce, vybavení, systémů, armatur, zařízení a materiálu v rozsahu, v němž loď podléhá ustanovením této přílohy. Tato inspekce musí mít takovou formu, aby bylo zajištěno, že jsou konstrukce, vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky této přílohy.

.2 Obnovovací inspekce v intervalech stanovených správním orgánem, ale nepřekračujících pět let, kromě případů, kdy platí pravidla 10.2, 10.5, 10.6 nebo 10.7 této přílohy. Tato obnovovací inspekce musí mít takovou formu, aby bylo zajištěno, že jsou konstrukce, vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky této přílohy.

.3 Průběžná inspekce ve lhůtě 3 měsíců před nebo po druhém výročním datu nebo ve lhůtě 3 měsíců před nebo po třetím výročním datu vystavení osvědčení, která se musí uskutečnit při jedné z výročních inspekcí uvedených v odstavci 1.4 tohoto pravidla. Tato průběžná inspekce musí mít takovou formu, aby bylo zajištěno, že jsou konstrukce, vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky této přílohy a jsou v dobrém provozním stavu. Tyto průběžné inspekce musí být potvrzeny na osvědčení vystaveném na základě pravidla 9 této přílohy.

.4 Výroční inspekce do 3 měsíců před nebo po každém výročním datu vystavení osvědčení, včetně generální inspekce konstrukce, vybavení, systémů, armatur, zařízení a materiálu uvedené v odstavci 1.1 tohoto pravidla, aby se zajistilo, že byly udržovány v souladu s odstavem 3 tohoto pravidla a že zůstanou v uspokojivém stavu po dobu životnosti, pro kterou je loď určena. Tyto výroční inspekce musí být potvrzeny na osvědčení vystaveném na základě pravidla 9 této přílohy.

.5 Dodatečná inspekce, podle okolností buď celková nebo částečná, musí být provedena po opravě vyplývající z vyšetřování předepsaných v odstavci 3 tohoto pravidla nebo po provedení jakýchkoliv důležitých oprav nebo rekonstrukcí. Tato inspekce musí mít takovou formu, aby bylo zajištěno, že nezbytné opravy nebo rekonstrukce byly provedeny efektivně, že materiál a provedení těchto oprav nebo rekonstrukcí je ve všech ohledech uspokojivé a že loď je ve všech ohledech v souladu s požadavky této přílohy.

2.1 Inspekce lodí, pokud jde o provádění ustanovení této přílohy, musí bát prováděny úředníky správního orgánu. Správní orgán však může inspekcemi pověřit buď inspektory jmenované pro tento účel nebo jím uznané Organizace.

2.2 Uznaná Organizace, uvedená v odstavci 2.1 tohoto pravidla, musí splňovat pokyny přijaté

usnesením Organizace A.739(18)* ve znění možných předpisů Organizace, a specifikaci přijatou usnesením Organizace A.789(19), ve znění možných předpisů Organizace, za předpokladu, že tyto změny jsou přijaty, vstoupí v platnost a nabudou účinnosti v souladu s ustanoveními článku 16 této úmluvy o změnách postupů platných pro tuto přílohu.

2.3 Správní orgán jmenující inspektory nebo uznávající Organizace k provádění inspekcí tak, jak je stanoveno v bodě 2.1 tohoto pravidla musí minimálně zmocnit libovolného jmenovaného inspektora nebo uznanou Organizaci k následujícímu:

.1 vyžadovat provedení oprav lodě a

.2 provádět inspekce, jsou-li vyžadované příslušnými orgány přístavního státu.

2.4 Správní orgán musí Organizaci sdělit konkrétní odpovědnosti a podmínky oprávnění udělených jmenovaným inspektorům nebo uznaným Organizacím, aby mohly být rozeslány smluvním stranám této úmluvy za účelem informování jejich úředníků.

2.5 Když jmenovaný inspektor nebo uznaná Organizace rozhodne, že stav lodi nebo jejího vybavení zásadně neodpovídá údajům v osvědčení nebo je takový, že loď není vhodná k vyplutí na moře aniž by nepředstavovala nepřiměřené riziko poškození životní prostředí v moři, tento inspektor nebo Organizace neprodleně zajistí, aby byla přijata nápravná opatření a včas uvědomí správní orgán. Pokud taková nápravná opatření přijata nejsou, musí být odebráno osvědčení a musí být neprodleně informován správní orgán. Pokud je loď v přístavu jiné smluvní strany, musí být také okamžitě informovány příslušné orgány daného přístavního státu. Když úředník správního orgánu, jmenovaný inspektor nebo uznaná Organizace informuje příslušné orgány přístavního státu, musí dotčená vláda přístavního státu poskytnout tomuto úředníkovi, inspektorovi nebo Organizaci veškerou nezbytnou pomoc, aby mohli plnit své povinnosti plynoucí z tohoto pravidla. Pokud je to možné, musí vláda přístavního státu přijmout taková opatření, která zajistí, že loď nevypluje, dokud nebude možné vyplout na moře nebo opustit přístav za účelem plavby do nejbližšího dostupné vhodné opravárenské loděnice, aniž by tím vzniklo nepřiměřené riziko poškození mořského prostředí.

2.6 V každém případě musí příslušný správní orgán plně zaručit úplnost a účinnost inspekce a zajistit veškeré nezbytné náležitosti ke splnění této povinnosti.

3.1 Stav lodi a jejího vybavení musí být udržován na takové úrovni, aby byl v souladu s ustanoveními této úmluvy a aby bylo zajištěno, že loď zůstane ve všech ohledech vhodná k vyplutí na moře, aniž by tím vzniklo nepřiměřené riziko poškození mořského prostředí.

3.2 Po dokončení každé inspekce lodi podle odstavce 1 tohoto pravidla se v konstrukci, vybavení, systémech, armaturách, zařízeních nebo materiálu, které jsou předmětem inspekce, nesmí bez sankcí ze strany správního orgánu provádět žádné změny, s výjimkou přímé výměny takového vybavení a armatur.

3.3 Kdykoliv na lodi dojde k nehodě nebo je zjištěna závada, která podstatně ovlivňuje integritu lodi nebo účinnost nebo úplnost jejího zařízení, na něž se vztahuje tato příloha, velitel nebo vlastník lodi při nejbližší příležitosti uvědomí správní orgán, uznanou Organizaci nebo jmenovaného inspektora odpovědného za vystavení příslušného osvědčení, který zahájí vyšetřování k určení, zdali je nezbytná inspekce tak, jak vyžaduje odstavec 1 tohoto pravidla. Pokud se loď nachází v přístavu jiné smluvní strany, musí kapitán nebo vlastník také okamžitě uvědomit příslušné orgány přístavního státu a jmenovaný inspektor nebo uznaná Organizace musí zajistit, že taková zpráva byla vyhotovena.

Pravidlo 9

Vystavení nebo potvrzení osvědčení

1 Mezinárodní osvědčení o zamezení znečištění pro hromadnou přepravu škodlivých kapalných

* Ve znění usnesení MSC.208(81).

látek musí být vystaveno po počáteční nebo obnovovací inspekci v souladu s ustanoveními pravidla 8 této přílohy, a to ve prospěch jakékoliv lodi určené k hromadné přepravě škodlivých kapalných látek a která se využívají při plavbách do přístavů nebo příbřežních terminálů pod pravomocí jiných smluvních stran této úmluvy.

2 Toto osvědčení musí být vystaveno nebo náležitě potvrzeno buď správním orgánem nebo jakýmikoliv osobami či organizacemi správním orgánem řádně pověřenými. Ve všech případech správní orgán za osvědčení přejímá plnou zodpovědnost.

3.1 Vláda smluvní strany této úmluvy je oprávněna nechat na žádost správního orgánu provést inspekci lodi a, je-li přesvědčena, že jsou ustanovení této přílohy splněna, pro loď vystaví nebo povolí vystavení Mezinárodního osvědčení o zamezení znečištění pro hromadnou přepravu škodlivých kapalných látek a, je-li to vhodné, potvrdí nebo povolí potvrzení uvedeného osvědčení na lodi, a to v souladu s touto přílohou.

3.2 Kopie tohoto osvědčení a kopie zprávy o inspekci musí být co nejdříve předány zadávajícímu správnímu orgánu.

3.3 Takto vystavené osvědčení musí obsahovat prohlášení o tom, že bylo vystaveno na žádost správního orgánu musí mít stejnou účinnost a být uznáno stejně jako osvědčení vystavené na základě odstavce 1 této přílohy.

3.4 Pro loď, která je oprávněna plout pod vlajkou státu, který není smluvní stranou nesmí být vystaveno žádné Mezinárodní osvědčení o zamezení znečištění pro hromadnou přepravu škodlivých kapalných látek.

4 Mezinárodní osvědčení o zamezení znečištění pro hromadnou přepravu škodlivých kapalných látek musí být vypracováno ve formě odpovídající vzoru uvedenému v Dodatku III této přílohy a musí být alespoň v angličtině, francouzštině nebo španělštině. Pokud se také provádějí záznamy v úředním jazyce státu, pod jehož vlajkou je loď oprávněna plout, tyto záznamy dostanou v případě sporu nebo nesrovnalostí přednost.

Pravidlo 10

Trvání a platnost osvědčení

1 Mezinárodní osvědčení o zamezení znečištění pro hromadnou přepravu škodlivých kapalných látek se vystavuje na dobu stanovenou správním orgánem a které nesmí přesáhnout dobu 5 let.

2.1 Bez ohledu na požadavky odstavce 1 tohoto pravidla, jestliže je obnovovací inspekce dokončena do 3 měsíců před uplynutím doby platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího 5 let od data skončení platnosti stávajícího osvědčení.

2.2 Když je obnovovací inspekce dokončena po datu uplynutí platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího 5 let od data skončení platnosti stávajícího osvědčení.

2.3 Když je obnovovací inspekce dokončena více než 3 měsíce před uplynutím doby platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího 5 let od data skončení platnosti stávajícího osvědčení.

3 Pokud je osvědčení vystaveno na dobu kratší než 5 let, správní orgán může prodloužit platnost osvědčení do termínu po uplynutí doby platnosti na maximální dobu uvedenou v odstavci 1 tohoto pravidla, a to za předpokladu, že se řádně provádí inspekce uvedené v pravidlech 8.1.3 a 8.1.4 této přílohy platné, když se osvědčení vystavuje na dobu 5 let.

4 Pokud byla obnovovací inspekce dokončena a nové osvědčení nelze vystavit ani umístit na palubě lodi před skončením platnosti stávajícího osvědčení, může osoba nebo Organizace oprávněná

správním orgánem potvrdit stávající osvědčení, které pak musí být přijato jako platné na další období, které nesmí přesáhnout délku 5 měsíců od uplynutí data platnosti.

5 Pokud loď v době, kdy vyprší platnost osvědčení není v přístavu, v němž má podstoupit inspekci, může správní orgán dobu platnosti osvědčení prodloužit, ale toto prodloužení se uděluje pouze za účelem umožnění loď dokončit její plavbu do přístavu, v němž má podstoupit inspekci, a pak pouze v případech, kdy se tak zdá správné a přijatelné. Žádné osvědčení se nesmí prodloužit na dobu delší než tři měsíce a loď, pro kterou se prodloužení uděluje nebude oprávněna, při svém příjezdu do přístavu, v němž má podstoupit inspekci, na základě tohoto prodloužení opustit přístav bez nutnosti získat nové osvědčení. Po ukončení obnovovací inspekce bude nové osvědčení platné k datu nepřesahujícímu 5 let od data skončení platnosti stávajícího osvědčení před udělením prodloužení.

6 Osvědčení vystavené pro loď, která se provozuje na krátkých plavbách, a které nebylo prodlouženo podle výše uvedených ustanovení tohoto pravidla může být prodlouženo správním orgánem na dobu odkladu v délce až jednoho měsíce od uplynutí na něm vyznačené doby platnosti. Po ukončení obnovovací inspekce bude nové osvědčení platné k datu nepřesahujícímu 5 let od data skončení platnosti stávajícího osvědčení před udělením prodloužení.

7 Za zvláštních okolností, jak je stanoveno správním orgánem, nemusí být nové osvědčení datováno od data skončení platnosti stávajícího osvědčení tak, jak požadují odstavce 2.2, 5 nebo 6 tohoto pravidla. Za těchto zvláštních okolností bude nové osvědčení platné k datu nepřesahujícímu 5 let od data dokončení obnovovací inspekce.

8 Pokud je výroční či průběžná inspekce dokončena před uplynutím lhůty stanovené v pravidle 8 této přílohy, pak:

.1 výroční datum uvedené na osvědčení se potvrzením mění na datum, které nesmí být později než 3 měsíce po datu, kdy byla inspekce dokončena.

.2 následné výroční nebo průběžné inspekce požadované v pravidle 8 této přílohy musí být dokončena v intervalech předepsaných tímto pravidlem pomocí nového výročního data;

.3 datum vypršení platnosti může zůstat beze změny za předpokladu, že je jedna nebo více výročních nebo průběžných inspekcí, podle potřeby, provedena tak, aby nebyly překročeny maximální intervaly mezi inspekcemi stanovenými pravidlem 8 této přílohy.

9 Osvědčení vystavené na základě pravidla 9 této přílohy pozbude platnosti v některém z následujících případů:

.1 pokud nejsou příslušné inspekce dokončeny ve lhůtách stanovených podle pravidla 8.1 této přílohy;

.2 pokud není osvědčení potvrzeno v souladu s pravidlem 8.1.3 nebo 8.1.4 této přílohy;

.3 při převodu lodě pod vlajku jiného státu. Nové osvědčení se vystavuje pouze, když je vláda vystavující nové osvědčení plně přesvědčena, že loď je v souladu s požadavky pravidla 8.3.1 a 8.3.2 této přílohy. V případě převodu mezi smluvními stranami, pokud je zažádáno do 3 měsíců po uskutečněném převodu, musí vláda smluvní strany, pod jejíž vlajkou byla loď již dříve oprávněna plout, a to co nejdříve, předat správnímu orgánu kopie osvědčení nesené lodí před převodem a, jsou-li k dispozici, kopie příslušných zpráv o inspekcích.

Kapitola 4 – Projektování, konstrukce, vybavení a provoz

Pravidlo 11

Návrh, konstrukce, vybavení a provoz

1 Návrh, konstrukce, vybavení a provoz lodě s osvědčením k hromadné přepravě škodlivých kapalných látek označených v kapitole 17 Mezinárodního předpisu o hromadné přepravě chemikálií, musí být v souladu s následujícími ustanoveními, aby se minimalizovalo nekontrolovanému vypouštění takových látek do moře:

.1 Mezinárodní předpis o hromadné přepravě chemikálií, když byl tanker pro přepravu chemikálií postaven 1. července 1986 či později nebo

.2 Předpis o hromadné přepravě chemických látek tak, jak je uvedeno v odstavci 1.7.2 daného předpisu pro:

.2.1 lodě, u kterých byla smlouva o stavbě uzavřena 2. listopadu 1973 či později, ale které byly postavené před 1. červencem 1986 a které se provozují při plavbách do přístavů nebo terminálů pod pravomocí ostatních smluvních států Úmluvy a

.2.2 lodě postavené 1. července 1983 či později, ale před 1. červencem 1986, které se provozují při plavbách mezi přístavy nebo terminály v rámci státu, pod jehož vlajkou je loď oprávněna plout.

.3 Předpis o hromadné přepravě chemických látek tak, jak je uvedeno v odstavci 1.7.3 daného předpisu pro:

.3.1 lodě, u kterých byla smlouva o stavbě uzavřena před 2. listopadem 1973 a které se provozují při plavbách do přístavů nebo terminálů pod pravomocí ostatních smluvních států této úmluvy a

.3.2 lodě postavené před 1. červencem 1983 a které se výhradně využívají při plavbách mezi přístavy nebo terminály v rámci státu, pod jehož vlajkou je loď oprávněna plout.

2 Pokud jde o jiné lodě než tankery pro přepravu chemikálií nebo tankery pro přepravu zkapalněného plynu s osvědčením pro hromadnou přepravu škodlivých kapalných látek uvedených v kapitole 17 Mezinárodního předpisu o hromadné přepravě chemických látek, musí správní orgán stanovit vhodná opatření založená na pokynech* připravených Organizací s cílem zajistit, že ustanovení musí být taková, aby se minimalizovalo nekontrolované vypouštění těchto látek do moře.

Pravidlo 12

Čerpání, potrubí, opatření při vykládce a odpadní nádrže

1 Každá loď postavená do 1. července 1986 musí být vybavena čerpacím a potrubním zařízením, aby se zajistilo, že každá nádrž s osvědčením k přepravě látek v kategorii X nebo Y nezadržuje určité množství zbytků vyšší než 300 l v nádrži a jejím souvisejícím potrubí a že každá nádrž s osvědčením k přepravě látek v kategorii Z nezadržuje určité množství zbytků vyšší než 900 l v nádrži a jejím souvisejícím potrubí. V souladu s dodatkem V této přílohy musí být provedena funkční zkouška.

2 Každá loď postavená 1. července 1986 či později, ale před 1. lednem 2007 musí být vybavena čerpacím a potrubním zařízením, aby se zajistilo, že každá nádrž s osvědčením k přepravě látek v kategorii X nebo Y nezadržuje určité množství zbytků vyšší než 100 l v nádrži a jejím souvisejícím potrubí a že každá nádrž s osvědčením k přepravě látek v kategorii Z nezadržuje určité množství zbytků vyšší než 300 l v nádrži a jejím souvisejícím potrubí. V souladu s Dodatkem V této přílohy musí být provedena funkční zkouška.

* Odkazuje se na usnesení A.673(16), ve znění usnesení MEPC.158(55) a MEPC.148(54).

3 Každá loď postavená do 1. ledna 2007 či později musí být vybavena čerpacím a potrubním zařízením, aby se zajistilo, že každá nádrž s osvědčením k přepravě látek v kategorii X, Y nebo Z nezadržuje určité množství zbytků vyšší než 75 liber v nádrži a jejím souvisejícím potrubí. V souladu s dodatkem V této přílohy musí být provedena funkční zkouška.

4 Na lodi jiného druhu než je tanker pro přepravu chemikálií postavený před 1. lednem 2007, který nemůže splnit požadavky na čerpací a potrubní zařízení pro látky kategorie Z uvedené v odstavcích 1 a 2 tohoto zařízení se nebudou vztahovat žádné množstevní požadavky. Považuje se, že je dosaženo shody, pokud je nádrž vyprázdněna v největší možné míře.

5 Funkční zkoušky čerpání uvedené v odstavcích 1, 2 a 3 tohoto pravidla musí být schváleny správním orgánem. Funkční zkoušky čerpání musí jako zkušební médium využívat vodu.

6 Lodě s osvědčením pro přepravu látek kategorie X, Y nebo Z, musí mít podvodní výpust (nebo výpusti).

7 U lodí postavených před 1. lednem 2007 a s osvědčením pro přepravu látek v kategorii Z není podvodní výpust vyžadovaná v odstavci 6 tohoto pravidla povinná.

8 Podvodní výpust (nebo výpusti) musí být umístěna v nákladovém prostoru v blízkosti ohybu stoky a musí být uspořádána tak, aby se zabránilo opakovanému vniknutí směsí zbytky/voda vtoky mořské vody na lodi.

9 Uspořádání podvodní výpusti musí být takové, aby směs zbytky/voda vypouštěná do moře neprocházela mezní vrstvou lodi. Za tímto účelem se při normálním vypouštění do obšívky lodi minimální průměr výpusti řídí následující rovnicí:

$$d = \frac{Q_d}{5L_d}$$

kde

d = minimální průměr výpusti (m)

L_d = vzdálenost od přední svislice k výpusti (m)

Q_d = maximální zvolená rychlost, při které loď může vypouštět směsi zbytky/voda přes výpust (m^3/h).

10 Když je vypouštění nasměrováno šikmo k obšívce lodi, výše uvedený vztah musí být upraven nahrazením za Q_d složkou Q_d, která je kolmá k obšívce lodi.

11 *Odpadní nádrže*

Ačkoli tato příloha nevyžaduje instalaci vyčleněných odpadních nádrží, mohou být odpadní nádrže užitečné při určitých vymývacích procesech. Jako odpadní nádrže lze použít i nákladové nádrže.

Kapitola 5 – Provozní vypouštění zbytků škodlivých kapalných látek

Pravidlo 13

Omezení vypouštění zbytků škodlivých kapalných látek

Na základě ustanovení pravidla 3 této přílohy, musí omezení vypouštění zbytků škodlivých kapalných látek nebo balastové vody, výplachů z nádrží nebo jiných směsí obsahujících tyto látky splňovat následující požadavky.

1 *Ustanovení o vypouštění*

1.1 Vypouštění zbytků látek zařazených do kategorie X, Y nebo Z nebo těch, které jsou takto přechodně posouzeny, nebo balastové vody, výplachů z nádrží nebo jiných směsí obsahujících tyto látky je zakázáno, pokud je takovéto vypouštění v plném souladu s platnými operativními požadavky obsaženými v této příloze.

1.2 Před prováděním jakéhokoliv předběžného vymývání nebo vypouštění v souladu s tímto pravidlem, musí být příslušná nádrž co nejvíce vyprázdněna v souladu s postupy předepsanými v příručce.

1.3 Přeprava látek, které nebyly kategorizovány, přechodně posouzeny nebo vyhodnoceny podle pravidla 6 této přílohy nebo balastové vody, výplachů z nádrží nebo jiných směsí obsahujících tyto zbytky je zakázána spolu s jakýmkoliv následným vypouštěním těchto látek do moře.

2 *Normy pro vypouštění*

2.1 Pokud ustanovení tohoto pravidla umožňují vypouštět do moře zbytky látek v kategorii X, Y nebo Z nebo látek takto přechodně posouzených nebo balastové vody, výplachů z nádrží nebo jiných směsí obsahujících tyto látky, budou platit následující normy pro vypouštění:

.1 loď pluje rychlostí nejméně 7 uzlů v případě lodí s vlastním pohonem nebo nejméně 4 uzly v případě lodí bez vlastního pohonu;

.2 vypouštění se provádí pod čarou ponoru přes podvodní výpust (výpusti) a nesmí překročit maximální rychlost, pro kterou je podvodní výpust (výpusti) určena a

.3 vypouštění se provádí ve vzdálenosti nejméně 12 námořních mil od nejbližší pevniny a na hloubce vody nejméně 25 metrů.

2.2 U lodí postavených před 1. lednem 2007 není vypouštění do moře zbytků látek v kategorii X, Y nebo Z nebo látek takto přechodně posouzených nebo balastové vody, výplachů z nádrží nebo jiných směsí obsahujících tyto látky pod čárou ponoru povinné.

2.3 Správní orgán může upustit od požadavků odstavce 2.1.3 na látky v kategorii Z, pokud jde o vzdálenost nejméně 12 námořních mil od nejbližší pevniny u lodí využívaných výhradně při plavbách ve vodách podléhajících svrchovanosti nebo pravomoci státu, pod jehož vlajkou je loď oprávněna plout. Správní orgán může upustit od stejného požadavku, pokud jde o vzdálenost vypouštění nejméně 12 námořních mil od nejbližší pevniny u konkrétní lodi oprávněné plout pod vlajkou jeho státu, když se využívá při plavbách ve vodách podléhajících svrchovanosti nebo pravomoci jednoho sousedícího státu po dosažení písemné dohody o zproštění se mezi dvěma dotčenými pobřežními státy, a to za předpokladu, že nebude dotčena žádná třetí strana. Informace k této dohodě musí být sděleny Organizaci do 30 dnů k dalšímu rozeslání smluvním stranám této úmluvy z důvodu jejich informování a přijetí vhodných opatření, jsou-li nutná.

3 *Odvětrávání zbytků nákladu*

K odstranění zbytků nákladu z nádrže lze použít postupy odvětrávání schválené správním orgánem. Tyto postupy musí být v souladu s dodatkem 7 této přílohy. Veškerá voda následně napuštěná do nádrže se považuje za čistou a nepodléhá požadavkům na vypouštění uvedeným v této příloze.

4 *Výjimka pro předběžné vymývání*

Na žádost kapitána lodě lze udělit výjimku pro předběžné vymývání, a to ze strany vlády přijímající smluvní strany, kde je potvrzeno, že:

.1 vyložená nádrž, která bude opět naložena touž látkou nebo jinou látkou kompatibilní s předchozí látkou a že nádrž nebude před nakládkou vymývána ani balastována nebo

.2 vyložená nádrž nebude vymývána ani balastována na moři. Předběžné vymývání v souladu s platným odstavcem tohoto pravidla se musí provádět v jiném přístavu, a to za předpokladu, že bylo písemně potvrzeno, že je v daném přístavu k dispozici zařízení pro odevzdávání látek z lodí a že je pro tento účel vhodné nebo

.3 se zbytky nákladu budou odstraněny prostřednictví procesu odvětrání schváleného správním orgánem v souladu s Dodatkem 7 této přílohy.

5 *Použití čisticích prostředků nebo přísad*

5.1 Je-li k vymývání nádrže použito vymývací médium jiného druhu než voda, například minerální olej nebo chlorované rozpouštědlo, jeho vypouštění se bude řídit ustanoveními buď Přílohy I nebo Přílohy II, které by se vztahovaly na médium, bylo-li by přepravováno jako náklad. Postupy vymývání nádrží, při kterých se takové médium používá, musí být uvedeny v příručce a schválené správním orgánem.

5.2 Pokud se do vody přidává jen malé množství čisticích přísad (čisticí prostředky), aby se usnadnilo vymývání nádrží, nesmí být použity žádné přísady obsahující znečišťující složky kategorie X vyjma těch složek, které jsou snadno biologicky rozložitelné a jejich celková koncentrace představuje méně než 10 % čisticí přísady. Na nádrž se nebudou vztahovat žádná další omezení kromě těch, které se vztahují na předchozí náklad.

6 *Vypouštění zbytků kategorie X*

6.1 Na základě ustanovení odstavce 1 se použijí následující ustanovení:

.1 Nádrž, z níž byla vyložena látka kategorie X musí být předběžně vymyta dříve, než loď opustí přístav vykládky. Výsledné zbytky se vypouští do zařízení pro odevzdávání látek z lodí, dokud koncentrace látky v odpadní vodě do tohoto zařízení, jak ukáží rozbory vzorků odpadní vody odebrané inspektorem, nebude stejná nebo nižší než 0,1 % hmotnostních. Po dosažení požadované koncentrace, je nutné nadále pokračovat ve vypouštění zbývajících výplachů z nádrží do zařízení pro odevzdávání látek z lodí, dokud nebude nádrž prázdná. O těchto operacích je nutné provést příslušné záznamy do Knihy záznamů o manipulaci s nákladem, které potvrdí inspektor uvedený v pravidle 16.1.

.2 Veškerá voda následně napuštěná do nádrže může být vypuštěna do moře v souladu s normami pro vypouštění v pravidle 13.2.

.3 Je-li vláda přijímající smluvní strany přesvědčena, že měření koncentrace látky v odpadní vodě je neproveditelné aniž by to způsobilo nepřiměřené zpoždění lodi, může tato smluvní strana přijmout alternativní postup jako rovnocenný se získáním požadované koncentrace v pravidle 13.6.1.1, a to za předpokladu, že:

.3.1 nádrž je předběžně vymyta v souladu s postupem schváleným správním orgánem v souladu s Dodatkem VI této přílohy a

.3.2 budou provedeny příslušné záznamy do Knihy záznamů o manipulaci s nákladem, které potvrdí inspektor uvedený v pravidle 16.1.

7 *Vypouštění zbytků kategorie Y a Z*

7.1 Na základě ustanovení odstavce 1 se použijí následující ustanovení:

.1 S ohledem na postupy vypouštění zbytků u látek v kategorii Y nebo Z budou platit normy pro vypouštění uvedené v pravidle 13.2.

.2 Pokud se vykládka látky kategorie Y nebo Z neprovádí v souladu s Příručkou, předběžné vymývání se musí provést ještě dříve, než loď opustí přístav vykládky, pokud nebudou přijata alternativní opatření ke spokojenosti inspektora uvedené v pravidle 16.1 této přílohy za účelem odstranění zbytků nákladu z lodi na množství uvedená v této příloze. Výsledné výplachy z nádrží po předběžném vymývání se musí vypouštět do zařízení pro odevzdávání látek z lodí v přístavu vykládky nebo jiném přístavu s vhodným zařízením pro odevzdávání látek z lodí, a to za předpokladu, že bylo potvrzeno písemně, že zařízení pro odevzdávání látek z lodí v tomto přístavu je k dispozici a má pro takové účely vhodnou kapacitu.

.3 Na tuhnoucí látky nebo látky s vysokou viskozitou v kategorii Y se bude vztahovat následující:

.3.1 použije se postup předběžného vymývání uvedený v Dodatku VI;

.3.2 směs zbytky/voda vzniklé v průběhu předběžného vymývání se musí vypouštět do zařízení pro odevzdávání látek z lodí, dokud není nádrž prázdná a

.3.3 veškerá voda následně napuštěná do nádrže může být vypuštěna do moře v souladu s normami pro vypouštění uvedenými v pravidle 13.2.

7.2 Operativní požadavky na napouštění a vypouštění balastu

7.2.1 Po vykládce, a, v případě potřeby, po předběžném vymývání lze nádrž balastovat. Postupy vypouštění tohoto balastu jsou uvedené v pravidle 13.2.

7.2.2 Balast napuštěný do nákladové nádrže, který byla vymyta do takové míry, že balast obsahuje méně než 1 miliontinu před tím přepravované látky lze vypouštět do moře bez ohledu na rychlost vypouštění, rychlost lodi a umístění výpusti, a to za předpokladu, že loď není méně než 12 námořních mil od nejbližší pevniny a ve vodě, která není hluboká méně než 25 m. Požadovaného stupně čistoty bylo dosaženo, když bylo provedeno předběžné vymývání tak, jak je uvedeno v Dodatku VI a nádrž byla následně vymyta prostřednictvím úplného cyklu čistícího stroje u lodí postavených před 1. červencem 1994 nebo množstvím vody, které není menší než je vypočítáno s $k = 1{,}0$.

7.2.3 Vypouštění čistého nebo odděleného balastu do moře nebude požadavkům této přílohy podléhat.

8 *Vypouštění v oblasti Antarktidy*

8.1 Termín *oblast Antarktidy* znamená oblast moře jižně od rovnoběžky na 60° jižní šířky.

8.2 V oblasti Antarktidy se jakékoli vypouštění škodlivých kapalných látek nebo směsí obsahujících tyto látky do moře zakazuje.

Pravidlo 14

Příručka k postupům a opatřením

1 Každá loď s oprávněním přepravovat látky kategorie X, Y nebo Z musí mít na palubě příručku schválenou správním orgánem. Příručka musí mít standardní formát v souladu s Dodatkem IV k této příloze. V případě lodi využívané při mezinárodních plavbách, na kterých používaný jazyk není angličtina, francouzština nebo španělština, musí text zahrnovat překlad do jednoho z těchto jazyků.

2 Hlavním účelem této příručky je stanovit lodním důstojníkům fyzická opatření a veškeré provozní postupy týkající se manipulace s nákladem, začišťování nádrží, manipulace se splašky a napouštění či vypouštění balastu do/z nádrží, které je nutné dodržovat, aby byly splněny požadavky této přílohy.

Pravidlo 15

Kniha záznamů o manipulaci s nákladem

1 Každá loď, na kterou se vztahuje tato příloha musí být opatřena Knihou záznamů o manipulaci s nákladem, ať již je součástí oficiálního lodního deníku či jinak, ve formě uvedené v Dodatku II k této příloze.

2 Po dokončení jakékoliv operace uvedené v Dodatku II této přílohy musí být daná operace neprodleně zaznamenány do Knihy záznamů o manipulaci s nákladem.

3 V případě havarijního vypouštění škodlivých kapalných látek nebo směsí obsahujících takové látky nebo v případě vypouštění na základě ustanovení pravidla 3 této přílohy, musí být do Knihy záznamů o manipulaci s nákladem zanesen záznam o okolnostech a důvodech tohoto vypouštění.

4 Každý záznam musí být podepsán důstojníkem nebo důstojníky pověřenými danou operací a každá stránka musí být podepsána kapitánem lodě. Záznamy v Knize záznamů o manipulaci s nákladem u lodí, které nesou Mezinárodní osvědčení o zamezení znečištění pro hromadnou přepravu škodlivých kapalných látek nebo osvědčení uvedené v pravidle 7 této přílohy musí být alespoň v angličtině, francouzštině nebo španělštině. Pokud se také provádějí záznamy v úředním jazyce státu, pod jehož vlajkou je loď oprávněna plout, tyto záznamy dostanou v případě sporu nebo nesrovnalostí přednost.

5 Kniha záznamů o manipulaci s nákladem musí být uložena na takovém místě, aby byla snadno dostupná ke kontrole a, vyjma případů vlečení lodí bez posádky, musí být uložena na palubě lodi. Je třeba ji uschovávat po dobu tří let od provedení posledního záznamu.

6 Příslušný vládní orgán jedné smluvní strany této úmluvy je oprávněn Knihu záznamů o manipulaci nákladem zkontrolovat na palubě libovolné lodi, na kterou se vztahuje tato příloha, když je tato loď ve svém přístavu a může pořídit kopii libovolného záznamu v této knize a může požádat kapitána lodi, aby potvrdil, že tato kopie představuje věrnou kopii tohoto záznamu. Jakákoliv takto pořízená kopie, která byla ověřena kapitánem lodi jako věrná kopie daného záznamu v Knize záznamů o manipulaci s nákladem bude přípustná při jakémkoliv soudním řízení jako důkaz o skutečnostech uvedených v daném záznamu. Kontrola Knihy záznamů o manipulaci s nákladem a pořízení ověřené kopie příslušným orgánem podle tohoto odstavce musí být provedeny co nejrychleji, aniž by došlo ke zbytečnému zpoždění dané lodi.

Kapitola 6 – Kontrolní opatření ze strany přístavních států

Pravidlo 16

Kontrolní opatření

1 Vláda každé smluvní strany této úmluvy jmenuje nebo pověří inspektory za účelem provádění tohoto pravidla. Tito inspektoři budou vykonávat kontrolu v souladu s kontrolními postupy vypracovanými Organizací.*

2 Pokud inspektor jmenovaný nebo pověřený vládou smluvní strany této úmluvy potvrdí, že operace byla provedena v souladu s požadavky v příručce, nebo udělí výjimku pro předběžné vymývání, pak tento inspektor musí učinit příslušný záznam do Knihy záznamů o manipulaci s nákladem.

3 Kapitán lodi s osvědčením k hromadné přepravě škodlivých kapalných látek musí zajistit, aby byla splněna ustanovení pravidla 13, a tohoto pravidla a aby byla Kniha záznamů o manipulaci s nákladem vyplněna v souladu s pravidlem 15, a to kdykoli probíhají operace uvedené v daném pravidle.

4 Nádrž, ve které se přepravovala látka kategorie X musí být předběžně vymyta v souladu s pravidlem 13.6. O těchto operacích se musí do Knihy záznamů o manipulaci s nákladem provést příslušné záznamy a ty musí potvrdit inspektor podle odstavce 1 tohoto pravidla.

5 Je-li vláda přijímající smluvní strany přesvědčena, že měření koncentrace látky v odpadní vodě je neproveditelné aniž by to způsobilo nepřiměřené zpoždění lodi, může tato smluvní strana přijmout alternativní postup uvedený v pravidle 13.6.3, a to za předpokladu, že inspektor uvedený v odstavci 1 tohoto pravidla v Knize záznamů o manipulaci s nákladem potvrdí, že:

.1 byla vyprázdněna nádrž, její čerpadlo a potrubní systém a

.2 bylo provedeno předběžné vymývání v souladu s ustanoveními Dodatku VI této přílohy a

.3 výplachy z nádrže vzniklé při tomto předběžném vymývání byly vypuštěny do zařízení pro odevzdávání látek z lodí a že nádrž je prázdná.

6 Na žádost kapitána lodi může vláda přijímající smluvní strany osvobodit loď od požadavků na předběžné vymývání uvedených v pravidle 13, když je splněna jedna z podmínek pravidla 13.4.

7 Výjimku uvedenou v odstavci 6 tohoto pravidla může udělit pouze vláda přijímající smluvní strany lodi využívané při plavbách do přístavů nebo terminálů pod pravomocí jiných smluvních států této úmluvy. Byla-li taková výjimka udělena, do Knihy záznamů o manipulaci s nákladem musí být proveden příslušný záznam, který potvrdí inspektor uvedený v odstavci 1 tohoto pravidla.

8 Pokud se vykládky neprovádí v souladu s podmínkami čerpání u nádrže schválené správním orgánem a na základě Dodatku V této přílohy, lze přijmout alternativní opatření ke spokojenosti inspektora uvedeného v odstavci 1 tohoto pravidla za účelem odstranění zbytků nákladu z lodi do množství uvedených v pravidle 12 podle potřeby. Do Knihy záznamů o manipulaci s nákladem musí být provedeny příslušné záznamy.

9 *Kontroly přístavním státem na základě operativních požadavků*†

9.1 Loď nacházející se v přístavu jiné smluvní strany, podléhá kontrolám prováděným úředníky řádně oprávněnými danou smluvní stranou, které se týkají operativních požadavků podle této přílohy tam, kde je důvodné podezření, že kapitán nebo posádka nejsou obeznámeni se zásadními palubními postupy týkajícími se zamezení znečištění škodlivými kapalnými látkami.

9.2 Za daných okolností uvedených v odstavci 9.1 tohoto pravidla, musí smluvní strana přijmout taková opatření, která zajistí, že loď nesmí plout, dokud se situace nedostane do souladu s požadavky

* Viz Postupy kontrol přístavním státem přijaté usnesením Organizace A.787(19) ve znění usnesení A.882(21).

† Viz Postupy kontrol přístavním státem přijaté usnesením Organizace A.787(19) ve znění usnesení A.882(21).

této přílohy.

9.3 Na toho pravidlo se budou vztahovat postupy týkající se kontrol ze strany přístavního státu předepsané v článku 5 této úmluvy.

9.4 Nic v tomto pravidle se nesmí považovat za omezení práv a povinností smluvní strany provádějící kontrolu nad operativními požadavky výslovně stanovenými v této úmluvě.

Kapitola 7 – Zabraňování znečištění při mimořádné události se škodlivými kapalnými látkami

Pravidlo 17

Palubní nouzový plán pro případ znečištění moře pro škodlivé kapalné látky

1 Každá loď o hrubé prostornosti 150 tun a více s osvědčením pro hromadnou přepravu škodlivých kapalných látek musí nést na palubě palubní nouzový plán pro případ znečištění moře škodlivými kapalnými látkami schválený správním orgánem.

2 Tento plán musí být připraven na základě pokynů* vypracovaných Organizací a sepsán v pracovním jazyce kapitána a důstojníků lodi. Tento plán musí obsahovat minimálně:

.1 postup, který musí kapitán a jiné osoby pověřené velením lodi dodržovat při podávání zpráv o mimořádné události se znečištěním škodlivými kapalnými látkami tak, jak je požadováno v článku 8 a Protokolu I této úmluvy, a to na základě pokynů vypracovaných organizací;†

.2 seznam orgánů nebo osob, které mají být kontaktovány v případě mimořádné události se znečištěním škodlivými kapalnými látkami;

.3 podrobný popis opatření, která musí okamžitě přijmout osoby na palubě, aby se snížilo nebo omezilo vypouštění škodlivých kapalných látek po mimořádné události a

.4 postupy a kontaktní bod na lodi pro koordinaci činností na palubě s národními a místními orgány v boji proti znečištění.

3 V případě lodí, na které se také vztahuje pravidlo 37 Přílohy I této úmluvy, musí být tento plán spojen s palubním nouzovým plánem pro případ znečištění moře ropnými látkami požadovaným podle pravidla 37 Přílohy I této úmluvy. V tomto případě bude název takového plánu „Palubní nouzový plán pro případ znečištění moře“.

* Viz Pokyny pro přípravu palubních nouzových plánů pro případ znečištění moře pro ropné látky anebo škodlivé kapalné látky přijaté usnesením Organizace MEPC.85(44) ve znění usnesení MEPC.137(53).

† Viz Obecné zásady pro lodní systémy hlášení a požadavky na hlášení z lodí, včetně pokynů pro ohlašování mimořádných událostí za přítomnosti nebezpečných věcí, škodlivých látek anebo látek znečišťujících mořské prostředí přijaté usnesením Organizace A.851(20) ve znění usnesení MEPC.138(53).

Kapitola 8 – Zařízení pro odevzdávání látek z lodí

Pravidlo 18

Vybavení zařízení pro odevzdávání látek z lodí a nákladových vykládacích terminálů

Vláda každé smluvní strany této úmluvy se zavazuje zajistit zařízení pro odevzdávání látek z lodí podle potřeb lodí využívajících její přístavy, terminály nebo opravárenské přístavy, a to následovně:

.1 přístavy a terminály podílející se na manipulaci s lodním nákladem musí mít odpovídající zařízení pro příjem zbytků a směsí obsahujících takové zbytky škodlivých kapalných látek vyplývajících z plnění této přílohy, a to bez zbytečného zpoždění dotčených lodí.

.2 opravárenské přístavy provádějící opravy NLS tankerů musí zajistit zařízení, které dostačující pro příjem zbytků a směsí obsahujících škodlivé kapalné látky u lodí plujících do těchto přístavů.

2 Vláda každé smluvní strany určí typy zařízení zajištěných pro účely odstavce 1 tohoto pravidla v každém přístavu nakládky a vykládky nákladu, terminálu a opravárenském přístavu na svém území a zmíněné rozhodnutí oznámí Organizaci.

3 Vlády smluvních stran této úmluvy, jejichž pobřeží se dotýká jakékoliv stanovené zvláštní oblasti se společně dohodnou a stanoví datum, do kterého bude splněn požadavek odstavce 1 tohoto pravidla a od kterého nabývají účinku požadavky příslušných odstavců pravidla 13 týkající se dané oblasti, a toto stanovené datum sdělí Organizaci minimálně šest měsíců před tímto datem. Organizace pak musí toto datum neprodleně sdělit všem smluvním stranám.

4 Vláda každé smluvní strany této úmluvy se zavazují zajistit, aby vykládací terminály poskytly vybavení, které usnadní začišťování nákladových nádrží lodí vykládajících v těchto terminálech škodlivé kapalné látky. Nákladové hadice a potrubní systémy terminálu obsahující škodlivé kapalné látky získané z lodí vykládajících tyto látky v terminálu nesmí být vypouštěny zpět do lodi.

5 Každá smluvní strana musí oznámit Organizaci, za účelem předání dotčeným smluvním stranám, všechny případy, kdy se zařízení vyžadovaná na základě odstavce 1 nebo vybavení vyžadované na základě odstavce 4 tohoto pravidla zdají být nedostatečná.

Dodatky k Příloze II

Dodatek I

Pokyny pro kategorizaci škodlivých kapalných látek[*]

Produkty jsou zařazeny do kategorií znečištění na základě vyhodnocení jejich vlastností tak, jak se odrážejí ve výsledném profilu GESAMP Hazard Profile uvedeném v následující tabulce:

Pravidlo	**A1 Bioakumulace**	**A2 Biodegradace**	**B1 Akutní toxicita**	**B2 Chronická toxicita**	**D3 Dlouhodobé účinky na zdraví**	**E2 Účinky na život v moři a na bentické prostředí**	**Kat**
1			≥ 5				**X**
2	≥ 4		4				
3		NR	4				
4	≥ 4	NR			CMRTNI		
5			4				**Y**
6			3				
7			2				
8	≥ 4	NR		Ne 0			
9				≥ 1			
10						Fp, F nebo S, pokud není anorganická	
11					CMRTNI		
12	Veškeré produkty nesplňující kritéria pravidel 1 až 11 a 13						**Z**
13	Veškeré produkty identifikované jako ≤ 2 ve sloupci A1; R ve sloupci A2; prázdné ve sloupci D3; ne Fp, F ani S (pokud není organická) ve sloupci E2; a 0 (nula) ve všech ostatních sloupcích profilu GESAMP Hazard Profile						**OS**

[*] Odkazuje se na MEPC. 1/Circ.512 o Upravených pokynech pro předběžné posuzování hromadně přepravovaných kapalných látek.

Zkrácené vysvětlivky k upravenému postupu vyhodnocení rizik GESAMP Hazard Evaluation Procedure – Proces Hodnocení Rizika

Sloupce A a B – Vodní prostředí					
Číselné hodnocení	**A**			**B**	
	Bioakumulace a biodegradace			**Toxicita pro vodní organizmy**	
	A1* **Bioakumulace**		**A2 Biodegradace**	**B1 Akutní toxicita**	**B2 Chronická toxicita**
	log *P*OW	**BCF**		**LC/EC/IC$_{50}$ (mg/l)**	**NOEC (mg/l)**
0	< 1 nebo > cca. 7	neměřitelné	R: snadno biologicky rozložitelné	> 1000	> 1
1	≥ 1 - < 2	≥ 1 - < 10		> 100 - ≤ 1000	> 0,1 - ≤ 1
2	≥ 2 - < 3	≥ 10 - < 100	NR: nesnadno biologicky rozložitelné	> 10 - ≤ 100	> 0,01 - ≤ 0,1
	≥ 3 - < 4	≥ 100 - < 500		> 1 - ≤ 10	> 0,001 - ≤ 0,01
4	≥ 4 - < 5	≥ 500 - < 4000	anorg: anorganická látka	> 0,1 - ≤ 1	≤ 0,001
5	≥ 5 - < cca. 7	≥ 4000		> 0,01 - ≤ 0.1	
6				≤ 0,01	

Sloupce C a D	**Lidské zdraví (toxické vlivy na savce)**					
Číselné hodnocení	**C**			**D**		
	Akutní toxicita pro savce			**Podráždění, poleptání a dlouhodobé účinky na zdraví**		
	C1 Orální toxicita LD$_{50}$ (mg/kg)	**C2 Perkutánní toxicita LD$_{50}$ (mg/kg)**	**C3 Toxicita při vdechnutí LC$_{50}$ (mg/D**	**D1 Podráždění a poleptání pokožky**	**D2 Podráždění a poleptání očí**	**D3 Dlouhodobé účinky na zdraví**
0	> 2000	> 2000	> 20	nedráždivý	nedráždivý	C - Karcinogen
1	> 300 - ≤ 2000	> 1000 - ≤ 2000	> 10 - ≤ 20	mírně dráždivý	mírně dráždivý	M - Mutagenní
2	>50 - ≤ 300	> 200 - ≤ 1000	> 2 - ≤ 10	dráždivý	dráždivý	R – Toxický pro reprodukci
3	> 5 - ≤ 50	> 50 - ≤ 200	> 0,5 - ≤ 2	velmi dráždivý nebo leptavý 3A Corr. (≤ 4 h) 3B Corr. (≤ 1 h) 3C Corr. (≤ 3 min)	velmi dráždivý	S - Senzibilizující A – Nebezpečnost při vdechnutí T - Cílový orgán systémová toxicita L – Poranění plic N - Neurotoxické I - Imunotoxické
4	≤ 5	≤ 50	≤ 0,5			

* Tyto sloupce se používají k definování kategorií znečištění.

Zkrácené vysvětlivky k upravenému postupu vyhodnocení rizik GESAMP Hazard Evaluation Procedure (pokračování)

Sloupec E – Interference s jinými druhy využití moře			
E1 **Tvorba skvrn**	**E2*** **Fyzické účinky na život v moři a na bentické prostředí**	**E3** **Interference s pobřežními zařízeními**	
		Číselné hodnocení	**Popis a činnost**
NT: bez tvorby skvrn (zkoušeno) T: zkouška tvorby skvrn pozitivní	Fp: Perzistentní plovoucí látka F: Plovoucí látka S: Klesající látky	0	bez interference **bez varování**
		1	mírně problematické **varování, bez uzavření zařízení**
		2	průměrně problematické **varování, možné uzavření zařízení**
		3	vysoce problematické **uzavření zařízení**

* Tyto sloupce se používají k definování kategorií znečištění.

Dodatek II

Forma Knihy záznamů o manipulaci s nákladem pro lodě přepravující hromadně škodlivé kapalné látky

KNIHA ZÁZNAMŮ O MANIPULACI S NÁKLADEM PRO LODĚ PŘEPRAVUJÍCÍ HROMADNĚ ŠKODLIVÉ KAPALNÉ LÁTKY

Jméno lodi.....

Volací znak nebo čísla .....

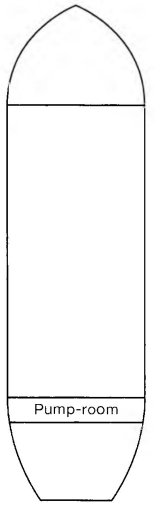
Hrubá prostornost.....

Období od: .....do .....

Jméno lodi.....

Volací znak nebo čísla .....

PŮDORYSNÝ NÁKRES NÁKLADOVÝCH A ODPADNÍCH NÁDRŽÍ
(doplnit na palubě)



Pump-room = Strojovna čerpadel

Označení nádrží	Objem
Hloubka odpadního nádrže (nádrží):	

(Uveďte objem každé nádrže a hloubku odpadní nádrže (nádrží))

Úvod

Následující stránky předkládají úplný seznam položek operací s nákladem a balastem, které mají být, pokud je to vhodné, zaznamenány do Knihy záznamů o manipulaci systémem „nádrž po nádrži“ v souladu s pravidlem 15.2 Přílohy II Mezinárodní úmluva o zamezení znečištění moří z lodí z roku 1973 ve znění k Protokolu z roku 1978 ve znění pozdějších předpisů. Tyto položky byly seskupeny do provozních oddílů, z nichž každý je označen kódovým písmenem.

Při zapisování do Knihy záznamů o manipulaci s nákladem musí být vždy do příslušných sloupců zapsáno datum, provozní kód a číslo zapisované položky a požadované údaje se musí zaznamenávat chronologicky do prázdných míst.

Každá dokončená operace musí být podepsána a datována důstojníkem nebo důstojníky pověřenými danou operací a, v případě potřeby, inspektorem jmenovaným příslušným úřadem státu, ve kterém se loď vykládá. Každá vyplněná stránka musí být spolupodepsána a datována kapitánem lodi.

SEZNAM ZAZNAMENÁVANÝCH POLOŽEK

Záznamy se vyžadují jen u operací, které se týkají všech kategorií látek.

(A) Nakládka nákladu

1 Místo nakládky.

2 Uveďte nádrž(e), název látky (látek) a kategorii (kategorie).

(B) Vnitřní přečerpávání nákladu

3 Název a kategorie přečerpávaného nákladu.

4 Označení nádrží:

.1 od:

.2 do:

5 Byla(y) nádrž(e) v 4.1 vyprázdněn(y)?

6 Pokud ne, množství zbývající v nádrži (nádržích).

(C) Vykládka nákladu

7 Místo vykládky.

8 Označení vykládané nádrže (nádrží).

9 Byla(y) nádrž(e) vyprázdněna(y)?

.1 Pokud ano, potvrďte, že byl proces vyprazdňování a začišťování proveden v souladu s lodní Příručkou k postupům a opatřením (tj. seznam, sklon, teplota při začišťování).

.2 Pokud ne, množství zbývající v nádrži (nádržích).

10 Vyžaduje lodní Příručka k postupům a opatřením vyžaduje předběžné vymývání s následným odstraněním do zařízení pro odevzdávání látek z lodí?

11 Závada na čerpacím anebo začišťovacím systému:

.1 čas a povaha závady;

.2 příčiny závady;

.3 čas, kdy byl odlučovač uveden do provozu.

(D) Povinné předběžné vymývání v souladu s lodní Příručkou k postupům a opatřením

12 Uveďte nádrž(e), látku (látky) a kategorii (kategorie).

13 Způsob vymývání:

.1 počet čistících strojů na jednu nádrž;

.2 trvání vymývání/vymývacích cyklů;

.3 vymývání zatepla/zastudena.

14 Splašky z předběžného vymývání přečerpány do:

.1 zařízení pro odevzdávání látek z lodí v přístavu vykládky (uveďte přístav);*

.2 jiné zařízení pro odevzdávání látek z lodí (uveďte přístav).*

(E) Čištění nákladových nádrží vyjma povinného předběžného vymývání (jiné vymývání, konečné vymývání, odvětrávání apod.)

15 Uveďte čas, Označení nádrže (nádrží), látku (látky) a kategorii (kategorie) a uveďte:

.1 použitý postup vymývání;

.2 čistící prostředek (uveďte prostředek (prostředky) a množství);

.3 použitý postup odvětrávání (uveďte počet použitých ventilátorů, délku odvětrávání).

16 Výplachy z nádrží přečerpány:

.1 do moře;

.2 do zařízení pro odevzdávání látek z lodí (uveďte přístav);

.3 sběrná nádrž na splašky (uveďte nádrž).

(F) Vypouštění výplachů z nádrží do moře

17 Uveďte nádrž(e):

.1 Byly výplachy vypuštěny při čištění nádrže (nádrží)? Pokud ano, jakou rychlostí?

.2 Byly výplachy z nádrží vypuštěny ze sběrné nádrže na splašky? Pokud ano, uveďte množství a rychlost vypouštění.

18 Čas zahájení a ukončení čerpání.

19 Rychlost lodi během vypouštění.

(G) Balastování nákladových nádrží

20 Označení balastované nádrže (nádrží).

21 Čas zahájení balastování.

(H) Vypouštění balastové vody z nákladových nádrží

22 Označení nádrže (nádrží).

23 Vypouštění balastu:

.1 do moře;

.2 do zařízení pro odevzdávání látek z lodí (uveďte přístav).†

24 Čas zahájení a zastavení vypouštění balastu.

25 Rychlost lodi během vypouštění.

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* Kapitán lodi by si měl od provozovatele zařízení pro odevzdávání látek z lodí, která zahrnují tankové čluny a autocisterny, obstarat potvrzení nebo osvědčení uvádějící množství přečerpaných výplachů z nádrží, spolu s časem a datem přečerpávání. Toto potvrzení nebo osvědčení se musí uchovávat spolu s Knihou záznamů o manipulaci s nákladem.

† Kapitán lodi by si měl od provozovatele zařízení pro odevzdávání látek z lodí, která zahrnují tankové čluny a autocisterny, obstarat potvrzení nebo osvědčení uvádějící množství přečerpaných výplachů z nádrží, spolu s časem a datem přečerpávání. Toto potvrzení nebo osvědčení se musí uchovávat spolu s Knihou záznamů o manipulaci s nákladem.

(I) Havarijní nebo jiného mimořádné vypouštění

26 Čas události.

27 Přibližné množství, látka (látky) a kategorie.

28 Okolnosti vypouštění nebo úniku a obecné poznámky.

(J) Kontrola pověřenými inspektory

29 Uveďte přístav.

30 Uveďte nádrž(e), látku (látky) a kategorii (kategorie) vypouštěné na břeh.

31 Došlo k vyprázdnění nádrže (nádrží) a potrubního systému (systémů)?

32 Bylo provedeno předběžné vymývání v souladu s lodní Příručkou k postupům a opatřením?

33 Byly výplachy vzniklé při předběžném vymývání vypuštěny na břeh a je nádrž prázdná?

34 Byla udělena výjimka z povinného předběžného vymývání.

35 Důvody výjimky.

36 Jméno a podpis pověřeného inspektora.

37 Organizace, společnost, vládní úřad, pro který inspektor pracuje.

(K) Další provozní postupy a poznámky

Jméno lodi.....

Volací znak nebo čísla .....

Číslo IMO .....

ČINNOSTI V PROSTORECH STROJOVEN

Datum	**Kód (písmeno)**	**Položka (číslo)**	**Záznam o činnostech/podpis odpovědného důstojníka/jméno a podpis pověřeného inspektora**

Podpis kapitána .....

Dodatek III

Forma Mezinárodního osvědčení o zamezení znečištění pro hromadnou přepravu škodlivých kapalných látek*

MEZINÁRODNÍ OSVĚDČENÍ O ZAMEZENÍ ZNEČIŠTĚNÍ PRO HROMADNOU PŘEPRAVU ŠKODLIVÝCH KAPALNÝCH LÁTEK

Vydáno na základě ustanovení Mezinárodní úmluvy o zamezení znečištění z lodí z roku 1973 ve znění Protokolu z roku 1978, ve znění pozdějších předpisů, (dále jen „úmluva“) na základě pověření vlády státu:

.....

(úplné označení státu)

kým .....

(úplné označení příslušné osoby nebo Organizace oprávněné podle ustanovení této úmluvy)

Údaje o lodi

Jméno lodi.....

Volací znak nebo čísla .....

Číslo IMO† .....

Rejstříkový přístav.....

Hrubá prostornost.....

TÍMTO SE POTVRZUJE:

1 Že loď podstoupila inspekci v souladu s pravidlem 8 Přílohy II úmluvy.

2 Že inspekce prokázala, že konstrukce, vybavení, systémy, zařízení, uspořádání a materiál lodi a její stav jsou ve všech ohledech uspokojivé a že loď splňuje příslušné požadavky Přílohy II úmluvy.

3 Že loď byla vybavena Příručkou k postupům a opatřením vyžadovanou pravidlem 14 Přílohy II úmluvy a že zařízení a vybavení lodi předepsané v příručce je ve všech ohledech uspokojivé.

4 Že loď splňuje požadavky Přílohy II k MARPOL pro hromadnou přepravu následujících škodlivých kapalných látek, a to za předpokladu, že jsou dodržena veškerá příslušná ustanovení Přílohy II.

Škodlivá kapalná látka	**Přepravní podmínky (počty nádrží apod.)**	**Kategorie znečištění**
Pokračování na dalších podepsaných a datovaných listech		

* Osvědčení NLS musí být alespoň v angličtině, francouzštině nebo španělštině. Pokud se také provádějí záznamy v úředním jazyce státu, pod jehož vlajkou je loď oprávněna plout, tyto záznamy dostanou v případě sporu nebo nesrovnalostí přednost.

† Viz Schéma identifikačního čísla lodi IMO přijaté usnesením organizace 7(A.600).

Platnost tohoto osvědčení trvá do (dd/mm/rrrr) .....
na základě inspekcí v souladu s pravidlem 6 Přílohy II úmluvy.

Datum dokončení inspekce, jež tvoří základ tohoto osvědčení (dd/mm/rrrr) .....

Místo vydání .....
(místo vydání osvědčení)

Datum (dd/mm/rrrr)……. ……..
(datum vydání) *(podpis řádně pověřeného úředníka vydávajícího toto osvědčení)*

(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO VÝROČNÍ NEBO PRŮBĚŽNÉ INSPEKCE

TÍMTO SE POTVRZUJE, že při inspekci předepsané pravidlem 8 Přílohy II úmluvy bylo zjištěno, že loď splňuje příslušná ustanovení této úmluvy:

Výroční inspekce

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

Výroční/průběžná* inspekce

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

Výroční/průběžná* inspekce

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

Výroční inspekce

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

VÝROČNÍ/PRŮBĚŽNÁ INSPEKCE V SOULADU S PRAVIDLEM 10.8.3

TÍMTO SE POTVRZUJE, že při výroční/průběžné inspekci v souladu s pravidlem 10.8.3 Přílohy II úmluvy bylo zjištěno, že loď splňuje příslušná ustanovení této úmluvy:

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ K PRODLOUŽENÍ PLATNOSTI OSVĚDČENÍ, JE-LI PLATNÉ NA MÉNĚ NEŽ 5 LET V PŘÍPADECH, NA KTERÉ SE VZTAHUJE PRAVIDLO 10.3

Loď splňuje příslušná ustanovení úmluvy, a toto osvědčení musí být přijato, v souladu s pravidlem

* Nehodící se škrtněte.

10.3 Přílohy II úmluvy, jako platné do (dd/mm/rrrr).....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO PŘÍPADY, VE KTERÝCH BYLA DOKONČENA OBNOVOVACÍ INSPEKCE A PLATÍ PRAVIDLO 10.4

Loď splňuje příslušná ustanovení úmluvy, a toto osvědčení musí být přijato, v souladu s pravidlem 10.4 Přílohy II úmluvy, jako platné do (dd/mm/rrrr).....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO PRODLOUŽENÍ PLATNOSTI OSVĚDČENÍ PRO DOPLUTÍ DO INSPEKČNÍHO PŘÍSTAVU NEBO NA BODU ODKLADU, KDY PLATÍ PRAVIDLO 10.5 NEBO 10.6

Toto osvědčení musí být přijato, v souladu s pravidlem 10.5 nebo 10.6* Přílohy II úmluvy, jako platné do (dd/mm/rrrr).....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO POSUNUTÍ VÝROČNÍHO DATA V PŘÍPADECH, VE KTERÝCH PLATÍ PRAVIDLO 10.8

V souladu s pravidlem 10.8 Přílohy II úmluvy bude nové výroční datum dne (dd/mm/rrrr).....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

V souladu s pravidlem 10.8 Přílohy II úmluvy bude nové výroční datum dne (dd/mm/rrrr).....

Podpis .....
(podpis řádně pověřeného úředníka)

* Nehodící se škrtněte.

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

Dodatek IV

Standardní formát Příručky k postupům a opatřením

Poznámka 1: Tento formát sestává ze standardizovaného úvodu a rejstříků hlavních odstavců v každé části. Tato standardizovaná část musí být reprodukována v příručce každé lodi. Musí po ní následovat obsah jednotlivých částí tak, jak jsou připraveny pro konkrétní loď. Pokud se část nepoužije, zapíše se „NA“, aby nedošlo k narušení číslování podle požadavků standardním formátu. Pokud jsou odstavce standardního formátu vytištěny kurzívou, požadované informace se uvedou pro konkrétní loď. Obsah se bude lišit od lodě k lodi, kvůli konstrukci, činnostem a předpokládaným nákladům. Pokud text není kurzívou, daný text standardního formátu se zkopíruje do příručky bez jakýchkoliv změn.

Poznámka 2: Pokud správní orgán požaduje nebo přijímá informace a provozní pokyny kromě těch uvedených v tomto Standardním formátu, musí být zahrnuty do Dodatku D této příručky.

Standardní formát

STANDARDNÍ FORMÁT PŘÍRUČKY K POSTUPŮM A OPATŘENÍM K PŘÍLOZE II K MARPOL

Jméno lodi .....

Volací znak nebo čísla .....

Číslo IMO .....

Rejstříkový přístav .....

Schvalovací razítko správního orgánu:

Úvod

1 Mezinárodní úmluva o zamezení znečištění moří z lodí z roku 1973 ve znění Protokolu z roku 1978 (dále jen „MARPOL“) byla přijata za účelem zamezení znečišťování mořského prostředí vypouštěním škodlivých látek nebo odpadních vod obsahujících takové látky z lodí do moře. Za účelem dosažení jejího cíle, MARPOL obsahuje šest příloh, v nichž jsou uvedeny detailní pravidla uvedená v souvislosti s manipulací na palubách lodí a vypouštěním do moře nebo uvolňováním do atmosféry šesti hlavních skupin škodlivých látek, tj. Příloha I (Minerální oleje), Příloha II (Hromadně přepravované škodlivé kapalné látky), Příloha III (Škodlivé látky přepravované v balené formě), Příloha IV (Odpadní vody), Příloha V (Odpadky) a Příloha VI (Znečistění ovzduší).

2 Pravidlo 13 Přílohy II MARPOL (dále jen „Příloha II“) zakazuje vypouštění škodlivých kapalných látek kategorií X, Y nebo Z nebo balastové vody, výplachů z nádrží nebo jiných zbytků nebo směsí obsahujících tyto látky do moře, vyjma případů, kdy to bude v souladu se stanovenými podmínkami včetně postupů a zařízení založených na standardech vyvinutých Mezinárodní námořní organizací (IMO), aby se zajistilo, že budou splněna kritéria stanovená pro každou kategorii.

3 Příloha II vyžaduje, aby každá loď s osvědčením pro hromadnou přepravu škodlivých kapalných látek musí být vybavena Příručkou k postupům a opatřením, dále jen „příručka“.

4 Tato příručka byla připravena v souladu s pravidlem 14 Přílohy II a týká se aspektů mořského prostředí při čištění nákladových nádrží a vypouštění zbytků a směsí vznikajících při těchto operacích. Tato příručka nepředstavuje bezpečnostní příručka a je nutné odkázat na jiné publikace určené konkrétně k vyhodnocení bezpečnostních rizik.

5 Účelem této příručky je identifikovat zařízení a vybavení potřebné k tomu, aby bylo splnit požadavky Přílohy II a označit pro lodní důstojníky všechny provozní postupy s ohledem na manipulaci s nákladem, začišťování nádrží, manipulaci se splašky, vypouštění zbytků, napouštění a vypouštění balastu, které je třeba dodržovat, aby byly dodrženy požadavky Přílohy II.

6 Kromě toho bude tato příručka, spolu s lodní Knihou záznamů o manipulaci s nákladem a osvědčením vydaným na základě Přílohy II, použita správními orgány za účelem kontroly, aby se zajistil plný soulad s požadavky Přílohy II* touto lodí.

7 Kapitán musí zajistit, aby nedošlo k žádnému vypouštění zbytků lodního nákladu nebo směsi zbytky/voda obsahující látky kategorie X, Y nebo Z do moře, pokud takovéto vypouštění nebude v plném souladu s provozními postupy uvedenými v této příručce.

8 Tato příručka byla schválena správním orgánem a bez předchozího souhlasu správního orgánu se nesmí provádět žádné změny ani revize jakékoliv části.

Rejstřík částí

Část 1 – Hlavní rysy Přílohy II k MARPOL

1.1 Požadavky Přílohy II se vztahují na veškeré lodě přepravující hromadně škodlivé kapalné látky. Látky, které představují ohrožení mořského prostředí jsou rozděleny do tří kategorií, X, Y a Z. Látky kategorie X jsou látky, které představují největší hrozbu pro mořské prostředí, zatímco látky kategorie Z představují nejmenší hrozbu.

1.2 Příloha II zakazuje vypouštění jakýchkoli odpadních vod obsahujících látky, které spadají do těchto kategorií do moře, kromě případů, kdy se vypouštění provádí za podmínek, které jsou u každé kategorie podrobně specifikovány. Tyto podmínky zahrnují, v případě potřeby, parametry jako například:

.1 maximální množství látek v tancích, které lze vypouštět do moře;

.2 rychlost lodi během vypouštění;

.3 minimální vzdálenost od nejbližší pevniny během vypouštění;

.4 minimální hloubka vody na moři během vypouštění a

.5 nutnost provádět vypouštění pod čárou ponoru.

1.3 Pro některé námořní oblasti označené jako „zvláštní oblasti“ platí přísnější kritéria vypouštění. Podle Přílohy II je zvláštní oblastí oblast Antarktidy.

1.4 Příloha II vyžaduje, aby každá loď byla vybavena čerpacím a potrubním zařízením k zajištění toho, že každá nádrž určená k přepravě látek kategorie X, Y a Z nezadržují po vykládce množství zbytků nad rámec množství uvedených v příloze. U každé nádrže určené k přepravě těchto látek musí být provedeno posouzení množství zbytků. Pouze tehdy, když je posuzovaných množství zbytků nižší než množství stanovené v příloze může být nádrž schválena pro přepravu látky kategorie X, Y nebo Z.

1.5 Kromě výše uvedených podmínek, důležitý požadavek obsažený v Příloze II je, že vypouštění některých zbytků lodního nákladu a čištění některých nádrží a odvětrávání lze provádět pouze v souladu se schválenými postupy a opatřeními.

* Zahrňte pouze osvědčení vydané pro konkrétní loď: tj. Mezinárodní osvědčení o zamezení znečištění pro hromadnou přepravu škodlivých kapalných látek nebo Osvědčení o způsobilosti k hromadné přepravě nebezpečných chemikálií nebo Mezinárodní osvědčení o způsobilosti k hromadné přepravě nebezpečných chemikálií.

1.6 Aby bylo možné splnit požadavek odstavce 1.5, tato příručka obsahuje v části 2 veškeré údaje o lodním vybavení a opatřeních, v oddíle 3 provozní postupy pro vykládku nákladu a začišťování nádrží a v části 4 postupy pro vypouštění zbytků nákladu, výplachů z nádrží, sběr splašků, napouštění a vypouštění balastu, které se mohou vztahovat na látky, které je loď oprávněná přepravovat.

1.7 Dodržením postupů tak, jak jsou stanoveny v této příručce, bude zajištěno, že loď splňuje všechny příslušné požadavky Přílohy II k MARPOL.

Část 2 – Popis lodního vybavení a uspořádání

2.1 Tato část obsahuje veškeré údaje o lodním vybavení a opatřeních nutným k tomu, aby mohla posádka dodržovat provozní postupy stanovené v částech 3 a 4.

2.2 Obecné uspořádání lodi a popis nákladových nádrží

Tato část musí obsahovat stručný popis nákladového prostoru lodi s hlavními rysy nákladových nádrží a jejich polohy.

Musí být zahrnuty křivkové diagramy nebo schématické výkresy zobrazující obecné uspořádání lodi a uvádějící polohu a číslování nákladových nádrží, a topná zařízení.

2.3 Popis zařízení k čerpání nákladu a potrubí a začišťovacího systému

Tato část musí obsahovat popis zařízení k čerpání nákladu a potrubí a začišťovacího systému.

Musí být poskytnuty křivkové diagramy nebo schématické výkresy zobrazující následující prvky a v případě nutnosti musí být podpořeny textovými vysvětlivkami:

.1 zařízení k čerpání nákladu s průměry;

.2 zařízení k čerpání nákladu s výkony čerpadel;

.3 potrubní zařízení začišťovacího systému s průměry;

.4 potrubní zařízení začišťovacího systému s výkony čerpadel;

.5 umístění míst sání nákladového potrubí začišťovacího potrubí uvnitř každé nákladové nádrže;

.5 pokud je nainstalovaná sací jímka, její umístění a objem v m^3;

.7 potrubí vypouštěcích a čistících nebo vyfoukávacích zařízení a

.8 množství a tlak dusíku nebo vzduch nutných k profukování potrubí, podle potřeby.

2.4 Popis balastních nádrží a zařízení a potrubí k čerpání balastu

Tato část musí obsahovat popis balastních nádrží a zařízení a potrubí k čerpání balastu.

Musí být zahrnuty křivkové diagramy nebo schématické výkresy a tabulky uvádějící následující informace:

.1 obecné uspořádání zobrazující nádrže na oddělený balast a nákladové nádrže, které mají být použity jako balastní nádrže spolu s jejich objemy (metry krychlové);

.2 potrubí k čerpání balastu;

.3 čerpací výkony pro ty nákladové nádrže, které lze také použít jako balastní nádrže a .4 veškeré propojení mezi potrubím k čerpání balastu a podvodními výpustěmi.

2.5 Popis vyčleněných odpadních nádrží se souvisejícím čerpacím a potrubním zařízením

Tato část musí obsahovat popis vyčleněných odpadních nádrží, existují-li, se souvisejícím čerpacím a potrubním zařízením.

Musí být zahrnuty křivkové diagramy nebo schématické výkresy uvádějící následující informace:

.1 které vyčleněné odpadní nádrže jsou nainstalované společně s objemy těchto nádrží;

.2 čerpací a potrubní zařízení vyčleněných odpadních nádrží s průměry potrubí a jejich připojení k podvodní výpusti.

2.6 Popis podvodní výpusti pro odpadní vody obsahující škodlivé kapalné látky

Tato část musí obsahovat informace o poloze a maximálním průtoku podvodní výpusti (nebo

výpustí) a propojení této výpusti s nákladovými a odpadními nádržemi.

Musí být zahrnuty křivkové diagramy nebo schématické výkresy uvádějící následující informace:

. 1 umístění a počet podvodních výpustí;

.2 připojení k podvodním výpustím;

.3 umístění a počet podvodních výpustí;

2.7 Popis zařízení k zobrazování a zaznamenávání průtoku

[Vymazáno]

2.8 Popis systému odvětrávání nákladových nádrží

Tato část musí obsahovat popis systému odvětrávání nákladových nádrží.

Musí být poskytnuty křivkové diagramy nebo schématické výkresy a tabulky uvádějící následující prvky a v případě nutnosti musí být podpořeny textovými vysvětlivkami:

.1 škodlivé kapalné látky, pro jejichž přepravu nese loď osvědčení, s tlakem par převyšujícím 5 kPa při 20 °C vhodné pro odstranění odvětráváním uvedené v odstavci 4.4.10 příručky;

.2 větrací potrubí a ventilátory;

.3 polohy větracích otvorů;

.4 minimální průtok větracího systému k přiměřenému odvětrání dna a všech částí nákladové nádrže;

.5 umístění konstrukcí uvnitř nádrže ovlivňujících odvětrávání;

.6 způsob odvětrávání potrubí k čerpání nákladu, čerpadel, filtrů atd. a

. 7prostředky k zajištění toho, aby byla nádrž suchá.

2.9 Popis zařízení k vymývání nádrží a systému zahřívání vymývací vody

Tato část musí obsahovat popis zařízení k vymývání nádrží, systému zahřívání vymývací vody a veškerého potřebného vybavení k vymývání nádrží.

Musí být zahrnuty křivkové diagramy nebo schématické výkresy a tabulky či grafy uvádějící následující informace:

.1 uspořádání potrubí vyčleněného k vymývání nádrží s průměry potrubí;

.2 typ strojů k začišťování nádrží s objemy a provozními tlaky;

.3 maximální počet čistících strojů, které mohou pracovat současně;

.4 poloha palubních otvorů pro vymývání nákladových nádrží;

.5 počet čisticích strojů a jejich umístění nezbytné pro zajištění úplného pokrytí stěn nákladových nádrží;

.6 maximální objem vymývací vody, který lze zahřát na 60 °C nainstalovaným topným zařízením a

.7 maximální počet strojů k začišťování nádrží, které lze ovládat současně při 60 °C.

Část 3 – Postupy vykládky nákladu a začišťování nádrží

3.1 Tato část obsahuje provozní postupy týkající se vykládky nákladu a začišťování nádrží, které je nutné dodržovat, aby se zajistilo splnění požadavků uvedených v Příloze II.

3.2 Vykládka nákladu

Tato část musí obsahovat postupy, které je nutné dodržovat, včetně čerpadla a potrubí k vykládce nákladu a sacího potrubí, které se použijí u každé nádrže. Lze uvést alternativní způsoby.

Je nutné uvést způsob ovládání čerpadla nebo čerpadel a sekvenci provozu všech ventilů.

Základním požadavkem je vyložit náklad v maximální možné míře.

3.3 Začišťování nákladových nádrží

Tato část musí obsahovat postupy, které je nutné dodržovat při začišťování každé nákladové nádrže.

Tyto postupy musí zahrnovat následující:

. 1 ovládání začišťovacího systému;

.2 požadavky na náklon a sklon;

.3 zařízení k vypouštění a začišťování nebo profukování potrubí, v případě potřeby a

.4 délka doby začišťování zkoušky vody.

3.4 Teplota nákladu

Tato část musí obsahovat informace na požadavky na vyhřívání nákladů, u kterých bylo uvedeno, že se u nich během vykládky vyžaduje určitá minimální teplota.

Musí být uvedeny informace týkající se řízení topného systému a způsobu měření teploty.

3.5 Postupy, které je třeba dodržovat, když nákladovou nádrž nelze vyložit v souladu s požadovanými postupy

Tato část musí obsahovat informace o postupech, které je třeba dodržovat v případě, že nelze splnit požadavky obsažené v částech 3.3 anebo 3.4 v důsledku okolností, jako jsou například následující:

.1 závada začišťovacího systému nákladových nádrží a

.2 závada topného systému nákladových nádrží.

3.6 Kniha záznamů o manipulaci s nákladem

po dokončení jakékoliv manipulace s nákladem je nutné na příslušných místech vyplnit Knihu záznamů o manipulaci s nákladem.

Část 4 – Postupy týkající se čištění nákladových nádrží, vypouštění zbytků, napouštění a vypouštění balastu

4.1 Tato část obsahuje provozní postupy týkající se týkající se čištění nákladových nádrží, manipulace s balastem a splašky, které je nutné dodržovat, aby se zajistilo splnění požadavků uvedených v Příloze II.

4.2 Následující odstavce nastínit sled činností, které je nutné podniknout a obsahují informace nezbytné k zajištění toho, že se škodlivé kapalné látky budou vypouštět, aniž by představovaly hrozbu poškození mořského prostředí.

4.3 [Vymazáno]

4.4 Informace potřebné pro stanovení postupů pro vypouštění zbytků nákladu, čištění, napouštění a vypouštění balastu z/do nádrže musí zohlednit následující:

.1 **Kategorie látky**

Kategorie látky by měla být získána z příslušného osvědčení.

.2 **Účinnost čištění čerpacího systému nádrže**

Obsah této části bude záviset na konstrukci lodi a na tom, zda se jedná o novou loď nebo stávající loď (viz vývojový diagram a požadavky na čerpání/začišťování).

.3 **Plavidlo v uvnitř nebo mimo zvláštní oblast**

Tato část musí obsahovat pokyny ohledně toho, zda lze výplachy z nádrží vypouštět do moře uvnitř zvláštní oblasti tak, je definováno v bodě 1.3), nebo mimo zvláštní oblast. Je nutné různé požadavky, které budou záviset na konstrukci a činnostech lodi.

Žádné vypouštění zbytků škodlivých kapalných látek nebo směsí obsahujících tyto látky do moře není povoleno v oblasti Antarktidy (oblast moře jižně od rovnoběžky na 60° jižní šířky).

.4 **Tuhnoucí nebo vysoce viskózní látky**

Vlastnosti látky by měla být získány z příslušného přepravního dokumentu.

.5 **Mísitelnost s vodou**

[Vymazáno]

.6 **Kompatibilita se splašky obsahujícími jiné látky**

Tato část musí obsahovat pokyny k přípustnému a nepřípustnému směšování splašků z nákladu. Měly by být uvedeny odkazy na příručky kompatibility.

.7 **Vypouštění do zařízení pro odevzdávání látek z lodí**

Tato část musí identifikovat ty látky, jejichž zbytky se musí předem vymýt a vypustit do zařízení pro odevzdávání látek z lodí.

.8 **Vypouštění do moře**

Tato část musí obsahovat informace o faktorech, které je nutné zvážit s cílem určit, zdali směsi zbytky/voda lze vypouštět do moře.

.9 **Použití čistících prostředků nebo přísad**

Tato část musí obsahovat informace k použití a odstraňování čistících prostředků (např. rozpouštědel používaných k začišťování nádrží) a přísad do vody k vymývání nádrží (např. čistících prostředků).

.10 **Použití odvětrávacích postupů k začišťování nádrží**

Tato část musí obsahovat odkaz na všechny látky vhodné k použití odvětrávacích postupů.

4.5 Po posouzení výše uvedených informací by měly být identifikovány, pomocí pokynů a schémat v části 5, správné provozní postupy, které bude nutné dodržovat. Do Knihy záznamů o manipulaci s nákladem je nutné provést příslušné záznamy o přijatém postupu.

Část 5 – Informace a postupy

Tato část musí obsahovat postupy, které budou záviset na stáří lodi a účinnosti čerpání. Příklady vývojového diagramu uvedené v této části jsou uvedeny v Dodatku A a zahrnují komplexní požadavky vztahující se jak na nové lodě, tak i na staré. Příručka pro konkrétní loď musí obsahovat pouze ty požadavky, které se vztahují konkrétně na danou loď.

Informace o teplotě tání a viskozitě, u látek, které mají teplotu tání rovnající se nebo vyšší než 0 °C nebo viskozitu rovnající se nebo větší než 50 mPa-s při 20 °C, by měly být získány z přepravního dokumentu.

U látek povolených k přepravě se odkazuje na příslušné osvědčení.

Příručka musí obsahovat:

Tabulku 1	[Vymazáno]
Tabulku 2	Informace o nákladové nádrži
Dodatek A	Vývojový diagram
Dodatek B	Postupy předběžného vymývání
Dodatek C	Postupy odvětrávání
Dodatek D	Další informace a provozní pokyny, jsou-li vyžadované nebo přijaté správním orgánem

Hlavní rysy výše uvedené tabulky a dodatků jsou uvedeny níže.

Tabulka 2 – Informace o nákladové nádrži

Číslo nádrže*	**Objem (m^3)**	**Začišťovací množství (litry)**

* Čísla nádrží musí odpovídat číslům na lodním Osvědčení o způsobilosti.

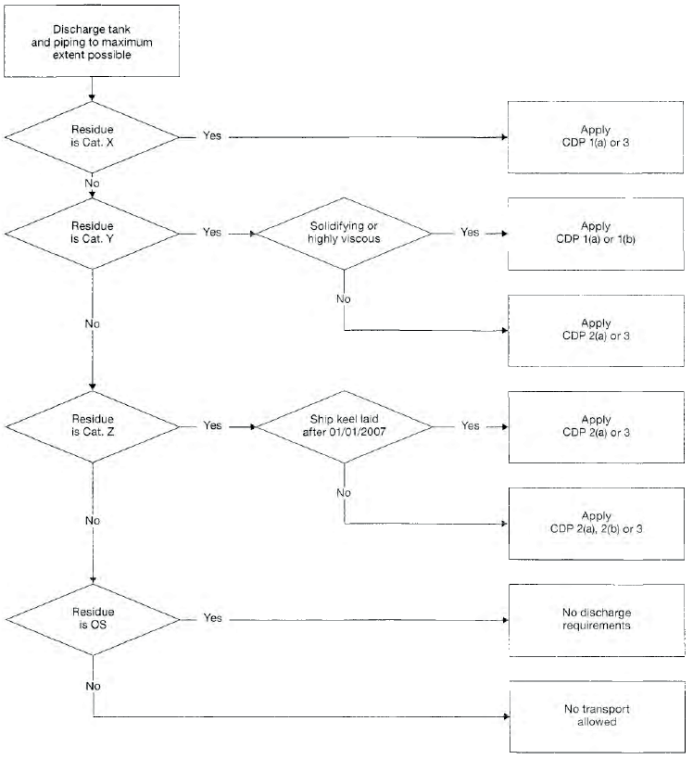
Dodatek A

Vývojové diagramy – Čištění nákladových nádrží a odstraňování výplachů z nádrží/balastové .

Poznámka 1: Tento vývojový diagram zobrazuje základní požadavky vztahující se na všechny skupiny lodí podle stáří a je určena jen jako vodítko.

Poznámka 2: Veškeré vypouštění do moře se řídí Přílohou II.

Poznámka 3: V oblasti Antarktidy se veškeré vypouštění škodlivých kapalných látek nebo směsí obsahujících tyto látky zakazuje.



Legenda:
Discharge tank and piping to maximum extent possible = Vypustit nádrž a potrubí do maximální možné míry
Residue is Cat. = Zbytky jsou Kat.
Yes = Ano
No = Ne
Apply… or… = Použít… nebo…
Solidifying or highly viscous = Tuhnoucí nebo vysoce viskózní
Ship keel laid after = Kýl lodi položen po
No discharge requirements = Žádné požadavky na vypouštění
No transport allowed = Nepovolena žádná přeprava

Údaje o lodi	**Požadavky na čištění (v l)**		
	Kategorie X	**Kategorie Y**	**Kategorie Z**
Nové lodě: kýl položen po 1. lednu 2007	75	75	75
IBC lodě do 1. ledna 2007	100 - 50 tolerance	100 + 50 tolerance	300 + 50 tolerance
BCH lodě	300 + 50 tolerance	300 + 50 tolerance	900 + 50 tolerance
Ostatní lodě: kýl položen před 1. lednem 2007	N/A	N/A	Vyprázdnit v co největší míře

Postupy čištění a odstraňování (CDP) (Začněte v horní části sloupce pod uvedeným číslem CDP a dokončete každý postup v pořadí, kde je uvedeno)						
Č.	**Úkon**	**Číslo postupu**				
		1(a)	**1(b)**	**2(a)**	**2(b)**	**3**
1	Vypusťte nádrž a potrubí do maximální možné míry, minimálně v souladu v postupy v části 3 této příručky	**X**	**X**	**X**	**X**	**X**
2	Použijte předběžné vymývání v souladu s dodatkem B této příručky a zbytky vypusťte do zařízení pro odevzdávání látek z lodí	**X**	**X**			
3	Použijte následné vymývání, dodatečné k předběžnému vymývání s: úplný cyklus čistícího stroje (strojů) (u lodí postavených před 1. červencem 1994) množství vody ne méně než vypočteno s „*k*“ = 1,0 (u lodí postavených 1. července 1994 či později)		**X**			
[4]	Použijte odvětrávání v souladu s dodatkem C této příručky					**X**
5	Do nádrží napusťte balast nebo nádrže vymyjte na komerční standardy	**X**		**X**	**X**	**X**
6	Do nádrže přidán balast		**X**			
7	Podmínky k vypouštění směsí balastu/zbytků/vody jiného druhu než voda z předběžného vymývání:					
	.1 vzdálenost od pevniny > 12 námořních mil	**X**		**X**	**X**	
	.2 rychlost lodi > 7 uzlů	**X**		**X**	**X**	
	.3 hloubka vody > 25 m	**X**		**X**	**X**	
	.4 Použití podvodního vypouštění (nepřekračujícího povolené rychlosti vypouštění)	**X**		**X**		
8	Podmínky k vypouštění balastu:					
	.1 vzdálenost od pevniny > 12 námořních mil		**X**			
	. 2 hloubka vody > 25 m		**X**			
9	Veškerou vodu následně napuštěnou do nádrže lze vypouštět do moře bez omezení	**X**	**X**	**X**	**X**	**X**

Dodatek B

Postupy předběžného vymývání

Tento dodatek k příručce musí obsahovat postupy předběžného vymývání založené na Dodatku VI k Příloze II. Tyto postupy musí obsahovat zvláštní požadavky pro použití zařízení a vybavení k vymývání nádrží, které je k dispozici na konkrétní lodi a zahrnují následující:

.1 polohy čistícího stroje, které budou použity;

.2 postup odčerpávání splašků;

.3 požadavky na vymývání zatepla;

.4 počet cyklů čistícího stroje (nebo doba) a

.5 minimální provozní tlaky.

Dodatek C

Postupy odvětrávání

Tento dodatek k příručce musí obsahovat postupy odvětrávání založené na Dodatku 7 k Příloze II. Tyto postupy musí obsahovat zvláštní požadavky pro použití systému odvětrávání nákladových nádrží nebo vybavení, které je nainstalováno na konkrétní lodi a zahrnují následující:

.1 polohy odvětrávání, které budou použity;

.2 minimální průtok nebo otáčky ventilátorů;

.3 postupy odvětrávání potrubí k čerpání nákladu, čerpadel, filtrů atd. a

.4 prostředky k zajištění toho, aby byly nádrže po dokončení suché.

Dodatek D

Další informace a provozní pokyny, jsou-li vyžadované nebo přijaté správním orgánem

Tento dodatek k příručce musí obsahovat další informace a provozní pokyny, jsou-li vyžadované nebo přijaté správním orgánem

Dodatek V

Posouzení množství zbytků v nákladových tancích, čerpadlech a souvisejícím potrubí

1 Úvod

1.1 Účel

1.1.1 Účelem tohoto dodatku je poskytnout postup pro vyzkoušení účinnosti systémů k čerpání nákladu.

1.2 Souvislosti

1.2.1 Výkon čerpacího systému nádrže, který musí splňovat pravidlo 12.1, 12.2 nebo 12.3 se určuje provedením zkoušky v souladu s postupem stanoveným v části 3 tohoto dodatku. Naměřené množství se nazývá „začišťovací množství“. Začišťovací množství každé nádrže musí být zaznamenáno do lodní příručky.

1.2.2 Po určení začišťovacího množství u jedné nádrže, může správní orgán používat určená množství pro podobnou nádrž, a to za předpokladu, že je správní orgán přesvědčen, že čerpací systém v dané nádrži je podobný a správně pracuje.

2 Konstrukční kritéria a funkční zkouška

2.1 Systémy k čerpání nákladu by měly být navrženy tak, aby splňovaly požadované maximální množství zbytků na jednu nádrž, a související potrubí tak, jak je uvedeno v pravidle 12 Přílohy II ke spokojenosti správního orgánu.

2.2 V souladu s pravidlem 12.5 musí být systémy k čerpání nákladu vyzkoušeny s vodou, aby se prokázaly jejich výkony. Tyto zkoušky s vodou musí, měřením, ukazují, že systém splňuje požadavky pravidla 12. Pokud jde o pravidla 12.1 a 12.2, tolerance z 50 I na jednu nádrž je přijatelná.

3 Funkční zkouška s vodou

3.1 Zkušební podmínky

3.1.1 Hodnoty sklonu a náklonu lodi musí být takové, aby poskytovaly příznivý odtok k místu sání. Během zkoušky s vodou nesmí sklon lodi překročit 3° na záď a náklon lodi nesmí přesáhnout 1°.

3.1.2 Hodnoty sklonu a náklonu lodi zvolené pro zkoušku s vodou musí být zaznamenány. Musí to být minimální příznivý sklon a náklon použitý při zkoušce s vodou.

3.1.3 Během zkoušky s vodou musí být k dispozici prostředky k udržení protitlaku na hodnotě nejméně 100 kPa ve vykládacím rozvodném potrubí nákladové nádrže (viz obrázky 5-1 a 5-2).

3.1.4 Doba potřebná k dokončení zkoušky s vodou musí být u každé nádrže zaznamenána s vědomím, že může být nutné ji v důsledku následných zkoušek změnit.

3.2 Postup zkoušky

3.2.1 Zajistěte, aby byla nákladová nádrž určená ke zkoušení a její související potrubí vyčištěn a aby byla nákladová nádrž bezpečná pro vstup.

3.2.2 Naplňte nákladovou nádrž vodou, a to až do hloubky nezbytné k provedení běžných úkonů na konci vykládky.

3.2.3 Vypusťte a vyčistěte vodu z nákladové nádrže a s ní souvisejícího potrubí v souladu s navrženými postupy.

3.2.4 Shromážděte veškerou zbývající vodu v nákladové nádrži a jejím souvisejícím potrubí do kalibrované nádoby ke změření. Zbytky vody se musí shromažďovat, mimo jiné, z následujících bodů:

.1 sání v nákladové nádrži a jejím okolí;

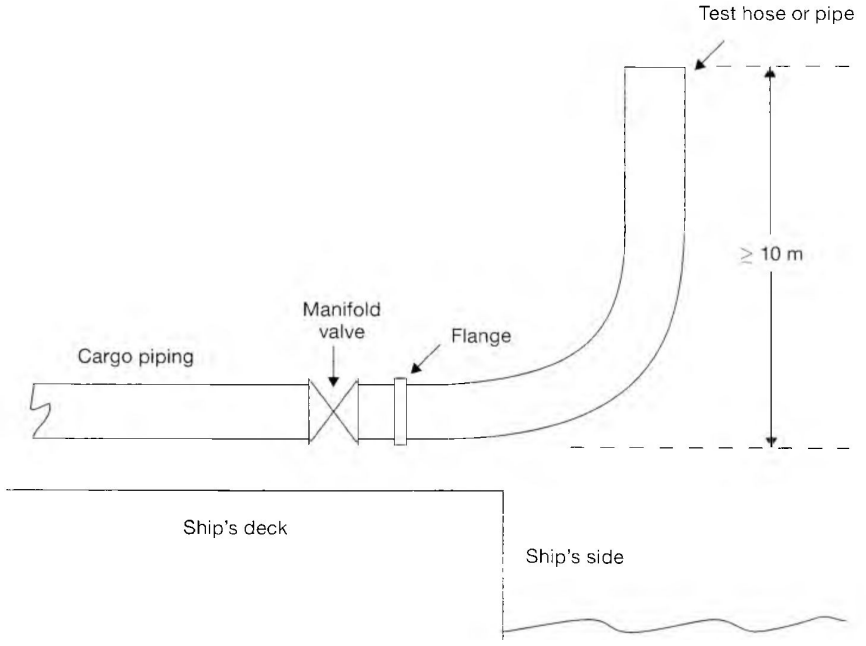
.2 veškeré uzavřené oblasti na dně nákladové nádrže;

.3 nízko položená drenáž nákladového čerpadla a

.4 všechny nízko položené drenáže potrubí souvisejícího s nákladovou nádrží až k ventilu rozvodného potrubí.

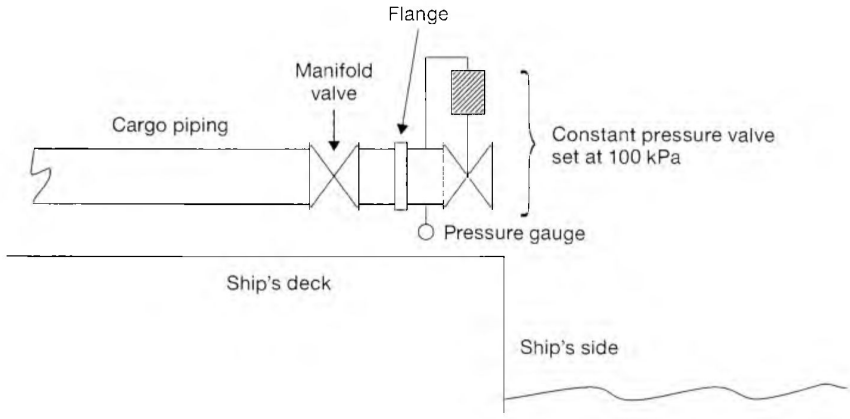
3.2.5 Celkové objemy nashromážděné vody nad určeným množstvím k začišťování u nákladové nádrže.

3.2.6 Je-li skupina nádrží obsluhována společným čerpadlem nebo potrubím, lze zbytky za zkoušky s vodou spojené se společným systémem(y) rozdělit rovným dílem mezi nádržemi, a to za předpokladu, že je do lodní příručky zahrnuto následující provozní omezení: „Pro sekvenční vykládání nádrží v této skupině se nesmí čerpadlo nebo potrubí vymývat, dokud nebudou všechny nádrže ve skupině vyloženy.“



Legenda:
Test hose or pipe = Zkušební hadice či trubka
Cargo piping = Nákladové potrubí
Manifold valve = Ventil rozvodného potrubí
Flange = Příruba
Ship's deck = Paluba lodi
Ship's side = Bok lodi

Obrázek 5-1



Legenda:
Cargo piping = Nákladové potrubí
Manifold valve = Ventil rozvodného potrubí
Flange = Příruba
Pressure gauge = Tlakoměr
Constant pressure valve set at 100 kPa = Ventil konstantního tlaku nastaven na 100 kPa
Ship's deck = Paluba lodi
Ship's side = Bok lodi

Obrázek 5-2

Výše uvedené číselné údaje ilustrují zkušební zařízení, které vy mělo vyvíjet protitlak nejméně 100 kPa na vykládacím rozvodném potrubí nákladové nádrže.

Dodatek VI

Postupy předběžného vymývání

A U lodí postavených před 1. červencem 1994

Postup předběžného vymývání je nutný k tomu, aby byly splněny určité požadavky Přílohy II. Tento dodatek vysvětluje, jak se tyto postupy předběžného vymývání musí provádět.

Postupy předběžného vymývání u netuhnoucích látek

1 Nádrže se musí vymývat pomocí otočné vodní trysky pracující s dostatečně vysokým tlakem vody. V případě látek kategorie X se musí čistící stroje provozovat na místech, aby byly vymyty všechny plochy nádrží. V případě kategorie látek Y je zapotřebí použít jen jedno místo.

2 Během vymývání lze množství vody v nádrži minimalizovat tím, že se budou nepřetržitě odčerpávat splašky a bude se napomáhat toku do místa sání (pozitivní náklon a sklon). Pokud tuto podmínku nelze splnit, proces vymývání se musí zopakovat třikrát, s důkladným začištěním nádrže mezi jednotlivými fázemi vymývání.

3 Látky, které mají viskozitu rovnající se nebo vyšší než 50 mPa·s při 20 °C se musí vymývat horkou vodou (teplota minimálně 60 °C), pokud vlastnosti těchto látek nezpůsobují menší účinnost vymývání.

4 Počet cyklů použitého čistícího stroje nesmí být menší, než je uvedeno v tabulce 6-1. Cyklus čistícího stroje se definuje jako období mezi dvěma po sobě následujícími stejnými směry stroje na začišťování nádrží (rotace o 360°).

5 Po vymytí se musí stroj(e) na začišťování nádrží ponechat v provozu tak dlouho, aby se vyprázdnilo potrubí, čerpadlo a filtr, a vypouštění do zařízení pro odevzdávání látek z lodí na břeh musí pokračovat, dokud nebude nádrž prázdná.

Postupy předběžného vymývání u tuhnoucích látek

1 Nádrže musí být vymyty co nejdříve po vykládce. Pokud je to možné, nádrže musí být před vymýváním vyhřáté.

2 Zbytky v poklopech a průlezech se musí přednostně odstranit ještě před předběžným vymýváním.

3 Nádrže se musí vymývat pomocí otočné vodní trysky pracující s dostatečně vysokým tlakem vody a na takových místech, aby byly vymyty všechny plochy nádrží.

4 Během vymývání lze množství vody v nádrži minimalizovat tím, že se budou nepřetržitě odčerpávat splašky a bude se napomáhat toku do místa sání (pozitivní náklon a sklon). Pokud tuto podmínku nelze splnit, proces vymývání se musí zopakovat třikrát, s důkladným začištěním nádrže mezi jednotlivými fázemi vymývání.

5 Nádrže se musí vymývat horkou vodou (teplota minimálně 60 °C), pokud vlastnosti těchto látek nezpůsobují menší účinnost vymývání.

6 Počet cyklů použitého čistícího stroje nesmí být menší, než je uvedeno v tabulce 6-1. Cyklus čistícího stroje se definuje jako období mezi dvěma po sobě následujícími stejnými směry stroje na začišťování nádrží (rotace o 360°).

7 Po vymytí se musí stroj(e) na začišťování nádrží ponechán v provozu tak dlouho, aby se vyprázdnilo potrubí, čerpadlo a filtr, a vypouštění do zařízení pro odevzdávání látek z lodí na břeh musí pokračovat, dokud nebude nádrž prázdná.

Tabulka 6-1 – Počet cyklů čistícího stroje použitých na jednotlivých místech

Kategorie látky	**Počet cyklů čistícího stroje**	
	Netuhnoucí látky	**Tuhnoucí látky**

Kategorie X	1	2
Kategorie Y	1/2	1

B U lodí postavených 1. července 1994 či později a jako doporučení pro lodě postavené před 1. červencem 1994

Postup předběžného vymývání je nutný k tomu, aby byly splněny určité požadavky Přílohy II. Tento dodatek vysvětluje, jak se musí tyto postupy předběžného vymývání provádět a jak se musí určovat minimální objemy vymývacích médií, která se mají použít. Menší objemy vymývacích médií lze použít na základě skutečného zkušebního ověřování ke spokojenosti správního orgánu. V případech, kdy jsou schváleny snížené objemy, musí se v tomto smyslu provést záznam do příručky.

Pokud se při předběžném vymývání využívá jiné médium než je voda, budou platit ustanovení pravidla 13.5.1.

Postupy předběžného vymývání u netuhnoucích látek bez recyklace

1 Nádrže se musí vymývat pomocí otočných trysek pracujících s dostatečně vysokým tlakem vody. V případě látek kategorie X se musí čistící stroje provozovat na místech, aby byly vymyty všechny plochy nádrží. V případě kategorie látek Y je zapotřebí použít jen jedno místo.

2 Během vymývání lze množství kapaliny v nádrži minimalizovat tím, že se budou nepřetržitě odčerpávat splašky a bude se napomáhat toku do místa sání. Pokud tuto podmínku nelze splnit, proces vymývání se musí zopakovat třikrát, s důkladným začištěním nádrže mezi jednotlivými fázemi vymývání.

3 Látky, které mají viskozitu rovnající se nebo vyšší než 50 mPa·s při 20 °C se musí vymývat horkou vodou (teplota minimálně 60 °C), pokud vlastnosti těchto látek nezpůsobují menší účinnost vymývání.

4 Množství použité vymývací vody nesmí být menší než je uvedeno v odstavci 20 nebo určeno podle odstavce 21.

5 Po předběžném vymytí je nutné nádrže a potrubí důkladně vyčistit.

Postupy předběžného vymývání u tuhnoucích látek bez recyklace

6 Nádrže musí být vymyty co nejdříve po vykládce. Pokud je to možné, nádrže musí být před vymýváním vyhřáté.

7 Zbytky v poklopech a průlezech se musí přednostně odstranit ještě před předběžným vymýváním.

8 Nádrže se musí vymývat pomocí otočných trysek pracujících s dostatečně vysokým tlakem vody a na takových místech, aby byly vymyty všechny plochy nádrží.

9 Během vymývání lze množství kapaliny v nádrži minimalizovat tím, že se budou nepřetržitě odčerpávat splašky a bude se napomáhat toku do místa sání. Pokud tuto podmínku nelze splnit, proces vymývání se musí zopakovat třikrát, s důkladným začištěním nádrže mezi jednotlivými fázemi vymývání.

10 Nádrže se musí vymývat horkou vodou (teplota minimálně 60 °C), pokud vlastnosti těchto látek nezpůsobují menší účinnost vymývání.

11 Množství použité vymývací vody nesmí být menší než je uvedeno v odstavci 20 nebo určeno podle odstavce 21.

12 Po předběžném vymytí je nutné nádrže a potrubí důkladně vyčistit.

Postupy předběžného vymývání s recyklací vymývacího média

13 Vymývání pomocí recyklovaného vymývacího média lze přijmout za účelem vymývání více než

jedné nákladové nádrže. Při určování množství, je třeba náležitě zohlednit předpokládané množství zbytků v tancích a vlastnosti vymývacího média a zda je použito počáteční vypláchnutí nebo pročištění. Pokud nejsou zajištěny dostatečné údaje, vypočítaná koncová koncentrace zbytků nákladu ve vymývacím médiu nesmí překročit 5 % na základě jmenovitých začišťovacích množství.

14 Recyklované vymývací médium lze použít pouze pro vymývání nádrží, které obsahovaly stejné nebo podobné látky.

15 Do vymývané nádrže (nádrží) musí být napuštěno množství vymývacího média dostatečné k tomu, aby bylo možné nepřetržité vymývání.

16 Veškeré plochy nádrží se musí vymývat pomocí otočných trysek pracujících s dostatečně vysokým tlakem. Recyklace vymývacího média může probíhat buď ve vymývané nádrži nebo přes jinou nádrž, např. odpadní nádrž.

17 Vymývání musí pokračovat, dokud akumulovaný výkon nebude menší než ten, který odpovídá příslušným množstvím uvedeným v odstavci 20 nebo určeným podle odstavce 21.

18 Tuhnoucí látky a látky, které mají viskozitu rovnající se nebo vyšší než 50 mPa-s při 20 °C se musí vymývat horkou vodou (teplota minimálně 60 °C), když se jako vymývací médium využívá voda, pokud vlastnosti těchto látek nezpůsobují menší účinnost vymývání.

19 Po dokončení vymývání nádrže s recyklací v rozsahu uvedeném v odstavci 17, musí být vymývací médium vypuštěno a nádrž důkladně vyčištěna. Poté, musí být nádrž vypláchnuta, pomocí čistého vymývacího média, s průběžným odtokem a vypouštěním do zařízení pro odevzdávání látek z lodí. Toto vypláchnutí musí minimálně pokrývat dno nádrže a musí být dostatečné k vyprázdnění potrubí, čerpadla a filtru.

Minimální množství vody použité k předběžnému vymývání

20 Minimální množství vody, které se použije při předběžném vymývání se určuje podle zbytkového množství škodlivých kapalných látek v nádrži, rozměrů nádrže, vlastností nákladu, přípustné koncentrace ve veškerých následných splaškích vymývací vody a oblasti provozu. Minimální množství je dáno následujícím vzorcem:

$$Q = k(15r^{0,8} + 5r^{0,7} \times V/1.000)$$

kde

Q = požadované minimální množství v metrech krychlových

r = zbytkové množství na jednu nádrž v metrech krychlových. Hodnota r musí být prokázána při skutečné zkoušce účinnosti začišťování, ale nesmí se brát jako nižší než 0,100 m^3 u objemu nádrže 500 m^3 a více a 0,040 m^3 u objemu nádrže 100 m^3 a méně. U velikosti m^3 100 m a 500 m může být minimální hodnota r pro výpočet získána lineární interpolací.

U látek kategorie X se hodnota r stanoví buď na základě zkoušky začištění podle příručky, dodržením dolních limitů tak, jak je uvedeno výše, nebo se bude brát jako 0,9 m^3.

V = objem nádrže v metrech krychlových

k = činitel s následujícími hodnotami:

Kategorie X, netuhnoucí látka s nízkou viskozitou, k = 1,2

Kategorie X, tuhnoucí látka nebo látka s vysokou viskozitou, k = 2,4

Kategorie Y, netuhnoucí látka s nízkou viskozitou, k = 0,5

Kategorie Y, tuhnoucí látka nebo látka s vysokou viskozitou, k = 1,0

Níže uvedená tabulka se vypočítá podle následujícího vzorce s činitelem k = 1 a lze ji použít pro snadnou orientaci.

Začišťovací množství (m^3)	**Objem nádrže (m^3)**		
	100	**500**	**3000**
≤ 0,04	1,2	2,9	5,4
0,10	2,5	2,9	5,4
0,30	5,9	6,8	12,2
0,90	14,3	16,1	27,7

21 Ověřovací zkoušení pro schválení objemů předběžného vymývání nižších než je uvedeno v odstavci 20 lze provádět ke spokojenosti správního orgánu, aby se prokázalo, že jsou splněny požadavky pravidla 13, a to s přihlédnutím k látkám, které je loď oprávněná přepravovat. Takto ověřený objem předběžného vymývání musí být upraven o další podmínky předběžného vymývání pomocí činitele k tak, jak je definováno v odstavci 20.

Dodatek VII

Postupy odvětrávání

1 Zbytky nákladu z látek s tlakem par vyšším než 5 kPa při 20 °C lze odstranit z nákladové nádrže odvětráním.

2 Před odvětráním zbytků škodlivých kapalných látek z nádrže je nutné posoudit bezpečnostní rizika související s hořlavostí nákladu a jeho toxicitou. S ohledem na bezpečnostní aspekty je nutné přihlédnout k provozním požadavkům na otvory v nákladových tancích v SOLAS 74, ve znění pozdějších předpisů, Mezinárodním předpisu o hromadné přepravě chemických látek, Předpisu o hromadné přepravě chemických látek a postupech odvětrávání v *Pokynech k bezpečnosti tankerů (chemické látky)* Mezinárodní námořní komory (ICS).

3 Předpisy k odvětrávání nákladových nádrží mohou mít také přístavní orgány.

4 Postupy odvětrávání zbytků nákladu z nádrže jsou následující:

.1 potrubí se musí vypustit a dále zbavit kapaliny pomocí větracího zařízení;

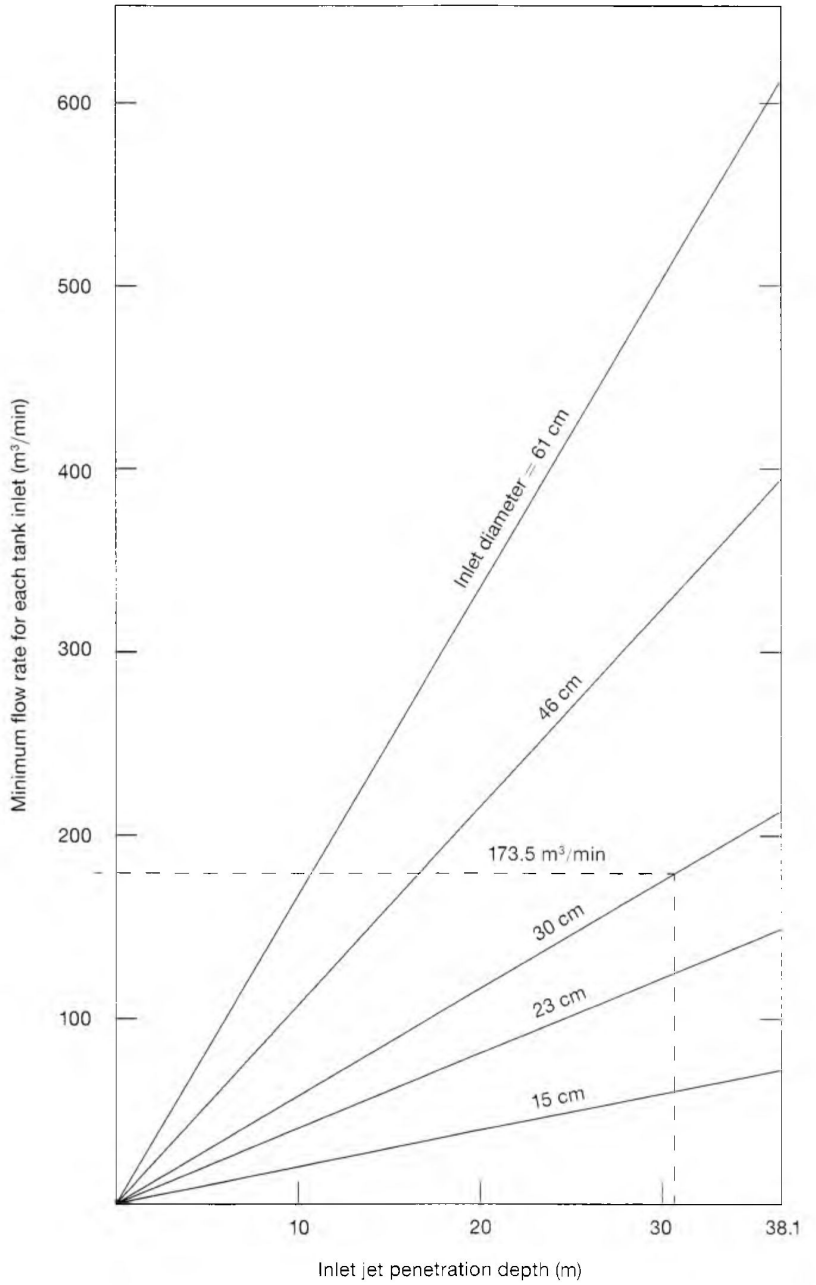
.2 náklon a sklon musí být upraven na co nejmenší minimální úrovně, aby se zvýšilo odpařování zbytků v nádrži;

.3 je nutné použít větrací zařízení generující proud vzduchu, který může dosáhnout dna nádrže. Obrázek 7-1 lze použít k posouzení přiměřenosti větracího zařízení používaného k odvětrávání nádrže o dané hloubce;

.4 větrací zařízení musí být umístěno v otvoru nádrže co nejblíže k odpadní jímce nebo místu sání nádrže;

.5 větrací zařízení musí být umístěno tak, je-li to možné, aby byl proud vzduchu směrován do odpadní jímky nebo místa sání nádrže a je nutné do co největší míry zabránit překážkám proudu vzduchu ve formě konstrukčních prvků nádrže a

.6 odvětrávání musí pokračovat, dokud v nádrži nebudou viditelné žádné zbytky kapaliny. To musí být ověřeno vizuální prohlídkou nebo jinou srovnatelnou metodou.



Legenda:
Minimum flow rate for each tank inlet = Minimální průtok u každého vstupu do nádrže
Inlet diameter = Průměr vstupu
Inlet jet penetration depth = Dosah průniku paprsku kapaliny na vstupu

Obrázek 7-1 *- Minimální průtok jako funkce dosahu průniku paprsku kapaliny, dosah průniku paprsku kapaliny se musí porovnat s výškou nádrže.*

Příloha III k MARPOL

Pravidla pro zamezení znečištění škodlivými látkami v námořní dopravě v balené formě

Příloha III k MARPOL

Pravidla pro zamezení znečištění škodlivými látkami v námořní dopravě v balené formě

Pravidlo 1

Použití

1 Není-li výslovně stanoveno jinak, pravidla této přílohy se vztahují na veškeré lodě přepravující nebezpečné látky v balené formě.

.1 Pro účely této přílohy budou „škodlivé látky“ takové látky, které jsou v Předpisu o mezinárodní námořní přepravě nebezpečných věcí (IMDG Code) označeny jako látky znečišťující moře nebo které splňují kritéria uvedená v dodatku této přílohy.

.2 Pro účely této přílohy, se „v zabaleném stavu“ definuje jako formy izolace určené pro škodlivé látky v IMDG Code.

2 Přeprava škodlivých látek je zakázána, s výjimkou případů, které jsou v souladu s ustanoveními této přílohy.

3 Je-li nutné doplnit ustanovení této přílohy, musí vláda každé smluvní strany úmluvy vydat, nebo nechat vydat, podrobné požadavky na balení, značení, označování, dokumentace, uskladnění, množstevní omezení a výjimky pro zamezení či minimalizaci znečištění mořského prostředí škodlivými látkami.*

4 Pro účely této přílohy se prázdné obaly, které byly předtím použity pro přepravu škodlivých látek musí jako takové považovat za škodlivé látky, pokud nebudou přijata vhodná opatření, aby se zajistilo, že neobsahují žádné zbytky, které jsou škodlivé pro mořské prostředí.

5 Požadavky této přílohy se nevztahují na lodní zásoby a vybavení.

Pravidlo 2

Balení

Obaly musí být vhodné k tomu, aby se minimalizovalo nebezpečí pro mořské prostředí, a to s ohledem na jejich konkrétní náplně.

Pravidlo 3

Značení a označování

1 Obaly obsahující škodlivé látky musí být trvale označeny správným technickým názvem (obchodní názvy samy o sobě se nesmějí používat) a dále musí být trvale označeny nebo opatřeny štítkem uvádějícím, že daná látka je látka znečišťující moře. Tato identifikace musí být doplněna, tam, kde je to možné, jakýmkoliv jiným způsobem, například tím, že se použije příslušné číslo OSN.

2 Způsob vyznačení správného technického názvu a připevnění štítků na obalech obsahujících škodlivé látky musí být takový, aby tyto informace byly i nadále identifikovatelné na obalech, které vydržely ponoření v moři po dobu nejméně tři měsíců. Při zvažování vhodného značení a označování, musí být vzaty v úvahu trvanlivost použitých materiálů a povrch obalu.

3 Obaly obsahující malé množství škodlivých látek mohou být od požadavků na identifikační

* Viz IMDG Code přijatý usnesením Organizace MSC.122(75) ve znění přijatém Výborem pro námořní bezpečnost.

označení osvobozeny.[*]

Pravidlo 4[†]

Dokumentace

1 Ve všech dokumentech vztahujících se k přepravě škodlivých látek po moři, kde jsou tyto látky pojmenovány, musí být použit správný technický název každé takové látky (obchodní názvy samy o sobě se nesmějí používat) a látka musí být dále označena přidáním slov „ZNEČIŠŤUJE MOŘE“.

2 Přepravní dokumenty předložené odesílatelem musí obsahovat, nebo k nim musí být přiloženo, podepsané osvědčení nebo prohlášení, že náklad nabízený k přepravě je řádně zabalen a označen, opatřen štítkem nebo návěstí podle potřeby a v řádném stavu pro přepravu, aby se minimalizovalo nebezpečí pro mořské prostředí.

3 Každá loď přepravující nebezpečné látky musí mít zvláštní seznam nebo nákladní list uvádějící škodlivé látky na palubě a jejich umístění. Místo takového zvláštního seznamu nebo nákladního listu lze použít podrobný plán uložení, který uvádí umístění škodlivých látek na palubě. Kopie těchto dokumentů musí být majitelem lodi nebo jeho zástupcem rovněž ponechány na břehu, dokud se škodlivé látky nevyloží. Kopie jednoho z těchto dokumentů musí být před odplutím zpřístupněny osobě nebo Organizaci určené orgánem přístavního státu.

4 Při každém mezipřistání, kde se provádí veškeré nakládací nebo vykládací činnosti, a to i dílčí, se musí před odplutím zpřístupnit osobě nebo Organizaci určené orgánem přístavního státu revizi dokumentů uvádějící seznam škodlivých látek přijatých na palubu s uvedením jejich umístění na palubě nebo zobrazujícím plán uložení.

5 Když loď nese zvláštní seznam nebo nákladní list nebo podrobný plán uložení, vyžadované pro přepravu nebezpečného zboží podle Mezinárodní úmluvy o bezpečnosti lidského života na moři z roku 1974 ve znění pozdějších předpisů, mohou být dokumenty vyžadované tímto pravidlem sloučené s dokumenty pro nebezpečné zboží. Pokud jsou dokumenty sloučeny, musí být jasně rozlišeno mezi nebezpečným zbožím a škodlivými látkami podléhajícími této příloze.

Pravidlo 5

Uskladnění

Škodlivé látky musejí být řádně uloženy a zajištěny tak, aby se minimalizovalo nebezpečí pro mořské prostředí, aniž by přitom byla narušena bezpečnost plavidla a osob na palubě.

Pravidlo 6

Množstevní omezení

U některých škodlivých látek může být z uznávaných vědeckých a technických důvodů zakázána jejich přeprava nebo může být tato přeprava omezena, pokud jde o množství, které může být přepravováno na palubě jakékoliv jednotlivé lodi. Z důvodu omezení množství musí být věnována náležitá pozornost velikosti, stavbě a vybavení lodi, stejně jako obalu a vnitřní povaze látek.

[*] Viz zvláštní výjimky uvedené v IMDC Code přijetém usnesením MSC. 122(75) ve znění pozdějších předpisů.

[†] Odkaz na „dokumenty“ v tomto pravidle nebrání použití přenosové techniky pro elektronické zpracování dat (EDP) a elektronickou výměnu dat (EDI) jako pomůcky k tištěné dokumentaci.

Pravidlo 7

Výjimky

1 Rychlé vypouštění škodlivých látek přepravovaných v balené formě je zakázáno, s výjimkou takových případů, kdy je to nutné za účelem zajištění bezpečnosti lodi nebo záchrany života na moři.

2 Na základě ustanovení této úmluvy je třeba přijmout odpovídající opatření založená na fyzikálních, chemických a biologických vlastnostech škodlivých látek, a to z důvodu regulace splachování úniků mimo loď a za předpokladu, že dodržování těchto opatření nenaruší bezpečnost lodi a osob na palubě.

Pravidlo 8

Kontroly přístavním státem na základě operativních požadavků[*]

1 Loď nacházející se v přístavu nebo příbřežním terminálu jiné smluvní strany, podléhá kontrolám prováděným úředníky řádně oprávněnými danou smluvní stranou, které se týkají operativních požadavků podle této přílohy tam, kde je důvodné podezření, že kapitán nebo posádka nejsou obeznámeni se zásadními palubními postupy týkajícími se zamezení znečištění škodlivými látkami.

2 V případech uvedených v odstavci 1 tohoto pravidla, musí smluvní strana přijmout taková opatření, která zajistí, že loď nevypluje na moře, dokud situace nebude vyřešena v souladu s požadavky této přílohy

3 Postupy týkající se kontrol přístavním státem, jež jsou stanoveny v článku 5 této úmluvy, se vztahují k tomuto pravidlu.

4 Žádný bod v tomto pravidle nesmí omezovat práva a povinnosti smluvní strany, která provádí kontrolu operativních požadavků, jež jsou výslovně stanoveny v této úmluvě.

[*] Viz Postupy kontrol přístavním státem přijaté usnesením Organizace A.787(19) ve znění usnesení A.882(211).

Dodatek k Příloze III

Dodatek

Kritéria pro identifikaci škodlivých látek v balené formě

Pro účely této přílohy se látky identifikované podle jednoho z následujících kritérií považují za látky škodlivé:*

Kategorie: Akutní 1	
96 hod. LC_{50} (pro ryby)	≤ 1 mg/l anebo
48 hod. EC_{50} (pro korýše)	≤ 1 mg/l anebo
72 nebo 96 hod. ErC_{50} (pro řasy a jiné vodní rostliny)	≤ 1 mg/l

Kategorie: Chronická 1	
96 hod. LC_{50} (pro ryby)	≤ 1 mg/l anebo
48 hod. EC_{50} (pro korýše)	≤ 1 mg/l anebo
72 nebo 96 hod. ErC_{50} (pro řasy a jiné vodní rostliny)	≤ 1 mg/l
a látka není rychle rozložitelná anebo log K_{OW} ≥ 4 (pokud není experimentálně stanoveno BCF < 500).	

Kategorie: Chronická 2	
96 hod. LC_{50} (pro ryby)	> 1 až ≤ 10 mg/l anebo
48 hod. EC_{50} (pro korýše)	> 1 až ≤ 10 mg/l anebo
72 nebo 96 hod. ErC_{50} (řasy a jiné vodní rostliny)	> 1 až ≤ 10 mg/l
a látka není rychle rozložitelná anebo log K_{OW} ≥ 4 (pokud není experimentálně stanoveno BCF < 500), pokud chronická toxicita není > 1 mg/l.	

* Kritéria jsou založena na výsledcích připravených Globálním harmonizovaným systémem klasifikace a označování chemických látek (CHS) OSN ve znění pozdějších předpisů.

Definice akronym nebo termínů používaných v tomto dodatku naleznete v příslušných odstavcích předpisu IMDG Code.

Příloha IV k MARPOL

Pravidla pro zamezení znečištění odpadními vodami z lodí

Příloha IV k MARPOL

Pravidla pro zamezení znečištění odpadními vodami z lodí

Kapitola 1 – Obecné informace

Pravidlo 1

Definice

Pro účely této přílohy:

1 Termín *nová loď* znamená loď:

.1 u které je uzavřena smlouva o stavbě nebo, v případě neexistence smlouvy o stavbě, jejíž kýl bude položen nebo která je v podobném stádiu stavby v den nebo po dni, kdy tato příloha* vstoupí v platnost nebo

VIZ VÝKLAD 1

.2 jejíž dodávka se uskuteční tři nebo více let od data vstupu této přílohy v platnost.

VIZ VÝKLAD 2

2 Termín *stávající loď* znamená loď, která není nová.

3 Termín *odpadní vody* znamená:

.1 odtoky a jiné odpady z různých druhů toalet a pisoárů;

.2 odtoky z lékařských prostor (ošetřovny, nemocniční oddělení atd.), z umývadel, van a dalších vyústění umístěných v takových prostorách;

.3 odtoky z prostorů se živými zvířaty nebo

.4 jiné odpadní vody smíchané s výše definovanými odtoky.

4 Termín *sběrná nádrže* znamená nádrž, která se používá pro sběr a skladování odpadních vod.

5 *Nejbližší pevnina*. Termín „od nejbližší pevniny“ znamená od základní linie, od které jsou zřízené teritoriální vody dotčeného území v souladu s mezinárodním právem, vyjma případů, kdy pro účely této úmluvy „od nejbližší pevniny“ od severovýchodního pobřeží Austrálie bude znamenat linii vedenou od bodu na pobřeží Austrálie na:

11°00' jižní šířky, 142°08' východní délky
k bodu na 10°35' jižní šířky, 141°55' východní délky
odtud k bodu na 10°00' jižní šířky, 142°00' východní délky
odtud k bodu na 09°10' jižní šířky, 143°52' východní délky
odtud k bodu na 09°00' jižní šířky, 144°30' východní délky
odtud k bodu na 10°41' jižní šířky, 145c00' východní délky
odtud k bodu na 13°00' jižní šířky, 145°00' východní délky
odtud k bodu na 15°00' jižní šířky, 146°00' východní délky
odtud k bodu na 17°30' jižní šířky, 147°00' východní délky
odtud k bodu na 21°00' jižní šířky, 152°55' východní délky
odtud k bodu na 24°30' jižní šířky, 154°00' východní délky
odtud k bodu na pobřeží Austrálie na 24°42' jižní šířky, 153°15' východní délky

* Příloha IV vstoupila v platnost dne 27. září 2003.

6 Termín *mezinárodní plavba* znamená plavbu ze země, na kterou se tato úmluva vztahuje, do přístavu mimo země tohoto druhu, nebo naopak.

7 Termín *osoba* zahrnuje členy posádky a cestující.

8 Termín *výroční datum* znamená den a měsíc každého roku, který bude odpovídat datu vypršení platnosti Mezinárodního osvědčení o zamezení znečištění odpadními vodami.

Pravidlo 2

Použití[*]

1 Ustanovení této přílohy se vztahují na následující lodě provozovaná v rámci mezinárodních plaveb:

.1 nové lodě o hrubé prostornosti 400 tun a více a

.2 nové lodě o hrubé prostornosti nižší než 400 tun, které jsou schváleny pro přepravu více než 15 osob a

.3 stávající lodě o hrubé prostornosti 400 tun a více, pět let po dni počátku platnosti této přílohy a

.4 stávající lodě s hrubou prostorností nižší než 400 tun, jež jsou schváleny pro přepravu více než 15 osob, pět let po dni počátku platnosti této přílohy.

2 Správní orgán musí zajistit, aby stávající lodě, podle pododstavců 1.3 a 1.4 tohoto pravidla, jejichž kýl byl položen nebo které byly v podobném stádiu stavby před 2. říjnem 1983, byly příslušně vybaveny, pokud je to proveditelné, k vypouštění odpadních vod v souladu s požadavky pravidla 11 této přílohy.

Pravidlo 3

Výjimky

1 Pravidlo 11 této přílohy se nebude vztahovat na následující případy:

.1 vypouštění odpadních vod z lodi, které je nutné pro účely zajištění bezpečnosti lodi a osob na palubě nebo pro záchranu života na moři nebo

.2 vypouštění odpadních vod vyplývají z poškození lodi nebo jejího vybavení v případě, kdy byla přijata veškerá rozumná opatření před a po vzniku škody, tedy opatření za účelem zabránění vypouštění nebo minimalizace množství vypouštěných splašků.

[*] MEPC 52 (11. až 15. října 2004) potvrzuje, že 27. září 2003 bylo jediným dnem vstupu Přílohy IV k MARPOL v platnost (viz dokument MEPC 52/24, odstavce 6.16 až 6.19).

Kapitola 2 – Inspekce a vydávání osvědčení*

Pravidlo 4

Inspekce

1 Každá loď, která musí v souladu s pravidlem 2 odpovídat ustanovením této přílohy, bude předmětem inspekcí uvedených níže:

.1 Počáteční inspekce před uvedením lodi do provozu nebo před prvním vystavením osvědčení požadovaného podle pravidla 5 této přílohy, která zahrnuje kompletní inspekci její konstrukce, vybavení, systémů, armatur, zařízení a materiálu v rozsahu, v němž loď podléhá ustanovením této přílohy. Tato inspekce musí mít takovou formu, aby bylo zajištěno, že jsou konstrukce, vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky této přílohy.

.2 Obnovovací inspekce v intervalech stanovených správním orgánem, ale nepřekračujících pět let, kromě případů, kdy platí pravidla 8.2, 8.5, 8.6 nebo 8.7 této přílohy. Tato obnovovací inspekce musí mít takovou formu, aby bylo zajištěno, že jsou konstrukce, vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky této přílohy.

.3 Dodatečná inspekce, podle okolností buď celková nebo částečná, musí být provedena po opravě vyplývající z vyšetřování předepsaných v odstavci 4 tohoto pravidla nebo po provedení jakýchkoliv důležitých oprav nebo rekonstrukcí. Tato inspekce musí mít takovou formu, aby bylo zajištěno, že nezbytné opravy nebo rekonstrukce byly provedeny efektivně, že materiál a provedení těchto oprav nebo rekonstrukcí je ve všech ohledech uspokojivé a že loď je ve všech ohledech v souladu s požadavky této přílohy.

2 Správní orgán musí stanovit vhodná opatření pro lodě, které nepodléhají ustanovením odstavce 1 tohoto pravidla, aby se zajistilo, že budou splněna příslušná ustanovení této přílohy.

3 Inspekce lodí týkající se vymáhání ustanovení této přílohy musí být prováděny úředníky správního orgánu. Správní orgán však může inspekcemi pověřit buď inspektory jmenované pro tento účel nebo jím uznané Organizace.

4 Správní orgán jmenující inspektory nebo uznávající Organizace k provádění inspekcí tak, jak je stanoveno v bodě 3 tohoto pravidla musí minimálně zmocnit libovolného jmenovaného inspektora nebo uznanou Organizaci k následujícímu:

.1 vyžadovat provedení oprav lodě a

.2 provádět inspekce, jsou-li vyžadované příslušnými orgány přístavního státu.

Správní orgán musí Organizaci sdělit konkrétní odpovědnosti a podmínky oprávnění udělených jmenovaným inspektorům nebo uznaným Organizacím, aby mohly být rozeslány smluvním stranám této úmluvy za účelem informování jejich úředníků.

5 Když jmenovaný inspektor nebo uznaná Organizace rozhodne, že stav lodi nebo jejího vybavení zásadně neodpovídá údajům v osvědčení nebo je takový, že loď není vhodná k vyplutí na moře aniž by nepředstavovala nepřiměřené riziko poškození životní prostředí v moři, tento inspektor nebo Organizace neprodleně zajistí, aby byla přijata nápravná opatření a včas uvědomí správní orgán. Pokud taková nápravná opatření přijata nejsou, musí být odebráno osvědčení a musí být neprodleně informován správní orgán. Pokud je loď v přístavu jiné smluvní strany, musí být také okamžitě informovány příslušné orgány daného přístavního státu. Když úředník správního orgánu, jmenovaný inspektor nebo uznaná Organizace informuje příslušné orgány přístavního státu, musí dotčená vláda

* Viz Globální a jednotné realizace harmonizovaného systému inspekcí a vydávání osvědčení (HSSC) přijaté Shromážděním Organizace prostřednictvím usnesení A.883(21), Pokyny pro inspekce podle harmonizovaného systému inspekcí a vydávání osvědčení, 2007, které byly přijaty Shromážděním Organizace prostřednictvím usnesení A.997(25) ve znění pozdějších předpisů Organizace. Viz MSC/Circ.1010 - MEPC/Circ.382 o sdělování informací o povolení uznaných organizací (RO) a informací shromážděných prostřednictvím Globálního integrovaného systému informací o dopravě (GISIS).

přístavního státu poskytnout tomuto úředníkovi, inspektorovi nebo Organizaci veškerou nezbytnou pomoc, aby mohli plnit své povinnosti plynoucí z tohoto pravidla. Pokud je to možné, musí vláda přístavního státu přijmout taková opatření, která zajistí, že loď nevypluje, dokud nebude možné vyplout na moře nebo opustit přístav za účelem plavby do nejbližšího dostupné vhodné opravárenské loděnice, aniž by tím vzniklo nepřiměřené riziko poškození mořského prostředí.

6 V každém případě musí příslušný správní orgán plně zaručit úplnost a účinnost inspekce a zajistit veškeré nezbytné náležitosti ke splnění této povinnosti.

7 Stav lodi a jejího vybavení musí být udržován na takové úrovni, aby byl v souladu s ustanoveními této úmluvy a aby bylo zajištěno, že loď zůstane ve všech ohledech vhodná k vyplutí na moře, aniž by tím vzniklo nepřiměřené riziko poškození mořského prostředí.

8 Po dokončení každé inspekce lodi podle odstavce 1 tohoto pravidla se v konstrukci, vybavení, systémech, armaturách, zařízeních nebo materiálu, které jsou předmětem inspekce, nesmí bez sankcí ze strany správního orgánu provádět žádné změny, s výjimkou přímé výměny takového vybavení a armatur.

9 Kdykoliv na lodi dojde k nehodě nebo je zjištěna závada, která podstatně ovlivňuje integritu lodi nebo účinnost nebo úplnost jejího zařízení, na něž se vztahuje tato příloha, velitel nebo vlastník lodi při nejbližší příležitosti uvědomí správní orgán, uznanou Organizaci nebo jmenovaného inspektora odpovědného za vystavení příslušného osvědčení, který zahájí vyšetřování k určení, zdali je nezbytná inspekce tak, jak vyžaduje odstavec 1 tohoto pravidla. Pokud se loď nachází v přístavu jiné smluvní strany, musí kapitán nebo vlastník také okamžitě uvědomit příslušné orgány přístavního státu a jmenovaný inspektor nebo uznaná Organizace musí zajistit, že taková zpráva byla vyhotovena.

Pravidlo 5

Vystavení nebo potvrzení osvědčení

1 Mezinárodní osvědčení o zamezení znečištění odpadními vodami musí být vystaveno po počáteční nebo obnovovací inspekci v souladu s ustanoveními pravidla 4 této přílohy, a to ve prospěch jakékoliv lodi, která se provozuje při plavbách do přístavů nebo příbřežních terminálů pod pravomocí jiných smluvních stran této úmluvy. V případě stávajících lodí bude tento požadavek platit po dobu pěti let po dni vstupu této přílohy v platnost.

2 Toto osvědčení musí být vystaveno nebo potvrzeno buď správním orgánem nebo jakýmikoliv osobami či organizacemi* správním orgánem řádně pověřenými. Ve všech případech správní orgán za osvědčení přejímá plnou zodpovědnost.

Pravidlo 6

Vystavení nebo potvrzení osvědčení jinou vládou

1 Vláda smluvní strany této úmluvy je oprávněna nechat na žádost správního orgánu provést inspekci lodi a, je-li přesvědčena, že jsou ustanovení této přílohy splněna, pro loď vystaví nebo povolí vystavení Mezinárodního osvědčení o zamezení znečištění odpadními vodami a, je-li to vhodné, potvrdí nebo povolí potvrzení uvedeného osvědčení na lodi, a to v souladu s touto přílohou.

2 Kopie tohoto osvědčení a kopie zprávy o inspekci musí být co nejdříve předány zadávajícímu správnímu orgánu.

3 Takto vystavené osvědčení musí obsahovat prohlášení o tom, že bylo vystaveno na žádost správního orgánu musí mít stejnou účinnost a být uznáno stejně jako osvědčení vystavené na základě

* Viz Pokyny pro autorizaci organizací jednajících jménem správního orgánu přijaté usnesením Organizace A.739(18) ve znění usnesení MSC.208(81) a pak také Specifikace inspekcí a funkce certifikačního procesu u uznaných Organizací jednajících jménem správního orgánu přijatých usnesením Organizace A.789(19) ve znění pozdějších předpisů přijatých Organizací.

pravidla 5 této přílohy.

4 Pro loď, která je oprávněna plout pod vlajkou státu, který není smluvní stranou nesmí být vystaveno žádné Mezinárodní osvědčení o zamezení znečištění odpadními vodami.

Pravidlo 7

Forma osvědčení

Mezinárodní osvědčení o zamezení znečištění odpadními vodami musí být vypracováno ve formě odpovídající vzoru uvedenému v Dodatku k této příloze a musí být alespoň v angličtině, francouzštině nebo španělštině. Pokud je také použit úřední jazyk vystavujícího státu, bude mít tento v případě sporu nebo nesrovnalosti přednost.

Pravidlo 8

Trvání a platnost osvědčení[*]

1 Mezinárodní osvědčení o zamezení znečištění odpadními vodami se vystavuje na dobu stanovenou správním orgánem a které nesmí přesáhnout dobu pět let.

2.1 Bez ohledu na požadavky odstavce 1 tohoto pravidla, jestliže je obnovovací inspekce dokončena do tří měsíců před uplynutím doby platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data skončení platnosti stávajícího osvědčení.

2.2 Když je obnovovací inspekce dokončena po datu uplynutí platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data skončení platnosti stávajícího osvědčení.

2.3 Když je obnovovací inspekce dokončena více než tři měsíce před uplynutím doby platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data dokončení obnovovací inspekce.

3 Pokud je osvědčení vystaveno na dobu kratší než pět let, správní orgán může prodloužit platnost osvědčení do termínu po uplynutí doby platnosti na maximální dobu uvedenou v odstavci 1 tohoto pravidla.

4 Pokud byla obnovovací inspekce dokončena a nové osvědčení nelze vystavit ani umístit na palubě lodi před skončením platnosti stávajícího osvědčení, může osoba nebo Organizace oprávněná správním orgánem potvrdit stávající osvědčení, které pak musí být přijato jako platné na další období, které nesmí přesáhnout délku pět měsíců od uplynutí data platnosti.

5 Pokud loď v době, kdy vyprší platnost osvědčení není v přístavu, v němž má podstoupit inspekci, může správní orgán dobu platnosti osvědčení prodloužit, ale toto prodloužení se uděluje pouze za účelem umožnění loď dokončit její plavbu do přístavu, v němž má podstoupit inspekci, a pak pouze v případech, kdy se tak zdá správné a přijatelné. Žádné osvědčení se nesmí prodloužit na dobu delší než tři měsíce a loď, pro kterou se prodloužení uděluje nebude oprávněna, při svém příjezdu do přístavu, v němž má podstoupit inspekci, na základě tohoto prodloužení opustit přístav bez nutnosti získat nové osvědčení. Po dokončení obnovovací inspekce bude nové osvědčení platné k datu nepřesahujícímu pět let od data skončení platnosti stávajícího osvědčení před udělením prodloužení.

6 Osvědčení vystavené pro loď, která se provozuje na krátkých plavbách, a které nebylo prodlouženo podle výše uvedených ustanovení tohoto pravidla může být prodlouženo správním orgánem na dobu odkladu v délce až jednoho měsíce od uplynutí na něm vyznačené doby platnosti.

[*] Viz Pokyny pro načasování výměny stávajících osvědčení vydaných po počátku platnosti dodatků osvědčení v nástrojích IMO (MSC-MEPC.5/Circ.6).

Po dokončení obnovovací inspekce bude nové osvědčení platné k datu nepřesahujícímu pět let od data skončení platnosti stávajícího osvědčení před udělením prodloužení.

7 Za zvláštních okolností, jak je stanoveno správním orgánem, nemusí být nové osvědčení datováno od data skončení platnosti stávajícího osvědčení tak, jak požadují odstavce 2.2, 5 nebo 6 tohoto pravidla. Za těchto zvláštních okolností bude nové osvědčení platné k datu nepřesahujícímu pět let od data dokončení obnovovací inspekce.

8 Osvědčení vystavené na základě pravidel 7 nebo 8 této přílohy pozbude platnosti v některém z následujících případů:

.1 pokud nejsou příslušné inspekce dokončeny ve lhůtách stanovených podle pravidla 4.1 této přílohy nebo

.2 při převodu lodě pod vlajku jiného státu. Nové osvědčení se vystavuje pouze, když je vláda vystavující nové osvědčení plně přesvědčena, že loď je v souladu s požadavky pravidel 4.7 a 4.8 této přílohy. V případě převodu mezi smluvními stranami, pokud je zažádáno do 3 měsíců po uskutečněném převodu, musí vláda smluvní strany, pod jejíž vlajkou byla loď již dříve oprávněna plout, a to co nejdříve, předat správnímu orgánu kopie osvědčení nesené lodí před převodem a, jsou-li k dispozici, kopie příslušných zpráv o inspekcích.

Kapitola 3 – Vybavení a omezení vypouštění

Pravidlo 9

Kanalizační systémy

1 Každá loď, která musí v souladu s pravidlem 2 odpovídat ustanovením této přílohy, musí být vybavena jedním z následujících kanalizačních systémů:

.1 čistička odpadních vod, která musí být zařízením takového typu, který je schválený správním orgánem s přihlédnutím k normám a zkušebním metodám vyvinutým Organizací* nebo

VIZ VÝKLAD 3

.2 systém pro rozmělňování a dezinfekci kanalizačního odpadu schválený správním orgánem. Tento systém musí být vybaven takovým zařízením, které je pro správní orgán uspokojující a které slouží pro dočasné skladování odpadních vod v době, kdy se loď nachází ve vzdálenosti menší než 3 námořní míle od nejbližší pevniny nebo

.3 sběrná nádrž o objemu, která vyhovuje správnímu orgánu, sloužící k uchovávání všech odpadních vod, s ohledem na provoz lodě, počet osob na palubě a na další relevantní faktory. Sběrná nádrž musí být konstruována tak, aby vyhovovala správnímu orgánu. Musí být vybavena prostředky pro vizuální indikaci množství obsahu.

Pravidlo 10

Standardní vypouštěcí přípojky

1 Aby bylo možné připojení potrubí zařízení pro odevzdávání látek z lodí k vypouštěcímu potrubí lodě, musí být obě vedení vybavena standardní vypouštěcí přípojkou v souladu s následující tabulkou:

VIZ VÝKLAD 4

Standardní rozměry přírub pro vypouštěcí přípojky

Popis	Rozměr
Vnější průměr	210 mm
Vnitřní průměr	Podle vnějšího průměru potrubí
Průměr roztečné kružnice pro šrouby	170 mm
Drážky v přírubě	4 otvory, 18 mm v průměru, pravidelně umístěné na roztečné kružnice pro šrouby výše uvedeného průměru, s drážkou k okraji příruby. Šířka drážky musí být 18 mm
Tloušťka příruby	16 mm
Šrouby a matice: počet a průměr	6, každý o průměru 16 mm a dostatečné délky
Příruba je určena k tomu, aby přijímala potrubí až do maximálního vnitřního průměru 100 mm a musí být z oceli nebo jiného rovnocenného materiálu s plochým čelem. Tato příruba, spolu s vhodným těsněním, musí být vhodná pro provozní tlak 600 kPa. U lodí s konstrukční hloubkou výškou 5 m a méně může být vnitřní průměr vypouštěcí přípojky 38 mm.	

2 U určených obchodních lodí, tj. osobních trajektů, může být vypouštěcí potrubí alternativně vybaveno vypouštěcí přípojkou, kterou může správní organ přijmout. Například může jít o tzv. rychlospojky.

* Viz Doporučení k mezinárodním normám o odpadních vodách a pokyny k funkčním zkouškám pro čističky odpadních vod přijaté , tedy tyto dokumenty přijaté Výborem na ochranu životního prostředí v mořích Organizace prostřednictvím usnesení MEPC.2(VI) nebo Upravené pokyny k realizaci o odpadních vodách a funkčních zkouškách pro čističky odpadních vod, které byly přijaty MEPC prostřednictvím usnesení MEPC s označením MEPC. 159(55) (viz Jednotný výklad 3).

Pravidlo 11

Vypouštění odpadních vod

1 Podle ustanovení pravidla 3 této přílohy, je vypouštění odpadních vod do moře zakázáno, a to vyjma následujících případů:

.1 loď vypouští rozmělněné a dezinfikované odpadní vody s využitím systému schváleného správním orgánem v souladu s pravidlem 9.1.2 této přílohy, a to ve vzdálenosti více než 3 námořních mil od nejbližší pevniny, nebo vypouští odpadní vody, které nejsou rozmělněné nebo desinfikované, a to ve vzdálenosti větší než 12 námořních mil od nejbližší pevniny, a to za předpokladu, že se v žádném případě nesmí odpadní vody skladované ve sběrných tancích nebo odpadní vody, které pocházejí z kanalizace vedoucí z prostor obsahujících živá zvířata, vypouštět jednorázově, ale malou rychlostí a při tom, když se loď pohybuje rychlostí ne menší než 4 uzly; rychlost vypouštění musí být schválena správním orgánem na základě norem vypracovaných Organizací* nebo

.2 na lodi je v provozu schválená čistička odpadních vod, která byla certifikována správním orgánem a která splňuje provozní požadavky uvedené v pravidle 9.1.1 této přílohy a

.2.1 výsledky zkoušek čističky jsou uvedeny v lodním Mezinárodním osvědčení o zamezení znečištění odpadními vodami.

.2.2 kromě toho nesmí odpadní voda vytvářet viditelné plovoucí pevné látky nebo způsobovat zabarvení okolních vod.

2 Ustanovení odstavce 1 se nevztahují na lodě operující ve vodách pod pravomocí smluvního státu a na hostující lodě z jiných států plující v těchto vodách a vypouštějící odpadní vody v souladu s méně přísnými požadavky, které mohou být uloženy ze strany daného státu.

3 Když jsou odpadní vody smíchány s odpady nebo jinými druhy odpadních vod spadajícími pod jiné přílohy k MARPOL, musí být kromě této přílohy splněny i požadavky těchto jiných příloh.

* Viz Doporučení k normám pro rychlost vypouštění neošetřených odpadních vod z lodí přijaté Výborem na ochranu životního prostředí v mořích Organizace prostřednictvím usnesení MEPC.157(55).

Kapitola 4 – Zařízení pro odevzdávání látek z lodí

Pravidlo 12

Zařízení pro odevzdávání látek z lodí[*]

1 Vláda každé smluvní strany úmluvy, která vyžaduje, aby lodě provozované ve vodách pod její pravomocí a hostující lodě plující v jejích vodách splňovaly požadavky pravidla 11.1, se zavazuje k tomu, že zajistí zařízení v přístavech a terminálech pro příjem odpadních vod, a to takovým způsobem, aby při tom nedošlo k zpoždění lodí. Tato zařízení musí splňovat potřeby lodí, které je využívají.

2 Každá smluvní strana musí oznámit Organizaci, za účelem předání dotčeným smluvním vládám, všechny případy, kdy se zařízení zřízená podle tohoto pravidla zdají být nedostatečná.

[*] Viz Pokyny pro správnou praxi pro poskytovatele a uživatele přístavních zařízení pro odevzdávání látek z lodí, MEPC.1/Circ.671.

Kapitola 5 – Kontroly přístavním státem

Pravidlo 13

Kontroly přístavním státem na základě operativních požadavků[*]

1 Loď nacházející se v přístavu nebo příbřežním terminálu jiné smluvní strany, podléhá kontrolám prováděným úředníky řádně oprávněnými danou smluvní stranou, které se týkají operativních požadavků podle této přílohy tam, kde je důvodné podezření, že kapitán nebo posádka nejsou obeznámeni se zásadními palubními postupy týkajícími se zamezení znečištění odpadními vodami.

2 Za daných okolností uvedených v odstavci 1 tohoto pravidla, musí smluvní strana přijmout taková opatření, která zajistí, že loď nesmí plout, dokud se situace nedostane do souladu s požadavky této přílohy.

3 Na toho pravidlo se budou vztahovat postupy týkající se kontrol ze strany přístavního státu předepsané v článku 5 této úmluvy.

4 Nic v tomto pravidle se nesmí považovat za omezení práv a povinností smluvní strany provádějící kontrolu nad operativními požadavky výslovně stanovenými v této úmluvě.

[*] Viz postupy pro kontroly přístavním státem přijaté usnesením Organizace A.787(19) ve znění usnesení A.882(21); viz prodávanou publikaci IMO IA650E.

Dodatek k Příloze IV

Dodatek

Forma Mezinárodního osvědčení o zamezení znečištění odpadními vodami

MEZINÁRODNÍ OSVĚDČENÍ O ZAMEZENÍ ZNEČIŠTĚNÍ ODPADNÍMI VODAMI

Vydáno na základě ustanovení Mezinárodní úmluvy o zamezení znečištění z lodí z roku 1973 ve znění Protokolu z roku 1978, ve znění pozdějších předpisů, (dále jen „úmluva“) na základě pověření vlády státu:

.....

(úplné označení státu)

kým .....

(úplné označení příslušné osoby nebo Organizace oprávněné podle ustanovení této úmluvy)

Údaje o lodi[*]

Jméno lodi.....

Volací znak nebo čísla ..... .

Rejstříkový přístav.....

Hrubá prostornost .....

Počet osob, které je loď oprávněná přepravovat .....

Číslo IMO[†] .....

Nová/stávající loď[‡]

Datum, kdy byl položen kýl nebo kdy loď byla v podobném stádiu stavby nebo případně datum, kdy byla zahájena práce na přestavbě nebo úpravě či změně rozsáhlejšího charakteru. .....

TÍMTO SE POTVRZUJE:

1 Že loď je vybavena čističkou odpadních vod/zařízením pro rozmělňování/sběrnou nádrží a vypouštěcím potrubím v souladu s pravidly 9 a 10 Přílohy IV úmluvy, a to následovně:

[§]1.1 Popis čističky odpadních vod:

Typ čističky odpadních vod: .....

Jméno výrobce .....

Čistička odpadních vod je certifikována správním orgánem, aby splňovala normy týkající se odpadních vod, které jsou stanoveny v usnesení MEPC.2 (VI).

[**]1.2 Popis rozmělňovacího zařízení:

Typ rozmělňovacího zařízení .....

Jméno výrobce .....

Standardní stav odpadních vod po dezinfekci .....

[††]1.3 Popis sběrné nádrže:

Celkový objem sběrné nádrže ..... m^3

[*] Alternativně lze údaje o lodi vpisovat do polí vodorovně.

[†] Viz Schéma identifikačního čísla lodi IMO přijaté usnesením Organizace A.600(15).

[‡] Nehodící se škrtněte.

[§] Nehodící se škrtněte.

[**] Nehodící se škrtněte.

[††] Nehodící se škrtněte.

Umístění .....

1.4 Potrubí pro vypouštění odpadních vod do zařízení pro odevzdávání látek z lodí, vybavené standardním připojením k pobřežním zařízením.

2 Že loď podstoupila inspekci v souladu s nařízením 4 Přílohy IV úmluvy.

3 Že inspekce prokázala, že konstrukce, vybavení, systémy, armatury, zařízení a materiál lodi a její stav jsou ve všech ohledech uspokojivé a že loď splňuje příslušné požadavky Přílohy IV úmluvy.

Platnost tohoto osvědčení trvá do (dd/mm/rrrr) ..... [*]
na základě inspekcí v souladu s nařízením 4 Přílohy IV úmluvy.

Datum dokončení inspekce, jež tvoří základ tohoto osvědčení (dd/mm/rrrr) .....

Místo vydání .....
(místo vydání osvědčení)

Datum (dd/mm/rrrr)……. ……..
(datum vydání) *(podpis řádně pověřeného úředníka vydávajícího toto osvědčení)*

(pečeť nebo razítko orgánu, podle potřeby)

[*] Vyplňte datum ukončení platnosti tak, jak je specifikováno správním orgánem v souladu s pravidlem 8.1 Přílohy IV úmluvy. Den a měsíc tohoto data odpovídají výročnímu datu tak, jak je definováno v pravidle 1.8 Přílohy IV úmluvy.

POTVRZENÍ K PRODLOUŽENÍ PLATNOSTI OSVĚDČENÍ, JE-LI PLATNÉ NA MÉNĚ NEŽ 5 LET V PŘÍPADECH, NA KTERÉ SE VZTAHUJE PRAVIDLO 8.3

Loď splňuje příslušná ustanovení úmluvy, a toto osvědčení musí být přijato, v souladu s pravidlem 8.3 Přílohy IV úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO PŘÍPADY, VE KTERÝCH BYLA DOKONČENA OBNOVOVACÍ INSPEKCE A PLATÍ PRAVIDLO 8.4

Loď splňuje příslušná ustanovení úmluvy, a toto osvědčení musí být přijato, v souladu s pravidlem 8.4 Přílohy IV úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO PRODLOUŽENÍ PLATNOSTI OSVĚDČENÍ PRO DOPLUTÍ DO INSPEKČNÍHO PŘÍSTAVU NEBO NA BODU ODKLADU, KDY PLATÍ PRAVIDLO 8.5 NEBO 8.6

Toto osvědčení musí být přijato, v souladu s pravidlem 8.5 nebo 8.6* Přílohy IV úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

* Nehodící se škrtněte.

Jednotné výklady Přílohy IV

1 Definice „v podobném stádiu stavby“

Prav. 1.1.1 Termín „*v podobném stádiu stavby*“ znamená stádium, ve kterém:

.1 začíná stavba, kterou lze ztotožnit s konkrétní lodí a

.2 montáž této lodě začala a zahrnuje nejméně 50 tun nebo jedno procento odhadované hmoty veškerého stavebního materiálu, podle toho, která hodnota je nižší.

2 Datum smlouvy o stavbě, datum položení kýlu a datum dodání

Prav. 1.1.2 1 Na základě určitých ustanovení úmluv SOLAS a MARPOL se platnost pravidel na loď se řídí daty:

.1 u které je uzavřena smlouva o stavbě dne dd/mm/rrrr nebo později nebo

.2 v případě neexistence smlouvy o stavbě, jejíž kýl je položen nebo která je v podobném stádiu stavby v den dd/mm/rrrr nebo později nebo

.3 jejíž dodávka se uskuteční dne dd/mm/rrrr nebo později.

2 Pro uplatnění těchto ustanovení musí být datum, kdy byla uzavřena smlouva o stavbě pro volitelné lodě chápáno jako datum, kdy byla podepsána smlouva o stavbě série lodí mezi majitelem lodě a loděnicí, a to za předpokladu, že:

.1 možnost stavby volitelné lodi (lodí) je nakonec využita ve lhůtě jednoho roku od data původní smlouvy o stavbě série lodí: a

.2 volitelné lodě mají stejné konstrukční plány a jsou postaveny stejnou loděnicí tak, jako je tomu u série lodí.

3 Použití řízených pravidel tak, jak je popsáno ve výše uvedeném odstavci 1 bude probíhat následovně:

.1 pokud datum podpisu smlouvy o stavbě spadá na den nebo po datu smlouvy pro konkrétní soubor změn pravidel, pak se daný soubor změn pravidel použije;

.2 pouze v případě neexistence smlouvy se použije kritérium data položení kýlu a, pokud datum položení lodní kýlu spadá na datum položení kůly určené pro konkrétní soubor změn pravidel nebo později, pak se daný soubor změn pravidel použije a

.3 bez ohledu na datum podpisu smlouvy o stavbě nebo na datum položení kýlu, pokud datum dodání lodi spadá na datum dodání určené pro konkrétní soubor změn pravidel nebo později, pak se daný soubor změn pravidel použije s výjimkou případů, kdy správní orgán uznal, že dodávka lodí byla zpožděna z důvodu nepředvídaných okolností nezávislých na vůli loděnice a vlastníka.[*]

3 Instalovaný na palubě lodi 1. ledna 2010 nebo později

Prav. 9.1.1 Pro použití usnesení MEPC.159(55) se bude fráze „*instalovaný na palubě lodi 1. ledna 2010 nebo později*“ vykládat následovně:

.1 U nových lodí, instalace na palubě lodí, jejichž kýl byl položen nebo které byly v podobném stádiu stavby 1. ledna 2010 nebo později.

[*] Viz Jednotný výklad k „Nepředvídané prodlení s dodáním lodi“ (MSC.1/Circ.1247 a Příloha I k MARPOL, Jednotný výklad 4).

.2 U stávajících lodích, nové instalace se smluvním termínem dodání na loď 1. ledna 2010 nebo později nebo, v případě neexistence smluvního termínu dodání, skutečné dodání zařízení na loď 1. ledna 2010 nebo později.

4 Standardní vypouštěcí přípojky

Prav. 10.1 Všechny lodě podléhající Příloze IV, bez ohledu na jejich velikost a přítomnost čističky odpadních vod nebo sběrné nádrže na odpadní vody, musí být vybaveny potrubím a příslušnou přírubou k zařízení na břehu pro vypouštění odpadních vod do přístavní čističky odpadních vod.

Příloha V k MARPOL

Pravidla pro zamezení znečištění odpadem z lodí

Příloha V k MARPOL

Pravidla pro zamezení znečištění odpadem z lodí*

Pravidlo 1

Definice

Pro účely této přílohy:

1 Termín *odpad* znamená veškeré druhy potravinového, domácího a provozního odpadu, vyjma čerstvých ryb a jejich částí, vznikajícího při normálním provozu lodi a který by mohl být odstraňován průběžně nebo pravidelně s výjimkou těch látek, které jsou definovány nebo uvedeny v jiných přílohách k této úmluvě.

2 *Nejbližší pevnina*. Termín „od nejbližší pevniny“ znamená od základní linie, od které jsou zřízené teritoriální vody dotčeného území v souladu s mezinárodním právem, vyjma případů, kdy pro účely této úmluvy „od nejbližší pevniny“ od severovýchodního pobřeží Austrálie bude znamenat linii vedenou od bodu na pobřeží Austrálie na:

11°00’ jižní šířky, 142°08’ východní délky
k bodu na 10°35’ jižní šířky, 141°55’ východní délky,
odtud k bodu na 10°00’ jižní šířky, 142°00’ východní délky,
odtud k bodu na 09°10’ jižní šířky, 143°52’ východní délky,
odtud k bodu na 09°00’ jižní šířky, 144°30’ východní délky,
odtud k bodu na 10°41’ jižní šířky, 145°00’ východní délky,
odtud k bodu na 13°00’ jižní šířky, 145°00’ východní délky,
odtud k bodu na 15°00’ jižní šířky, 146°00’ východní délky,
odtud k bodu na 17°30’ jižní šířky, 147°00’ východní délky,
odtud k bodu na 21°00’ jižní šířky, 152°55’ východní délky,
odtud k bodu na 24°30’ jižní šířky, 154°00’ východní délky,
odtud k bodu na australském pobřeží na 24°42’ jižní šířky, 153°15’ východní délky.

3 Termín *zvláštní oblast* znamená oblast moře, kde se z uznávaných technických důvodů týkajících se jejího oceánografického a ekologického stavu a konkrétního charakteru jejího provozu vyžaduje přijetí zvláštních závazných metod k zamezení znečištění moře odpadem. Zvláštní oblasti musí zahrnovat oblasti uvedené v seznamu v pravidle 5 této přílohy.

Pravidlo 2

Použití

Nebude-li výslovně uvedeno jinak, ustanovení této přílohy se budou vztahovat na všechny lodě.

Pravidlo 3

Odstraňování odpadu mimo zvláštní oblasti

1 Na základě ustanovení pravidel 4, 5 a 6 této přílohy:

(a) odstraňování jakýchkoliv plastů, včetně, ale nikoli výlučně, lan ze syntetických materiálů, sítí ze syntetických materiálů, plastových pytlů na odpadky a popelu ze spalování plastů, který může obsahovat jedovaté zbytky nebo těžké kovy, do moře se zakazuje;

(b) odstraňování do moře následujícího odpadu se provádí pokud možno co nejdále od

* Viz Pokyny pro provádění Přílohy V k MARPOL; viz prodávanou publikaci IMO IA656E.

nejbližší pevniny, ale v každém případě je zakázáno, pokud vzdálenost od nejbližší pevniny je menší než:

(i) 25 námořních mil u vycpávek, vystýlek a obalových materiálů, které budou plavat;

(ii) 12 námořních mil u potravinových odpadů a veškerého ostatního odpadu, včetně výrobků z papíru, hadrů, skla, kovu, láhví, nádobí a podobného odpadu;

(c) odstraňování do moře odpadu uvedeného v pododstavci (b)(ii) tohoto pravidla může být povoleno, pokud odpad prošel zařízením pro rozmělňování nebo drtičem a pokud se prování pokud možno co nejdále od nejbližší pevniny, ale v každém případě je zakázáno, pokud vzdálenost od nejbližší pevniny je menší než 3 námořní míle. Tento rozmělněný nebo rozdrcený odpad musí projít sítem s otvory o velikosti maximálně 25 mm.

2 Pokud je odpad smíchán s jinými vypouštěnými látkami, které se vztahují jiné požadavky na odstraňování nebo vypouštění, musí platit přísnější požadavky.

Pravidlo 4

Zvláštní požadavky na odstraňování odpadu

1 Na základě ustanovení odstavce 2 tohoto nařízení, je zakázáno odstraňování všech materiálů upravené touto přílohou z pevných nebo plovoucích plošin, , jsou-li použity při průzkumu, využívání a souvisejícím příbřežním zpracování nerostných zdrojů z mořského dna, a ze všech ostatních lodí, pokud se nacházejí vedle nebo do 500 m od těchto plošin.

2 Odstraňování do moře potravinových odpadů lze povolit, pokud prošly zařízením pro rozmělňování nebo drtičem z těchto pevných nebo plovoucích plošin nacházejících více než 12 námořních mil od pevniny a ze všech ostatních lodí, pokud se nacházejí vedle nebo do 500 m od těchto plošin. Tento rozmělněný nebo rozdrcený odpad musí projít sítem s otvory o velikosti maximálně 25 mm.

Pravidlo 5

Odstraňování odpadu v rámci zvláštních oblastí[*]

1 Pro účely této přílohy se zvláštními oblastmi rozumí oblast Středozemního moře, oblast Baltského moře, oblast Černého moře, oblast Rudého moře, oblast Perského zálivu, oblast Severního moře, oblast Antarktidy a širší region Karibiku, včetně Mexického zálivu a Karibského moře, které jsou vymezeny takto:

(a) Termín *oblast Středozemního moře* znamená vlastní Středozemní moře včetně zálivů a jeho moří s hranicí mezi Středozemním mořem a Černým mořem, kterou tvoří rovnoběžka na 41° severní šířky a ohraničená na západě úžinou Gibraltaru na poledníku 005°36’ západní délky.

(b) Termín *oblast Baltského moře* znamená vlastní Baltské moře s Botnickým zálivem, Finským zálivem a vstupem do Baltského moře ohraničeném rovnoběžkou místa Skaw ve Skagerraku na 57°44’.8 severní šířky.

(c) Termín *oblast Černého moře* znamená vlastní Černé moře s hranicí mezi Středozemním mořem a Černým mořem tvořenou rovnoběžkou na 41° severní šířky.

(d) Termín *oblast Rudého moře* znamená vlastní Rudé moře, včetně zálivů Suez a Aquaba, ohraničené na jihu loxodromou mezi Ras Si Ane (12°28’.5 severní šířky, 043°19’.6 východní délky) a Husn Murad (12°40’.4 severní šířky, 043°30’.5 východní délky).

[*] Viz MEPC.1/Circ.675/Rev.1 k Vypouštění vymývací vody z nákladových nádrží v oblasti Perského zálivu, Středozemního moře a širšího regionu Karibiku na základě Přílohy V k MARPOL.

(e) Termín *oblast Perského zálivu* znamená oblast moře ležící severozápadně od loxodromy mezi Ras al Hadd (22°30’ severní šířky, 059°48’ východní délky) a Ras al Fasteh (25°04’ severní šířky, 061°25’ východní délky).

(f) Termín *oblast Severního moře* znamená vlastní Severní moře včetně připojených moří s ohraničením mezi:

(i) Severním mořem jižně od rovnoběžky na 62° severní šířky a východně od poledníku na 4° západní délky;

(ii) Skagerrakem, jižní hranice je vymezena východně od Skaw rovnoběžkou na 57°44.8' severní šířky a

(iii) Kanálem La Manche a jeho přístupy východně od poledníku na 5° západní délky a severně od rovnoběžky na 48°30' severní šířky.

(g) Termín *oblast Antarktidy* znamená oblast moře jižně od rovnoběžky na 60° jižní šířky.

(h) Termín *širší region Karibiku* tak, jak je definován v článku 2, odstavci 1 Úmluvy o ochraně a rozvoji mořského prostředí širšího regionu Karibiku (Cartagena de Indias, 1983), zahrnuje Mexický záliv a vlastní Karibské moře, včetně připojených zálivů a moří a také včetně části Atlantského oceánu v rámci ohraničení, které tvoří rovnoběžka na 30° severní šířky východně od Floridy k poledníku na 77°30' západní délky, odtud k loxodromě až k průsečíku rovnoběžky na 20° severní šířky a poledníku na 59° západní délky, odtud k loxodromě na průsečíku rovnoběžky na 7°20' severní šířky a poledníku na 50° západní délky, odtud k loxodromě vedoucí jihozápadně k východní hranici Francouzské Guayany.

2 Na základě ustanovení pravidla 6 této přílohy:

(a) odstraňování následujících látek do moře se zakazuje:

(i) jakýchkoliv plastů, včetně, ale nikoli výlučně, lan ze syntetických materiálů, sítí ze syntetických materiálů, plastových pytlů na odpadky a popelu ze spalování plastů, který může obsahovat jedovaté zbytky nebo těžké kovy a

(ii) veškerého ostatního odpadu, včetně výrobků z papíru, hadrů, skla, kovu, láhví, nádobí, vycpávek, vystýlek a obalových materiálů;

(b) vyjma případů uvedených v pododstavci (c) tohoto odstavce se musí odstraňování do moře potravinových odpadů provádět pokud možno co nejdále od nejbližší pevniny, ale v každém případě nejméně 12 námořních mil od nejbližší pevniny;

(c) odstraňování potravinových odpadů, které prošly zařízením pro rozmělňování nebo drtičem do širšího regionu Karibiku se musí provádět pokud možno co nejdále od pevniny, ale v každém případě nejméně 3 námořní míle od nejbližší pevniny. Tento rozmělněný nebo rozdrcený odpad musí projít sítem s otvory o velikosti maximálně 25 mm.

3 Pokud je odpad smíchán s jinými vypouštěnými látkami, které se vztahují jiné požadavky na odstraňování nebo vypouštění, musí platit přísnější požadavky.

4 Zařízení pro odevzdávání látek z lodí v rámci zvláštních oblastí:

(a) Vláda každé smluvní strany této úmluvy, jejíž pobřeží hraničí se zvláštní oblastí, se zavazuje zajistit, a to pokud možno co nejdříve, ve všech přístavech v rámci zvláštní oblasti odpovídají zařízení pro odevzdávání látek z lodí v souladu s pravidlem 7 této přílohy, a to s přihlédnutím na zvláštní potřeby lodí operujících v těchto oblastech.

(b) Vláda každé dotčené smluvní strany musí opatření přijatá na základě pododstavce (a) tohoto pravidla sdělit Organizaci. Po obdržení dostatečných oznámení, musí Organizace stanovit datum, od kterého vstoupí v platnost požadavky tohoto pravidla, pokud jde o

danou oblast.[*] Organizace oznámí všem smluvním stranám toto stanovené datum, a to nejméně dvanáct měsíců před tímto datem.

(c) Po takto stanoveném datu, musí být lodě připlouvající také do přístavů v rámci těchto zvláštních oblastí, kde tato zařízení dosud nejsou k dispozici, plně v souladu s požadavky tohoto pravidla.

5 Bez ohledu na odstavec 4 tohoto pravidla platí pro oblast Antarktidy následující pravidla:

(a) Vláda každé smluvní strany této úmluvy, z jejíž přístavů lodě odplouvají na cestu do nebo kam se vracejí z oblasti Antarktidy, se zavazuje zajistit co nejdříve zřízení odpovídajících zařízení pro příjem všech odpadů ze všech lodí, aniž by docházelo k jejich nepřiměřenému zpoždění, a podle potřeby lodí, které je využívají.

(b) Vláda každé smluvní strany této úmluvy musí zajistit, aby všechny lodě plující pod její vlajkou měly před vstupem do prostoru Antarktidy na palubě dostatečnou kapacitu pro uchovávání všech odpadů, když působí v této oblasti a aby uzavřely dohody o odstraňování těchto odpadů do zařízení pro odevzdávání látek z lodí po opuštění této oblasti.

Pravidlo 6

Výjimky

Pravidla 3, 4 a 5 této přílohy se nebudou vztahovat na:

(a) odstraňování odpadů z lodi nutné pro účely zajištění bezpečnosti lodi a osob na palubě nebo pro záchranu života na moři nebo

(b) únik odpadu následkem poškození lodi nebo jejího vybavení, a to za předpokladu, že před a po vzniku škody byla přijata veškerá přiměřená opatření za účelem zabránění nebo minimalizace úniku nebo

(c) náhodnou ztrátu rybářských sítí ze syntetických materiálů, a to za předpokladu, že byla přijata veškerá přiměřená bezpečnostní opatření, aby se takové ztrátě zabránilo.

Pravidlo 7

Zařízení pro odevzdávání látek z lodí[†]

1 Vláda každé smluvní strany této úmluvy se zavazuje zajistit v přístavech a terminálech zřízení odpovídajících zařízení pro příjem odpadů, aniž by docházelo k jejich nepřiměřenému zpoždění, a podle potřeby lodí, které je využívají.

2 Každá smluvní strana musí oznámit Organizaci, za účelem předání dotčeným smluvním stranám, všechny případy, kdy se zařízení zřízená podle tohoto pravidla zdají být nedostatečná.

Pravidlo 8

Kontroly přístavním státem na základě operativních požadavků[‡]

1 Loď nacházející se v přístavu jiné smluvní strany, podléhá kontrolám prováděným úředníky řádně oprávněnými danou smluvní stranou, které se týkají operativních požadavků podle této přílohy tam, kde je důvodné podezření, že kapitán nebo posádka nejsou obeznámeni se zásadními palubními

[*] V době zveřejnění budou požadavky pravidla 5 platit pro všechny zvláštní oblasti, vyjma Černého moře a Rudého moře.

[†] Viz Pokyny pro správnou praxi pro poskytovatele a uživatele přístavních zařízení pro odevzdávání látek z lodí, MEPC.1/Circ.671.

[‡] Viz Postupy kontrol přístavním státem přijaté usnesením Organizace A.787(19) ve znění usnesení A.882(21); viz prodávanou publikaci IMO IA650E.

postupy týkajícími se zamezení znečištění odpady.

2 Za daných okolností uvedených v odstavci 1 tohoto pravidla, musí smluvní strana přijmout taková opatření, která zajistí, že loď nesmí plout, dokud se situace nedostane do souladu s požadavky této přílohy.

3 Na toho pravidlo se budou vztahovat postupy týkající se kontrol ze strany přístavního státu předepsané v článku 5 této úmluvy.

4 Nic v tomto pravidle se nesmí považovat za omezení práv a povinností smluvní strany provádějící kontrolu nad operativními požadavky výslovně stanovenými v této úmluvě.

Pravidlo 9

Štítky, plány manipulace[*] s odpadky a vedení záznamů o odpadcích

1 (a) Každá loď o celkové délce 12 m nebo více musí být opatřena štítky, které podle potřeby upozorňují posádku a cestující na požadavky na odstraňování uvedené v pravidlech 3 a 5 této přílohy.

(b) Tyto štítky musí být napsány v pracovním jazyce personálu lodi a u lodí využívaných při plavbách do přístavů nebo příbřežních terminálů pod pravomocí jiných smluvních stran této úmluvy, musí být rovněž v angličtině, francouzštině nebo španělštině.

2 Každá loď o hrubé prostornosti 400 tun a více a každá lodi, která oprávněná přepravovat 15 osob a více musí nést plán manipulace s odpadky, který musí posádka dodržovat. Tento plán musí stanovovat písemné postupy pro sběr, ukládání, zpracování a odstraňování odpadů, včetně využití zařízení na palubě. Musí rovněž určovat osoby odpovědné za provádění tohoto plánu. Tento plán musí být v souladu s pokyny vypracovanými Organizací a napsán v pracovním jazyce posádky.

3 Každá loď o hrubé prostornosti 400 tun a více a každá lodi, která oprávněná přepravovat 15 osob a více která se provozuje při plavbách do přístavů nebo příbřežních terminálů pod pravomocí jiných smluvních stran této úmluvy a každá pevná nebo plovoucí plošina účastnící se průzkumu a využívání mořského dna musí nést Knihu záznamů o manipulaci s odpadem. Kniha záznamů o manipulaci s odpadem, ať již je součástí oficiálního lodního deníku či jinak, musí být ve formě uvedené v dodatku k této příloze;

(a) každé vypouštění, nebo dokončené spalování, musí být zaznamenáno do Knihy záznamů o manipulaci s odpadem a podepsáno odpovědným důstojníkem s uvedením data spalování nebo vypouštění. Každá vyplněná stránka v Knize záznamů o manipulaci s odpadem musí být podepsána kapitánem lodě. Položky v Knize záznamů o manipulaci s odpadem musí být minimálně v angličtině, francouzštině nebo španělštině. Pokud se také provádějí záznamy v úředním jazyce státu, pod jehož vlajkou je loď oprávněna plout, tyto záznamy dostanou v případě sporu nebo nesrovnalostí přednost.

(b) záznam pro jednotlivá spalování nebo vypouštění musí obsahovat datum a čas, polohu lodi, popis odpadu a odhadované spálené nebo vypuštěné množství;

(c) Kniha záznamů o manipulaci s odpadem musí být uložena na takovém místě, aby byla v přiměřené době a snadno dostupná ke kontrole. Tento dokument je třeba uschovávat po dobu dvou let od provedení posledního záznamu;

(d) v případě vypouštění, úniku nebo náhodné ztráty uvedené v pravidle 6 této přílohy, je nutné do Knihy záznamů o manipulaci s odpadem provést zápis o okolnostech a důvodech této ztráty.

4 Správní orgán může upustit od požadavků pravidel na Knihu záznamů o manipulaci s odpadem

[*] Viz Pokyny pro přípravu plánů manipulace s odpadky; viz prodávanou publikaci IMO IA656E.

u:

(a) jakékoliv lodi provozované při plavbách o trvání méně než 1 hod., která je oprávněná přepravovat 15 osob nebo více nebo

(b) pevné nebo plovoucí plošiny účastnící se průzkumu a využívání mořského dna.

5 Příslušný vládní orgán jedné smluvní strany této úmluvy je oprávněn Knihu záznamů o manipulaci odpadem zkontrolovat na palubě libovolné lodi, na kterou se vztahuje tato příloha, když je tato loď ve svém přístavu nebo příbřežním terminálu, a může pořídit kopii libovolného záznamu v této knize a může požádat kapitána lodi, aby potvrdil, že tato kopie představuje věrnou kopii tohoto záznamu. Jakákoliv takto pořízená kopie, která byla ověřena kapitánem lodi jako věrná kopie daného záznamu v Knize záznamů o manipulaci s odpadem bude přípustná při jakémkoliv soudním řízení jako důkaz o skutečnostech uvedených v daném záznamu. Kontrola Knihy záznamů o manipulaci s odpadem a pořízení ověřené kopie příslušným orgánem podle tohoto odstavce musí být provedeny co nejrychleji, aniž by došlo ke zbytečnému zpoždění dané lodi.

6 V případě lodí postavených před 1. červencem 1997 bude toto pravidlo platit od 1. července 1998.

Dodatek k Příloze V

Dodatek

Forma Knihy záznamů o manipulaci s odpadem

KNIHA ZÁZNAMŮ O MANIPULACI S ODPADEM

Jméno lodi.....

Volací znak nebo čísla .....

Číslo IMO .....

Období od: ..... do.....

1 Úvod

V souladu s pravidlem 9 Přílohy V k Mezinárodní úmluvě o zamezení znečištění moří z lodí, 1973, ve znění Protokolu z roku 1978 týkajícího se této úmluvy (MARPOL), se musí zaznamenávat každý případ vypouštění nebo dokončeného spalování. To zahrnuje vypouštění na moři, do zařízení pro odevzdávání látek z lodí nebo do jiných lodí.

2 Odpad a manipulace s odpadem

Odpad zahrnuje veškeré druhy potravinového, domácího a provozního odpadu, vyjma čerstvých ryb a jejich částí, vznikajícího při normálním provozu plavidla a který by mohl být odstraňován průběžně nebo pravidelně s výjimkou těch látek, které jsou definovány nebo uvedeny v jiných přílohách k MARPOL (například oleje, odpadní vody nebo škodlivé kapalné látky).

Příslušné informace je také nutné hledat v Pokynech pro provádění Přílohy V k MARPOL.

3 Popis odpadu

Pro účely této knihy záznamů je nutné odpad rozdělovat do následujících kategorií:

1 Plasty

2 Plovoucí vycpávky, vystýlky a obalové materiály

3 Rozdrcené výrobky z papíru, hadry, sklo, kov, láhve, nádobí apod.

4 Zbytky nákladu, výrobky z papíru, hadry, sklo, kov, láhve, nádobí apod.

5 Potravinový odpad

6 Popel ze spalování

4 Záznamy v Knize záznamů o manipulaci s odpadem

4.1 Záznamy do Knihy záznamů o manipulaci s odpadem se musí provádět při každé z následujících příležitostí:

(a) Když se odpad vypouští do moře:

(i) Datum a čas vypouštění

(ii) Poloha lodi (zeměpisná šířka a délka). Poznámka: u vypouštění zbytků nákladu uveďte též polohy při zahájení a zastavení vypouštění.

(iii) Kategorie vypouštěného odpadu

(iv) Odhadované vypouštěné množství u každé kategorie v metrech krychlových

(v) Podpis důstojníka odpovědného za vypouštění.

(b) Když se odpad vypouští na moři, do zařízení pro odevzdávání látek z lodí nebo do jiných lodí.

(i) Datum a čas vypouštění

(ii) Přístav nebo zařízení nebo Jméno lodi

(iii) Kategorie vypouštěného odpadu

(iv) Odhadované vypouštěné množství u každé kategorie v metrech krychlových

(v) Podpis důstojníka odpovědného za činnost.

_____

Viz Pokyn pro provádění Přílohy V k MARPOL; viz prodávanou publikaci IMO IA656E.

(c) Když se odpad spaluje:

(i) Datum a čas začátku a ukončení spalování

(ii) Poloha lodi (zeměpisná šířka a délka)

(iii) Odhadované spalované množství v metrech krychlových

(iv) Podpis důstojníka odpovědného za činnost.

(d) Havarijní nebo jiné mimořádné vypouštění odpadu

(i) Čas události

(ii) Přístav nebo poloha lodi v čase události

(iii) Odhadované množství a kategorie odpadu

(iv) Okolnosti vypouštění, úniku nebo ztráty, jejich důvody a obecné poznámky.

4.2 Potvrzení

Kapitán lodi by si měl od provozovatele zařízení pro odevzdávání látek z lodí, nebo od kapitána lodi přijímající odpad, obstarat potvrzení nebo osvědčení uvádějící odhadované množství předaného odpadu. Tato potvrzení nebo osvědčení je nutné po dobu dvou let uchovávat na palubě lodi s Knihou záznamů o manipulaci s odpadem.

4.3 Množství odpadu

Množství odpadu na palubě musí být odhadnuto pokud možno v metrech krychlových a odděleně podle kategorií. Kniha záznamů o manipulaci s odpadem obsahuje řadu odkazů na odhadovaná množství odpadu. Je známo, že přesnost odhadu množství odpadu záleží na konkrétním výkladu. Odhady objemů se liší před a po zpracování odpadu. Některé zpracovatelské postupy nemusí umožňovat provedení uspokojivého odhadu objemu, například v případě zpracování potravinového odpadu. Tyto faktory by měly být vzaty v úvahu při tvorbě a interpretaci záznamů uvedených v knize.

ZÁZNAM O VYPOUŠTĚNÍ ODPADŮ

Jméno lodi..... Volací znak nebo čísla.....Číslo IMO .....

Kategorie odpadu:

1: Plasty.

2: Plovoucí vycpávky, vystýlky a obalové materiály.

3: Rozdrcené výrobky z papíru, hadry, sklo, kov, láhve, nádobí apod.

4: Zbytky nákladu, výrobky z papíru, hadry, sklo, kov, lahve, nádobí apod.

5: Potravinový odpad

6: popel ze spalování vyjma popele z plastových produktů, který může obsahovat jedovaté zbytky nebo těžké kovy.

Poznámka: Vypouštění jakéhokoliv odpadu jiného druhu než je potravinový odpad se ve zvláštních oblastech zakazuje. Pouze odpad odstraňovaný do moře se musí kategorizovat. Odpad jiné kategorie než je kategorie 1 vypouštěný do zařízení pro odevzdávání látek z lodí může být uváděn jen v celkovém odhadovaném množství. Vypouštění zbytků nákladu vyžaduje zaznamenání poloh při zahájení a zastavení.

Datum/čas	Poloha lodi	Odhadované množství vypuštěné do moře (m^3)					Odhadované množství vypuštěné do zařízení pro odevzdávání látek z lodí nebo do jiných lodí (m^3)		Odhadované spálené množství (m^3)	Osvědčení/Podpis
		Kat. 2	Kat. 3	Kat. 4	Kat. 5	Kat. 6	Kat. 1	Jiné		

Podpis kapitána.....Datum.....

Příloha VI k MARPOL

Pravidla pro zamezení znečištění ovzduší z lodí

Příloha VI k MARPOL

Pravidla pro zamezení znečištění ovzduší z lodí

Kapitola 1 – Obecné informace

Pravidlo 1

Použití

Ustanovení této přílohy se budou vztahovat na všechny lodě s výjimkou případů, kdy je výslovně uvedeno jinak v příslušných pravidlech 3, 5, 6, 13, 15, 16 a 18 této přílohy.

Pravidlo 2

Definice

Pro účely této přílohy:

1 Termín *příloha* znamená Přílohu č. VI k Mezinárodní úmluvě o zamezení znečištění moří z lodí, 1973 (MARPOL), ve znění Protokolu z roku 1978 a ve znění protokolu z roku 1997 upraveném Organizací, a to za předpokladu, že tyto změny jsou přijaty a uvedeny v platnost v souladu s ustanoveními článku 16 této úmluvy.

2 Termín *v podobném stádiu stavby* znamená stádium, kdy:

.1 začíná stavba, kterou lze ztotožnit s konkrétní lodí a

.2 montáž této lodě začala a zahrnuje nejméně 50 tun nebo jedno procento odhadované hmoty veškerého stavebního materiálu, podle toho, která hodnota je nižší.

3 Termín *výroční datum* znamená den a měsíc každého roku, který bude odpovídat datu vypršení platnosti Mezinárodního osvědčení o zamezení znečištění ovzduší.

4 Termín *pomocné ovládací zařízení* znamená systém, funkci nebo řídicí strategií, jež jsou nainstalovány na jednotce lodního dieselového motoru za účelem ochrany motoru anebo jeho pomocných zařízení proti provozním stavům, které by mohly způsobit poškození nebo selhání motoru. Pomocné řídicí zařízení může také plnit funkci strategického zařízení nebo opatření, u něhož bylo dostatečně prokázáno, že se nejedná o ochranný vypínač.

5 Termín *kontinuální přísun* je definován jako proces, při němž je odpad přiváděn do spalovací komory bez lidské pomoci. Spalovna má za normálních provozních podmínek se spalovací komorou operativní teplotu pohybující se mezi hodnotami 850 °C a 1200 °C.

6 Termín *ochranný vypínač* znamená zařízení, které měří, snímá nebo reaguje na provozní proměnné hodnoty (například otáčky motoru, teplotu, tlak u vstupu nebo jakýkoli jiný parametr), a to za účelem aktivace, modulace, zpomalení nebo deaktivace činnosti kterékoli části nebo funkce systému omezování emisí tak, že činnost systému omezování emisí je redukována při normálním provozu, pokud však použití takového vypínače není v podstatě zařazeno do použitých postupů certifikačních zkoušek emisí.

7 Termín *emise* znamená jakékoli uvolňování látek, které podléhají kontrole podle této přílohy. Jedná se o uvolňování látek z lodí do atmosféry nebo do moře.

8 Termín *oblast regulace emisí* znamená oblast, ve které je nutné, aby u lodí byla přijata zvláštní závazná opatření týkající se emisí, a to za účelem eliminace, snížení a regulace znečišťování ovzduší emisemi NO_x nebo SO_x a prachových částic nebo všech tří druhů emisí a jejich doprovodných nepříznivých dopadů na lidské zdraví a životní prostředí. Oblasti regulace emisí musejí zahrnovat také ty oblasti, jež jsou uvedeny v pravidlech 13 a 14 této přílohy.

9 Termín *pohonná ropná látka* znamená jakékoli palivo dodávané za účelem spalování a určené pro tyto spalovací účely v rámci pohonu nebo provozu na palubě lodi, včetně destilovaných a zbytkových paliv.

10 Termín *hrubá prostornost* znamená hrubou prostornost vypočítanou v souladu s předpisy o měření prostornosti obsaženými v Příloze I Mezinárodní úmluvy o měření prostornosti lodí z roku 1969 nebo jakékoli následné úmluvy.

11 Termín *instalace* ve vztahu k pravidlu 12 této přílohy znamená instalaci systémů, vybavení, včetně přenosných hasicích jednotek, izolací nebo jiného materiálu na lodi. Do této skupiny však nepatří opravy nebo nabíjení již dříve instalovaných systémů, vybavení, izolací nebo jiného materiálu či doplňování přenosných hasicích jednotek.

12 Termín *nainstalovaný* znamená námořní vznětový motor, který je nebo má být nainstalován na lodi, včetně přenosného pomocného dieselového lodního motoru, a to pouze tehdy, když je jeho palivový, chladicí nebo výfukový systém nedílnou součástí lodi. Palivový systém je považován za nedílnou součást lodi pouze tehdy, pokud je k této lodi trvale připevněn. Tato definice zahrnuje námořní vznětový motor, který se používá k doplnění nebo rozšíření instalované výkonové kapacity lodi a který má být nedílnou součástí této lodi.

13 Termín *strategie nestandardní regulace emisí* znamená strategii nebo opatření, která za běžných podmínek provozu lodi snižuje účinnost systému regulace emisí pod úroveň předpokládanou v použitých postupech zkoušek emisí.

14 Termín *námořní vznětový motor* znamená jakýkoli motor s vratným pohybem a s vnitřním spalováním, který je provozován s kapalným nebo duálním palivem. Jedná se o motor, na který se vztahuje pravidlo 13 této přílohy, a to včetně přídavných/sdružených systémů (v případě jejich aplikace).

15 Termín *technický předpis NO_x* znamená Technický předpis pro regulaci emisí oxidů dusíku z lodních vznětových motorů přijaté usnesením č. 2 z konference MARPOL v roce 1997 ve znění změn provedených Organizací, a to za předpokladu, že tyto změny jsou přijaty a vstoupí v platnost v souladu s ustanoveními článku 16 této úmluvy.

16 Termín *látky poškozující ozónovou vrstvu* znamená regulované látky, jež jsou definovány v odstavci (4) článku 1 v rámci Montrealského protokolu o látkách poškozujících ozónovou vrstvu, 1987. Látky jsou uvedeny v přílohách A, B, C nebo E uvedeného protokolu, který je platný v době aplikace nebo interpretace této přílohy.

Látky poškozující ozónovou vrstvu, které se mohou nacházet na palubě lodi, zahrnují následující položky (ale nikoli výlučně):

Halon 1211	Bromchlordifluormetan
Halon 1301	Bromtrifluormetan
Halon 2402	1,2-Dibrom-1,1,2,2-tetraflouretan (známý také jako Halon 114B2)
CFC-11	Trichlorfluormetan
CFC-12	Dichlordifluormetan
CFC-113	1,1,2-Trichlor-1,2,2-trifluoretan
CFC-114	1,2-Dichlor-1,1,2,2-tetrafluoretan
CFC-115	Chloropentafluoretan

17 Termín *spalování na palubě* znamená spalování odpadů nebo jiných látek na palubě lodi, pokud tyto odpady nebo jiné látky vznikají během normálního provozu lodi.

18 Termín *palubní spalovna* znamená lodní zařízení určené především pro účely spalování.

19 Termín *postavené lodě* znamená lodě, jejichž kýl byl položen nebo které jsou v podobném stádiu stavby.

20 Termín *ropný kal* znamená kal z pohonné ropné látky nebo z odlučovačů mazacího oleje, odpadních mazací olej z hlavního nebo pomocného strojního zařízení nebo odpadní ropná látka z odlučovačů stokové vody, odlučovače ropných látek nebo odkapních mís.

21 Termín *tanker* znamená ropný tanker tak, jak je definováno v pravidle 1 Přílohy I této úmluvy, nebo chemický tanker definovaný v pravidle 1 přílohy II této úmluvy.

Pravidlo 3

Výjimky a osvobození

Obecné informace

1 Pravidla této přílohy se nebudou vztahovat na:

.1 jakékoli emise nezbytné pro účely zajištění bezpečnosti lodi nebo záchranu života na moři nebo

.2 jakékoli emise vyplývající z poškození lodi nebo jejího vybavení:

.2.1 za předpokladu, že byla přijata veškerá přiměřená bezpečnostní opatření po vzniku poškození nebo objevení emisí za účelem zamezení nebo minimalizace emisí a

.2.2 s výjimkou takových případů, kdy vlastník nebo kapitán lodi jednali takovým způsobem, že toto poškození dopustili, nebo případů nedbalosti a s vědomím, že škoda pravděpodobně nastane.

Zkoušky pro snížení emisí z lodí a výzkum technologií regulace emisí

2 Správní orgán smluvní strany může, v případné spolupráci s ostatními správními orgány, vydat výjimku z určitých ustanovení této přílohy pro lodě, které podstoupí zkoušky pro vývoj technologií snižování emisí a regulace emisí z lodí a programy konstrukcí motorů. Tato výjimka může být poskytnuta pouze v případech, kdy mohou použití zvláštních ustanovení v příloze nebo v upravených Technickém předpisu NO_x z roku 2008 bránit výzkumu vývoje těchto technologií či programů. Povolení pro takovou výjimku musí být poskytováno pouze minimálnímu potřebnému počtu lodí. Musí také podléhat následujícím ustanovením:

.1 u vznětových motorů námořních lodí s výtlakem jednoho válce v hodnotě až 30 l nesmí doba zkoušky na moři překročit 18 měsíců. Pokud je zapotřebí dodatečného času, může příslušný schvalovací správní orgán (nebo správní orgány) umožnit prodloužení na jedno další období 18 měsíců nebo

.2 u vznětových motorů námořních lodí s výtlakem jednoho válce v hodnotě až 30 l nesmí doba trvání zkoušky překročit pět let. Přitom musí být vyžadováno hodnocení vývoje ze strany schvalovacího správního orgánu (nebo správních orgánů), a to při každé průběžné inspekci. Povolení může být na základě tohoto hodnocení odňato, pokud se zkoušení nedrží podmínek povolení nebo je-li zjištěno, že technologie nebo program nemusí přinášet efektivní výsledky v oblasti snižování a regulace emisí z lodí. Pokud hodnotící správní orgán (nebo správní orgány) určí, že pro provedení zkoušky určité technologie nebo programu bude zapotřebí dodatečného času, může být povolení prodlouženo o další období nepřesahující pět let.

Emise pocházející z těžby minerálů z mořského dna

3.1 Emise přímo pocházející z průzkumu, využívání a souvisejícím příbřežním zpracování nerostných zdrojů z mořského dna jsou v souladu s článkem 2(3)(b) (ii) této úmluvy osvobozeny od ustanovení této přílohy. Tyto emise zahrnují následující položky:

.1 emise vznikající při spalování látek, které jsou výhradně a přímo výsledkem průzkumu, využívání a souvisejícího příbřežního zpracování nerostných zdrojů z mořského dna, a to včetně (ale nikoli výlučně) spalování uhlovodíků a řezaných kusů či kalů, stejně jako stimulačních tekutin během dokončování vrtu a zkoušení, a také spalování vyplývající z obrácených podmínek;

.2 uvolňování plynů a těkavých sloučenin zachycených ve vrtných kapalinách a řezaných kusech;

.3 emise spojené výhradně a přímo s používáním, manipulací nebo skladováním minerálů z mořského dna a

.4 emise ze vznětových motorů námořních lodí, které jsou výhradně spojeny s průzkumem, využíváním a souvisejícím příbřežním zpracováním nerostných zdrojů z mořského dna.

3.2 Požadavky pravidla 18 této přílohy se nevztahují na používání uhlovodíků, které jsou vyráběny a následně používány na místě jako palivo (po schválení správním orgánem).

Pravidlo 4

Ekvivalenty[*]

1 Správní orgán smluvní strany může povolit libovolnou armaturu, materiál, zařízení nebo přístroj k montáži na lodi nebo jiné postupy, alternativní pohonné ropné látky nebo metody vyhovění používané jako alternativy k prostředkům, jež jsou požadovány touto přílohou, pokud je tato armatura, materiál, zařízení nebo přístroj či jiné postupy, alternativní pohonné ropné látky nebo metody vyhovění přinejmenším stejně účinné ve smyslu snižování emisí jako ty, jež jsou vyžadovány touto přílohou, včetně všech norem uvedených v pravidlech 13 a 14.

2 Správní orgán smluvní strany, který povoluje armaturu, materiál, zařízení nebo přístroj či jiné postupy, alternativní pohonné ropné látky nebo metody vyhovění používané jako alternativu k položkám požadovaným touto přílohou, musí informovat Organizaci, aby bylo možné sdělit jiným smluvním stranám jejich podrobnosti z důvodu jejich informování a přijetí vhodných opatření, jsou-li nutná.

3 Správní orgán smluvní strany by měl vzít v úvahu veškeré příslušné pokyny, které vypracovala Organizace a které se týkají ekvivalentů uvedených v tomto pravidle.

4 Správní orgán smluvní strany, který umožňuje používání ekvivalentu stanoveného v odstavci 1 tohoto pravidla, musí usilovat o to, aby se nenarušilo nebo nepoškodilo životní prostředí, lidské zdraví a dále také majetek nebo zdroje nebo ekvivalenty jiných smluvních států.

[*] Viz Pokyny z roku 2009, které se týkají systémů čištění spalin a které byly přijaty usnesením MEPC.184(59).

Kapitola 2 – Inspekce, Vydávání osvědčení a prostředky kontroly

Pravidlo 5

Inspekce

1 Každá loď o hrubé prostornosti 400 tun a více a každá pevná či plovoucí vrtná souprava a další plošiny budou předmětem níže uvedených inspekcí:

.1 Počáteční inspekce před uvedením lodi do provozu nebo před prvním vystavením osvědčení požadovaného podle pravidla 6 této přílohy. Tato inspekce musí mít takovou formu, aby bylo zajištěno, že jsou vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky této přílohy;

.2 Obnovovací inspekce v intervalech stanovených správním orgánem, ale nepřekračujících pět let, kromě případů, kdy platí pravidla 9.2, 9.5, 9.6 nebo 9.7 této přílohy. Obnovovací inspekce musí mít takovou formu, aby bylo zajištěno, že jsou vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky této přílohy;

.3 Průběžná inspekce ve lhůtě tří měsíců před nebo po druhém výročním datu nebo ve lhůtě tří měsíců před nebo po třetím výročním datu vystavení osvědčení, která se musí uskutečnit při jedné z výročních inspekcí uvedených v odstavci 1.4 tohoto pravidla. Tato průběžná inspekce musí mít takovou formu, aby bylo zajištěno, že jsou vybavení a zařízení plně v souladu s platnými požadavky této přílohy a jsou v dobrém provozním stavu. Tyto průběžné inspekce musí být potvrzeny na osvědčení vystaveném na základě pravidla 6 nebo 7 této přílohy;

.4 Výroční inspekce do tří měsíců před nebo po každém výročním datu vystavení osvědčení, včetně generální inspekce konstrukce, vybavení, systémů, armatur, zařízení a materiálu uvedené v odstavci 1.1 tohoto pravidla, aby se zajistilo, že byly udržovány v souladu s odstavcem 4 tohoto pravidla a že zůstanou v uspokojivém stavu po dobu životnosti, pro kterou je loď určena. Tyto výroční inspekce musí být potvrzeny na osvědčení vystaveném na základě pravidla 6 nebo 7 této přílohy a

.5 Dodatečná inspekce, podle okolností buď celková nebo částečná, musí být provedena po všech zásadních opravách nebo rekonstrukcích předepsaných v odstavci 4 tohoto pravidla nebo po provedení opravy plynoucí z inspekcí předepsaných v odstavci 5 tohoto pravidla. Tato inspekce musí mít takovou formu, aby bylo zajištěno, že nezbytné opravy nebo rekonstrukce byly provedeny efektivně, že materiál a provedení těchto oprav nebo rekonstrukcí je ve všech ohledech uspokojivé a že loď je ve všech ohledech v souladu s požadavky této přílohy.

2 V případě lodí s hrubou prostorností menší než 400 tun může správní orgán stanovit vhodná opatření k tomu, aby se zajistilo dodržování příslušných ustanovení této přílohy.

3 Inspekce lodí týkající se vymáhání ustanovení této přílohy musí být prováděny úředníky správního orgánu.

.1 Správní orgán však může inspekcemi pověřit buď inspektory jmenované pro tento účel nebo jím uznané Organizace. Tyto Organizace musí splňovat směrnice přijaté Organizací;[*]

. 2 Inspekce lodních vznětových motorů a vybavení zaměřenou na dosažení souladu s pravidlem 13 této přílohy musí být provedena v souladu s upraveným Technickým předpisem NOx z roku 2008;

.3 Když jmenovaný inspektor nebo uznaná Organizace rozhodne, že stav lodi nebo jejího

[*] Viz Pokyny pro autorizaci organizací jednajících jménem správního orgánu přijaté usnesením Organizace A.739(18) ve znění usnesení MSC.208(81) a pak také Specifikace inspekcí a funkce certifikačního procesu u uznaných Organizací jednajících jménem správního orgánu přijatých usnesením Organizace A.789(19) ve znění pozdějších předpisů přijatých Organizací. Viz také Pokyny pro inspekce podle Harmonizovaného systému inspekcí a vydávání osvědčení pro upravenou Přílohu VI k MARPOL (usnesení MEPC.180(59).

vybavení zásadně neodpovídá údajům v osvědčení, tento inspektor nebo Organizace zajistí, aby byla přijata nápravná opatření a včas uvědomí správní orgán. Pokud taková nápravná opatření přijata nejsou, správní orgán musí osvědčení odebrat. Pokud je loď v přístavu jiné smluvní strany, musí být také okamžitě informovány příslušné orgány daného přístavního státu. Když úředník správního orgánu, jmenovaný inspektor nebo uznaná Organizace informuje příslušné orgány přístavního státu, musí dotčená vláda přístavního státu poskytnout tomuto úředníkovi, inspektorovi nebo Organizaci veškerou nezbytnou pomoc, aby mohli plnit své povinnosti plynoucí z tohoto pravidla a

.4 V každém případě musí příslušný správní orgán plně zaručit úplnost a účinnost inspekce a zajistit veškeré nezbytné náležitosti ke splnění této povinnosti.

4 Vybavení musí být udržováno tak, aby splňovalo ustanovení této přílohy a na vybavení, systémech, armaturách, zařízení nebo materiálu podléhajícímu inspekci se nesmí bez výslovného souhlasu správního orgánu provádět žádné změny. Přímá výměna tohoto vybavení a armatur za vybavení a armatury splňující ustanovení této přílohy je povolena.

5 Kdykoliv na lodi dojde k nehodě nebo je zjištěna závada, která podstatně ovlivňuje účinnost nebo úplnost lodního zařízení na něž se vztahuje tato příloha, velitel nebo vlastník lodi při nejbližší příležitosti uvědomí správní orgán, uznanou Organizaci nebo jmenovaného inspektora odpovědného za vystavení příslušného osvědčení.

Pravidlo 6

Vystavení nebo potvrzení osvědčení

1 Mezinárodní osvědčení o zamezení znečištění ovzduší musí být vydáno po počáteční nebo obnovovací inspekci v souladu s ustanoveními pravidla 5 této přílohy, a to pro:

.1 jakoukoli loď o hrubé prostornosti 400 tun a více, která se provozuje při plavbách do přístavů nebo příbřežních terminálů pod pravomocí jiných účastnických stran a

.2 plošiny a vrtné soupravy provozované při plavbách na vodách pod svrchovaností nebo pravomocí jiných smluvních stran.

2 Pro loď postavenou před datem počátku platnosti Přílohy VI v platnost pro správní organ této lodi musí být vydáno Mezinárodní osvědčení o zamezení znečištění ovzduší v souladu s odstavcem 1 tohoto pravidla, a to nejpozději při prvním naplánovaném uložení v suchém doku po datu počátku platnosti. V žádném případě však ne později než tři roky po tomto datu.

3 Toto osvědčení musí být vystaveno nebo potvrzeno buď správním orgánem nebo jakýmikoliv řádně pověřenými osobami či organizacemi. Ve všech případech správní orgán za osvědčení přejímá plnou zodpovědnost.

Pravidlo 7

Vystavení osvědčení jinou smluvní stranou

1 Smluvní strana může nechat na žádost správního orgánu provést inspekci lodi a, je-li přesvědčena, že jsou ustanovení této přílohy splněna, pro danou loď vystavit nebo povolit vystavení Mezinárodního osvědčení o zamezení znečištění ovzduší a, je-li to vhodné, potvrdí nebo povolí potvrzení uvedeného osvědčení na lodi, a to v souladu s touto přílohou.

2 Kopie tohoto osvědčení a kopie zprávy o inspekci musí být co nejdříve předány zadávajícímu správnímu orgánu.

3 Takto vystavené osvědčení musí obsahovat prohlášení o tom, že bylo vystaveno na žádost správního orgánu musí mít stejnou účinnost a být uznáno stejně jako osvědčení vystavené na základě

pravidla 6 této přílohy.

4 Pro loď, která je oprávněna plout pod vlajkou státu, který není smluvní stranou nesmí být vystaveno žádné Mezinárodní osvědčení o zamezení znečištění ovzduší.

Pravidlo 8

Forma osvědčení

Mezinárodní osvědčení o zamezení znečištění ovzduší musí být vypracováno ve formě odpovídající vzoru uvedenému v Dodatku I k této příloze a musí být alespoň v angličtině, francouzštině nebo španělštině. Pokud je také použit úřední jazyk vystavujícího státu, bude mít tento v případě sporu nebo nesrovnalosti přednost.

Pravidlo 9

Trvání a platnost osvědčení

1 Mezinárodní osvědčení o zamezení znečištění ovzduší se vystavuje na dobu stanovenou správním orgánem a které nesmí přesáhnout dobu pět let.

2 Bez ohledu na požadavky odstavce 1 tohoto pravidla:

.1 když je obnovovací inspekce dokončena do tří měsíců před uplynutím doby platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data skončení platnosti stávajícího osvědčení;

.2 když je obnovovací inspekce dokončena po datu uplynutí platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data skončení platnosti stávajícího osvědčení a

.3 když je obnovovací inspekce dokončena více než tři měsíce před uplynutím doby platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data dokončení obnovovací inspekce.

3 Pokud je osvědčení vystaveno na dobu kratší než pět let, správní orgán může prodloužit platnost osvědčení do termínu po uplynutí doby platnosti na maximální dobu uvedenou v odstavci 1 tohoto pravidla, a to za předpokladu, že se řádně provádí inspekce uvedené v pravidlech 5.1.3 a 5.1.4 této přílohy platné, když se osvědčení vystavuje na dobu pěti let.

4 Pokud byla obnovovací inspekce dokončena a nové osvědčení nelze vystavit ani umístit na palubě lodi před skončením platnosti stávajícího osvědčení, může osoba nebo Organizace oprávněná správním orgánem potvrdit stávající osvědčení, které pak musí být přijato jako platné na další období, které nesmí přesáhnout délku pět měsíců od uplynutí data platnosti.

5 Pokud loď v době, kdy vyprší platnost osvědčení není v přístavu, v němž má podstoupit inspekci, může správní orgán dobu platnosti osvědčení prodloužit, ale toto prodloužení se uděluje pouze za účelem umožnění loď dokončit její plavbu do přístavu, v němž má podstoupit inspekci, a pak pouze v případech, kdy se tak zdá správné a přijatelné. Žádné osvědčení se nesmí prodloužit na dobu delší než tři měsíce a loď, pro kterou se prodloužení uděluje nebude oprávněna, při svém příjezdu do přístavu, v němž má podstoupit inspekci, na základě tohoto prodloužení opustit přístav bez nutnosti získat nové osvědčení. Po dokončení obnovovací inspekce bude nové osvědčení platné k datu nepřesahujícímu pět let od data skončení platnosti stávajícího osvědčení před udělením prodloužení.

6 Osvědčení vystavené pro loď, která se provozuje na krátkých plavbách, a které nebylo prodlouženo podle výše uvedených ustanovení tohoto pravidla může být prodlouženo správním

orgánem na dobu odkladu v délce až jednoho měsíce od uplynutí na něm vyznačené doby platnosti. Po dokončení obnovovací inspekce bude nové osvědčení platné k datu nepřesahujícímu pět let od data skončení platnosti stávajícího osvědčení před udělením prodloužení.

7 Za zvláštních okolností, jak je stanoveno správním orgánem, nemusí být nové osvědčení datováno od data skončení platnosti stávajícího osvědčení tak, jak požadují odstavce 2.1, 5 nebo 6 tohoto pravidla. Za těchto zvláštních okolností bude nové osvědčení platné k datu nepřesahujícímu pět let od data dokončení obnovovací inspekce.

8 Pokud je výroční či průběžná inspekce dokončena před uplynutím lhůty stanovené v pravidle 5 této přílohy, pak:

.1 výroční datum uvedené na osvědčení se potvrzením mění na datum, které nesmí být později než tři měsíce po datu, kdy byla inspekce dokončena;

.2 následné výroční nebo průběžné inspekce požadované v pravidle 5 této přílohy musí být dokončeny v intervalech předepsaných tímto pravidlem pomocí nového výročního data a

.3 datum vypršení platnosti může zůstat beze změny za předpokladu, že je jedna nebo více výročních nebo průběžných inspekcí, podle potřeby, provedena tak, aby nebyly překročeny maximální intervaly mezi inspekcemi stanovenými pravidlem 5 této přílohy.

9 Osvědčení vystavené na základě pravidla 6 nebo 7 této přílohy pozbude platnosti v některém z následujících případů:

.1 pokud nejsou příslušné inspekce dokončeny ve lhůtách stanovených podle pravidla 5.1 této přílohy;

.2 pokud není osvědčení potvrzeno v souladu s pravidlem 5.1.3 nebo 5.1.4 této přílohy nebo

.3 při převodu lodě pod vlajku jiného státu. Nové osvědčení se vystavuje pouze, když je vláda vystavující nové osvědčení plně přesvědčena, že loď je v souladu s požadavky pravidla 5.4 této přílohy. V případě převodu mezi smluvními stranami, pokud je zažádáno do tří měsíců po uskutečněném převodu, musí vláda smluvní strany, pod jejíž vlajkou byla loď již dříve oprávněna plout, a to co nejdříve, předat správnímu orgánu kopie osvědčení nesené lodí před převodem a, jsou-li k dispozici, kopie příslušných zpráv o inspekcích.

Pravidlo 10

Kontroly přístavním státem na základě operativních požadavků[*]

1 Loď nacházející se v přístavu nebo příbřežním terminálu pod pravomocí jiné smluvní strany, podléhá kontrolám prováděným úředníky řádně oprávněnými danou smluvní stranou, které se týkají operativních požadavků podle této přílohy tam, kde je důvodné podezření, že kapitán nebo posádka nejsou obeznámeni se zásadními palubními postupy týkajícími se zamezování znečištění ovzduší z lodí.

2 Za okolností uvedených v odstavci 1 tohoto pravidla, musí smluvní strana přijmout taková opatření, která zajistí, že: loď nesmí plout, dokud se situace nedostane do souladu s požadavky této přílohy.

3 Na toho pravidlo se budou vztahovat postupy týkající se kontrol ze strany přístavního státu předepsané v článku 5 této úmluvy.

4 Nic v tomto pravidle se nesmí považovat za omezení práv a povinností smluvní strany provádějící kontrolu nad operativními požadavky výslovně stanovenými v této úmluvě.

[*] Viz Postupy kontrol přístavním státem přijaté usnesením Organizace A.787(19) ve znění usnesení A.882(21); viz prodávanou publikaci IMO IA650E. Viz také upravené Pokyny kontrol přístavním státem na základě upravené Přílohy VI k MARPOL (usnesení MEPC.181(59)).

Pravidlo 11

Zjišťování porušení a vymáhání

1 Smluvní strany této úmluvy musí při zjišťování porušení a vymáhání ustanovení této přílohy spolupracovat, a to za použití všech přiměřených a proveditelných opatření ke zjišťování a sledování životního prostředí, přiměřených postupů ohlašování a shromažďování důkazů.

2 Loď, na kterou se tato příloha vztahuje, může v jakémkoliv přístavu či příbřežním terminálu jedné smluvní strany podléhat prohlídce ze strany úředníků zmocněných danou smluvní stranou za účelem ověření toho, zdali tato loď vypustila nějaké látky spadající do účinnosti této přílohy v rozporu s ustanoveními této přílohy. Pokud prohlídka naznačí, že k porušení této došlo, správnímu orgánu musí být zaslána zpráva, aby mohl přijmout vhodné opatření.

3 Každá smluvní strana musí poskytnout správnímu orgánu důkazy, pokud existují, že daná loď vypustila látky spadající do účinnosti této přílohy v rozporu s ustanoveními této přílohy. Je-li to proveditelné, musí příslušný správní orgán dříve jmenované smluvní strany o domnělém porušení informovat kapitána dané lodi.

4 Po přijetí těchto důkazů musí tímto informovaný správní orgán záležitost vyšetřit; může také vyzvat jinou smluvní stranu, aby přeložila další nebo lepší důkazy domnělého porušení. Je-li správní orgán přesvědčen, že má k dispozici dostatek důkazů k zahájení řízení týkajícího se tohoto domnělého porušení, zahájí toto řízení, jakmile to bude možné, a to v souladu se svou legislativou. Správní orgán neprodleně informovat smluvní stranu, která tyto informace či důkazy poskytla, a Organizaci o podniknutých opatřeních.

5 Smluvní strana může také provést prohlídku lodě, na kterou se tato příloha vztahuje, při jejím vstupu do přístavu nebo příbřežního terminálu pod její pravomocí, pokud obdrží žádost o vyšetření od jiné smluvní strany i s dostatečnými důkazy, že daná loď na libovolném místě vypustila látky spadající do účinnosti této přílohy v rozporu s touto přílohou. Zpráva o vyšetřování musí být zaslána smluvní straně, která o vyšetřování zažádala a také správnímu orgánu, aby mohla být přijata příslušná opatření na základě této úmluvy.

6 Mezinárodní právo týkající se předcházení, snižování a regulace znečišťování mořského prostředí z lodí, včetně zákonů týkajících se výkonu a zabezpečení, které jsou platné v době použití nebo výkladu této přílohy, se používají mutatis mutandis společně na pravidla a normy uvedené v této příloze.

Kapitola 3 – Požadavky na regulaci emisí z lodí

Pravidlo 12

Látky poškozující ozónovou vrstvu

1 Toto pravidlo se nevztahuje na trvale zaplombovaná zařízení v místech, kde nejsou žádná připojení pro doplňování chladicího mechanismu nebo potenciálně odnímatelných součástí, které obsahují látky poškozující ozónovou vrstvu.

2 Na základě ustanovení pravidla 3.1 jsou jakékoli úmyslné emise látek poškozujících ozónovou vrstvu zakázány. Záměrné vypouštění (emise) zahrnuje emise vznikající v průběhu udržování, servisu, oprav nebo likvidace systémů nebo zařízení, s výjimkou případů, kdy tyto úmyslné emise nezahrnují minimální úniky spojené se zachytáváním nebo recyklací látek poškozujících ozónovou vrstvu. Emise pocházející z úniků látek poškozujících ozónovou vrstvu, ať se již jedná či nejedná o úniky úmyslné, mohou být regulovány smluvními stranami.

3.1 Instalace, které obsahují látky poškozující ozónovou vrstvu, jiné než hydro-chlor-fluoro-uhlovodíky, jsou zakázány:

.1 na lodích postavených 19. května 2005 či později nebo

.2 v případě lodí postavených před 19. květnem 2005, u nichž existuje smluvní termín dodání zařízení na loď dne 19. května 2005 či později, nebo v případě neexistence smluvního termínu dodání, bude skutečný termín dodávky zařízení na loď stanoven na den 19. května 2005 či později.

3.2 Instalace, které obsahují hydro-chlor-fluoro-uhlovodíky, jsou zakázány:

.1 na lodích postavených 1. ledna 2020 či později nebo

.2 v případě lodí postavených před 1. lednem 2020, u nichž existuje smluvní termín dodání zařízení na loď dne 1. ledna 2020 či později, nebo v případě neexistence smluvního termínu dodání, bude skutečný termín dodávky zařízení na loď stanoven na den 1. leden 2020 či později.

4 Látky uvedené v tomto pravidle a zařízení obsahující tyto látky musejí být po odebrání z lodí předány do vhodných zařízení pro odevzdávání látek z lodí.

5 U každé lodi, která podléhá pravidlu 6.1, musí být k dispozici seznam zařízení obsahujících látky poškozující ozónovou vrstvu.*

6 U každé lodi, která podléhá předpisu 6.1 a která je vybavena dobíjecí systémy obsahujícím látky poškozující ozónovou vrstvu, musí být k dispozici kniha záznamů o manipulaci s látkami poškozujícími ozónovou vrstvu. Tato kniha záznamů může být součástí stávajícího deníku nebo elektronického záznamového systému, v závislosti na schválení ze strany správního orgánu.

7 Záznamy do knihy záznamů o manipulaci s látkami poškozujícími ozónovou vrstvu se zapisují v jednotkách hmotnosti (kg) látky a musejí být provedeny bez prodlení a v každém jednotlivém případě, s ohledem na následující body:

.1 doplňování, úplné nebo částečné, zařízení s obsahem látek poškozujících ozónovou vrstvu;

.2 oprava nebo údržba zařízení obsahujících látky poškozující ozónovou vrstvu;

.3 vypouštění látek poškozujících ozónovou vrstvu do atmosféry:

.3.1 záměrné a

.3.2 nezáměrné;

.4 vypouštění látek poškozujících ozónovou vrstvu do pozemních zařízení pro odevzdávání látek z lodí a

.5 dodávka látek poškozujících ozónovou vrstvu na loď.

Pravidlo 13

Oxidy dusíku (NO_x)

Použití

1.1 Toto pravidlo se vztahuje na:

.1 každý námořní vznětový motor s výkonem vyšším než 130 kW, který je nainstalován na lodi a

.2 každý námořní vznětový motor s výkonem vyšším než 130 kW, který byl předmětem velké přestavby provedené dne 1. ledna 2000 či později, s výjimkou takových případů, kdy bylo ke spokojenosti správního orgánu prokázáno, že tento motor je identickou náhradou za původní motor a že jakkoli jinak nepodléhá odstavci 1.1.1 tohoto pravidla.

1.2 Toto pravidlo se nevztahuje na:

* Viz Dodatek I, Dodatek k Mezinárodnímu osvědčení o zamezení znečištění ovzduší (osvědčení IAPP), část 2.1.

.1 námořní vznětový motor určený k použití výhradně pro případ nouze nebo výhradně pro napájení libovolného zařízení nebo vybavení určeného k použití pouze pro případ nouze, a to na lodi, na které je nainstalován. Případně se může jednat také o námořní vznětový motor nainstalovaný v záchranných člunech určených k použití ve stavu nouze a

.2 námořní vznětový motor nainstalovaný na lodi, která je provozována pouze ve vodách podléhajících svrchovanosti nebo pravomoci smluvního státu, pod jehož vlajkou je loď oprávněna plout, a to za předpokladu, že takový motor je předmětem alternativního opatření k regulaci NOx zavedeného správním orgánem.

1.3 Bez ohledu na ustanovení odstavce 1.1 tohoto pravidla může správní orgán poskytnout výjimku z uplatňování tohoto pravidla pro veškeré námořní vznětové motory, které jsou nainstalovány na postavené lodi nebo pro veškeré námořní vznětové motory, které podstupují velkou přestavbu před datem 19. května 2005, a to za předpokladu, že loď, na které je motor nainstalován, je provozována pouze na plavbách do přístavů nebo příbřežních terminálů v rámci smluvního státu, pod jehož vlajkou je loď oprávněna plout.

Velká přestavba

2.1 Pro účely tohoto pravidla znamená termín *velká přestavba* přestavbu provedenou 1. ledna 2000 či později, tedy přestavbu vznětového motoru, který dosud nebyl certifikován podle norem stanovených v odstavci 3, 4 nebo 5.1.1 tohoto pravidla, přičemž platí, že:

.1 motor je nahrazen námořním vznětovým motorem nebo je instalován přídavný námořní vznětový motor nebo

.2 na motoru je provedena jakákoli velká přestavba, jež je předmětem definice v upraveném Technickém předpisu NOx z roku 2008 nebo

.3 maximální trvalá charakteristika motoru se zvýší o více než 10 % ve srovnání s maximální trvalou charakteristikou v rámci původní certifikace motoru.

2.2 Pokud jde o velkou přestavbu zahrnující výměnu námořního vznětového motoru za neidentický námořní vznětový motor nebo instalací dodatečného námořního vznětového motoru, budou platit aktuální normy uvedené v tomto pravidle, jež jsou platné v době výměny nebo přidání motoru. Dne 1. ledna 2016 či později v případě pouhé výměny motorů, když není možné, aby takový náhradní motor splňoval normy uvedené v odstavci 5.1.1 tohoto pravidla (Úroveň III), pak tento náhradní motor musí splňovat normy uvedené v odstavci 4 tohoto pravidla (Úroveň II). Pokyny připraví Organizace, a to za účelem stanovení kritérií pro případy, ve kterých není možné, aby náhradní motor splňoval normy uvedené v odstavci 5.1.1 tohoto pravidla.

2.3 Námořní vznětový motor uvedený v bodě 2.1.2 nebo 2.1.3 tohoto pravidla musí splňovat následující normy:

.1 u lodí postavených před 1. lednem 2000 budou používány normy stanovené v odstavci 3 tohoto pravidla a

.2 u lodí postavených 1. ledna 2000 či později budou používány normy platné v době, kdy byla loď postavena.

Úroveň I

3 Na základě pravidla 3 této přílohy je zakázán provoz námořních vznětových motorů, které jsou nainstalovány na lodích postavených 1. ledna 2000 či později a před 1. lednem 2011 nebo v tomto datu. Výjimku tvoří případy, kdy se emise oxidů dusíku z motorů (vypočteno jako celková vážená emise NO_2) pohybuje v rozmezí následujících limitů, přičemž n = jmenovité otáčky motoru (otáčky klikového hřídele za minutu):

.1 17,0 g/kWh, kdy n je menší než 130 ot./min.;

.2 $45 \cdot n^{(-0,2)}$ g/kWh, kdy n je 130 nebo více, ale přitom méně než 2000 ot./min.;

.3 9,8 g/kWh, když *n* je 2000 ot./min. nebo více.

Úroveň II

4 Na základě pravidla 3 této přílohy je zakázán provoz námořních vznětových motorů, které jsou nainstalovány na lodích postavených 1. ledna 2000. Výjimku tvoří případy, kdy se emise oxidů dusíku z motorů (vypočteno jako celková vážená emise NO_2) pohybuje v rozmezí následujících limitů, přičemž *n* = jmenovité otáčky motoru (otáčky klikového hřídele za minutu):

.1 14,4 g/kWh, kdy *n* je menší než 130 ot./min.;

.2 $44 \cdot n^{(-0,23)}$ g/kWh, kdy hodnota *n* je 130 a vyšší, a přitom nižší než 2000 ot./min.;

.3 7,7 g/kWh, když *n* je 2000 ot./min. nebo více.

Úroveň III

5.1 Na základě pravidla 3 této přílohy je provoz námořního vznětového motoru, který je nainstalován na lodi postavené dne 1. ledna 2016 či později:

.1 zakázán s výjimkou případů, kdy se emise oxidů dusíku z motorů (počítáno jako celkový objem vážených emisí NO_2) pohybují v následujících mezích, přičemž *n* = jmenovité otáčky motoru (otáčky klikového hřídele za minutu):

.1.1 3.4 g/kWh, kdy *n* je menší než 130 ot./min.;

.1.2 $9 \cdot n^{(-0,2)}$ g/kWh, kdy hodnota *n* je vyšší než 130 a nižší než 2000 ot./min. a

.1.3 2.0 g/kWh, když *n* je 2000 ot./min. nebo více;

.2 podléhá normám uvedeným v odstavci 5.1.1 tohoto pravidla, přičemž je loď provozována v oblasti s regulací emisí určené podle odstavce 6 tohoto pravidla a

.3 podléhá normám uvedeným v odstavci 4 tohoto pravidla, přičemž je loď provozována mimo oblast s regulací emisí určenou podle odstavce 6 tohoto pravidla.

5.2 Na základě hodnocení uvedeného v odstavci 10 tohoto pravidla se normy stanovené v odstavci 5.1.1 tohoto pravidla nevztahují na:

.1 námořní vznětové motory nainstalované na lodích s délkou (l) tak, jak je definováno v pravidle 1.19 Přílohy I této úmluvy, menší než 24 m, přičemž tyto loď byly speciálně navrženy a používají se pouze pro rekreační účely nebo

.2 námořní vznětové motory nainstalované na lodích s vznětovým motorem s uvedeným kombinovaným hnacím výkonem nižším než 750 kW, pokud je prokázáno ke spokojenosti správního orgánu, že loď nemůže splňovat normy uvedené v odstavci 5.1.1 tohoto pravidla z důvodu konstrukčních nebo stavebních omezení lodí.

Oblast regulace emisí

6 Pro účely tohoto pravidla budou oblasti s regulací emisí tyto následující oblasti:

.1 Oblast Severní Ameriky, což znamená oblast popsanou souřadnicemi uvedenými v Dodatku VII této přílohy a

.2 jakákoli další mořská oblast, včetně oblastí přístavů, kterou Organizace určí v souladu s kritérii a postupy stanovenými v dodatku III k této příloze.

Námořní vznětové motory nainstalované na lodích postavených před 1. lednem 2000

7.1 Bez ohledu na odstavec 1.1.1 tohoto pravidla musejí námořní vznětové motory s výkonem vyšším než 5000 kW a s obsahem jednoho válce 90 l nebo více nainstalované na lodích postavených 1. ledna 1990 či později, ale zároveň před 1. lednem 2000 splňovat emisní limity stanovené v odstavci 7.4 tohoto pravidla, a to za předpokladu, že schválené metodě pro tento motor bylo uděleno osvědčení ze strany správního orgánu smluvní strany a že správní orgán vydávající osvědčení podal Organizaci

o tomto osvědčení příslušné oznámení. Dodržování tohoto odstavce musí být prokázáno prostřednictvím některého z následujících způsobů:

.1 instalace certifikované schválené metody, v souladu s potvrzením prostřednictvím inspekce pomocí ověřovacího postupu stanoveného v souboru se schválenou metodou, včetně příslušného zápisu do Mezinárodního osvědčení o zamezení znečištění ovzduší, který se týká přítomnosti schválené metody nebo

.2 certifikace motoru, která potvrzuje, že motor pracuje v mezích stanovených v odstavcích 3, 4 nebo 5.1.1 tohoto pravidla, a odpovídající oznámení o certifikaci motoru v lodním Mezinárodním osvědčení o zamezení znečištění ovzduší.

7.2 Odstavec 7.1 tohoto pravidla bude použit nejpozději při první obnovovací inspekci, která proběhne ve lhůtě 12 a více měsíců po uložení oznámení uvedeného v odstavci 7.1. Pokud může majitel lodi, na níž má být instalována schválená metoda, prokázat ke spokojenosti správního orgánu, že schválená metoda nebyla komerčně dostupná, navzdory nejlepší snaze ji získat, potom musí být tato schválená metoda nainstalována na lodi nejpozději při příští výroční inspekci dané lodě, která připadne na dobu, kdy bude příslušná schvalovací metoda komerčně dostupná.

7.3 S ohledem na námořní vznětové motory s výkonem vyšším než 5000 kW a s obsahem jednoho válce 90 l nebo více nainstalované na lodích postavených 1. ledna 1990 či později, ale zároveň před datem 1. ledna 2000, musí Mezinárodním osvědčení o zamezení znečištění ovzduší, u námořních vznětových motorů, na které se vztahuje odstavec 7.1 tohoto pravidla, uvádět, že byla použita schválená metoda v souladu s odstavcem 7.1.1 tohoto pravidla nebo že motor nese osvědčení podle odstavce 7.1.2 tohoto pravidla nebo že schválená metoda dosud neexistuje nebo že tato metoda není dosud komerčně dostupná tak, jak je popsáno v odstavci 7.2 tohoto pravidla.

7.4 Na základě pravidla 3 této přílohy je provoz námořního vznětového motoru, který je popsán v odstavci 7.1 tohoto pravidla, zakázán, a to s výjimkou případů, kdy se emise oxidů dusíku z motoru (vypočítáno jako celkový objem vážených emisí NO_2) pohybují v následujících mezích, přičemž n = jmenovité otáčky motoru (otáčky klikového hřídele za minutu):

.1 17,0 g/kWh, kdy n je menší než 130 ot./min.;

.2 $45 \cdot n^{(-0,2)}$ g/kWh, kdy hodnota n je 130 a vyšší a zároveň nižší než 2000 ot./min.; a

.3 9,8 g/kWh, když n je 2000 ot./min. nebo více.

7.5 Certifikace schválené metody musí být v souladu s kapitolou 7 upraveného Technického předpisu NO_x z roku 2008. Certifikace musí obsahovat příslušné ověření:

.1 od projektanta základu námořního vznětového motoru, u něhož se používá příslušná schválená metoda, která říká, že vypočtený účinek schválené metody nesníží výkon motoru o více než 1,0 %, nezvýší spotřebu paliva o více než 2,0 % v rámci měření podle příslušného zkušebního cyklu uvedeného v upraveném Technickém předpisu NO_x z roku 2008 nebo nebude znamenat nepříznivé ovlivnění životnosti nebo spolehlivosti motoru a

.2 že náklady na schválenou metodu nebudou příliš vysoké, což je určeno srovnáním množství NO_x sníženého pomocí schválené metody s cílem dosáhnout normy uvedené v odstavci 7.4 tohoto pravidla a nákladů na pořízení a instalaci této schválené metody.[*]

Vydávání osvědčení

8 Upravený Technický předpis NO_x z roku 2008 nelze použít při vydávání osvědčení, zkoušení a měření v rámci norem stanovených v tomto pravidle.

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[*] Náklady na schválenou metodu nesmějí překročit 375 zvláštních práv čerpání/metrickou tunu NO_x, podle výpočtu v souladu s níže uvedeným vzorcem nákladové efektivnosti (Ce):

$$Ce = \frac{\text{Náklady na schválenou metodu} \cdot 106}{\text{Výkon (kW)} \cdot 0{,}768 \cdot 6.000\text{ (hodin/rok)} \cdot 5\text{ (let)} - \Delta NOx\text{ (g/kWh)}}$$

Viz MEPC.1/Circ.678 – Definice pro vzorec nákladové efektivity v pravidle 13.7.5 Přílohy VI k MARPOL.

9 Postupy pro stanovení emisí NO_x uvedené v upraveném Technickém předpisu NO_x z roku 2008 jsou reprezentativním vzorkem pro běžný provoz motoru. Ochranný vypínač a strategie nestandardní regulace emisí tento záměr podkopávají a proto nesmějí být povoleny. Toto pravidlo nesmí bránit v používání pomocných ovládacích zařízení, která se používají k ochraně motoru anebo jeho pomocných zařízení před provozními podmínkami, které by mohly vést k poškození nebo selhání nebo která jsou používána k usnadnění spuštění motoru.

Přehodnocení

10 Počínaje rokem 2012 a konče nejpozději do roku 2013 musí Organizace přezkoumat stav technologického vývoje a zavést normy uvedené v odstavci 5.1.1 tohoto pravidla. V případě potřeby tato Organizace rovněž provede úpravu časového harmonogramu (datum účinnosti) uvedeného v tomto odstavci.

Pravidlo 14

Oxidy síry (SO_x) a prachové částice

Všeobecné požadavky

1 Obsah síry v jakékoli pohonné ropné látce používané na lodích nesmí překročit následující limity:

.1 4,50 % m/m před datem 1. ledna 2012;

.2 3,50 % m/m 1. ledna 2012 či později a

.3 0,50 % m/m 1. ledna 2020 a později.

2 Celosvětový průměr obsahu síry ve zbytkové ropné látce dodávané pro použití na lodích musí být monitorován, a to s přihlédnutím k pokynům vypracovaným Organizací.*

Požadavky v oblastech s regulací emisí

3 Pro účely tohoto pravidla budou oblasti s regulací emisí tyto následující oblasti:

.1 oblast Baltského moře podle definice v pravidle 1.11.2 Přílohy I a oblast Severního moře podle definice v pravidle 1.14.6 Přílohy V;

.2 oblast Severní Ameriky, což znamená oblast popsanou souřadnicemi uvedenými v Dodatku VII této přílohy a

.3 jakákoli další mořská oblast, včetně oblastí přístavů, kterou Organizace určí v souladu s kritérii a postupy stanovenými v Dodatku III k této příloze.

4 Pokud jsou lodě provozovány v oblasti s regulací emisí, nesmí obsah síry v pohonné ropné látce používané na palubách lodí přesahovat následující limity:

.1 1,50 % m/m před 1. lednem 2010;

.2 1,00 m/m 1. července 2010 či později a

.3 0,10 % m/m 1. ledna 2015 a později.

5 Obsah síry pohonné ropné látky uvedené v odstavci 1 a v odstavci 4 tohoto pravidla musí být dodavatelem dokumentován, a to podle požadavků pravidla 18 této přílohy.

6 Lodě, které používají samostatné pohonné ropné látky v rámci dodržování odstavce 4 tohoto pravidla a které připlouvají do oblastí s regulací emisí uvedených v odstavci 3 tohoto pravidla (nebo tyto oblasti opouštějí), musejí mít k dispozici písemný postup výměny pohonné ropné látky. Přitom musí být dostatek času věnován tomu, aby byl servisní systém pohonné ropné látky plně vyprázdněn.

* Viz usnesení MEPC.192(61) z roku 2010 – Pokyny pro monitorování celosvětového průměrného obsahu síry zbytkových pohonných ropných látek dodávaných pro použití na lodích.

Musí být odčerpána všechna pohonná ropná látka, která přesahuje příslušný obsah síry uvedený v odstavci 4 tohoto pravidla, a to ještě před připlutím do oblasti s regulovanými emisemi. Objem pohonné ropné látky s nízkým obsahem síry v každé nádrži, stejně jako datum, čas a pozice lodi v době, kdy je výměna pohonné ropné látky dokončena před připlutím lodi do oblasti s regulací emisí, anebo zahájena po vyplutí z této oblasti, musejí být zaznamenány v lodním deníku tak, jak je předepsáno správním orgánem.

7 Během prvních 12 měsíců bezprostředně po zahájení platnosti dodatku označujícího specifické oblasti s regulací emisí podle odstavce 3 tohoto pravidla jsou lodě působící v těchto oblastech s regulací emisí osvobozeny od požadavků uvedených v odstavcích 4 a 6 tohoto pravidla a od požadavků odstavce 5 tohoto pravidla, pokud jsou předmětem ustanovení odstavce 4 tohoto pravidla.

Ustanovení o přehodnocení

8 Přehodnocení normy uvedené v odstavci 1.3 tohoto pravidla musí být provedeno do roku 2018, aby mohla být určena dostupnost pohonné ropné látky s cílem dosažení souladu s normou pro pohonné ropné látky uvedenou v tomto odstavci. Přitom je třeba brát v úvahu následující prvky:

.1 celosvětová nabídka a poptávka po pohonné ropné látce musí být v souladu s odstavcem 1.3 tohoto pravidla, které je platné v době, kdy přehodnocení probíhá;

.2 analýza trendů na trzích s pohonnými ropnými látkami a

.3 jakékoli další relevantní otázky.

9 Organizace musí vytvořit skupinu odborníků složenou ze zástupců s vhodnou kvalifikací na trhu s pohonnými ropnými látkami a s příslušnou kvalifikací v oborech námořní dopravy, životního prostředí, vědy a právního poradenství. Tento tým musí provést přehodnocení podle odstavce 8 tohoto pravidla. Tato skupina odborníků vypracuje příslušné informace o rozhodnutích, která mají být přijata smluvními stranami.

10 Smluvní strany se na základě informací vypracovaných skupinou odborníků mohou rozhodnout, zda je možné, aby lodě dodržely datum stanovené v bodě 1.3 tohoto pravidla. Pokud bude přijato rozhodnutí o tom, že to možné není, pak norma v tomto odstavci nabývá účinnosti dnem 1. ledna 2025.

Pravidlo 15

Těkavé organické látky (VOC)

1 Pokud mají být emise VOC z tankeru regulovány v přístavu nebo přístavech (případně v terminálu nebo terminálech) pod pravomocí smluvní strany, musejí být tyto emise regulovány v souladu s ustanoveními tohoto pravidla.

2 Smluvní strana, která tuto regulaci tankerů v rámci emisí VOC provádí, musí v tomto smyslu informovat Organizaci. Toto oznámení musí obsahovat informace o velikosti tankerů určených ke kontrole, nákladech vyžadujících systém omezení emisí výparů a datech účinnosti pro tyto kontroly. Toto oznámení musí být předloženo nejméně šest měsíců před datem účinnosti.

3 Smluvní strana, která určuje přístavy nebo terminály, ve kterých bude probíhat regulace emisí těkavých organických sloučenin z tankerů, musí zajistit, že systémy pro omezování těchto emisí, jež jsou touto stranou schváleny s přihlédnutím k bezpečnostním normám pro takové systémy vyvinuté v Organizací, budou k dispozici ve všech určených přístavech a terminálech a že budou provozovány bezpečným způsobem a tak, aby nedocházelo k nepřiměřenému zpoždění lodí.

4 Organizace rozešle seznam přístavů a terminálů určených smluvními stranami, a to na adresy dalších smluvních stran a členských států Organizace.

5 Tanker, který je předmětem ustanovení odstavce 1 tohoto pravidla, musí být vybaven systémem

sběru emisí výparů. Tento systém musí být schválen správním orgánem s přihlédnutím k bezpečnostním normám pro tyto systémy vypracovaným Organizací.[*] Tento systém musí být používán při nakládání příslušných nákladů. Přístav nebo terminál, ve kterém byl instalován systém pro omezování emisí výparů v souladu s tímto pravidlem, může přijímat takové tankery, které nejsou vybaveny systémem sběru výparů, a to po dobu tří let po nabytí účinnosti uvedeném v odstavci 2 tohoto pravidla.

6 Tanker přepravující surovou ropu musí mít na palubě k dispozici Plán řízení VOC schválený správním orgánem.[†] Tento plán musí být připraven s ohledem na pokyny vypracované Organizací. Plán musí být specifický pro každou loď a musí alespoň:

.1 poskytovat písemné postupy pro minimalizaci emisí VOC během nakládky, plavby po moři a vypouštění nákladu;

.2 umožnit zvážení dodatečných emisí VOC generovaných při vymývání surové ropy;

.3 identifikovat osobu odpovědnou za provádění plánu a

.4 u lodí na mezinárodních plavbách musí být tento dokument napsán v pracovním jazyce kapitána lodi a důstojníků. Pokud není pracovním jazykem kapitána lodi a důstojníků angličtina, francouzština nebo španělština, musí být k dispozici překlad do jednoho z těchto jazyků.

7 Toto pravidlo se vztahuje rovněž na přepravu plynu, a to pouze tehdy, pokud typy systémů nakládky a uchovávání umožňují bezpečné uchovávání jiných než metanových látek VOC na palubě nebo jejich bezpečné vrácení na břeh.[‡]

VIZ VÝKLAD 1

Pravidlo 16

Spalování na palubě lodi

1 Vyjma případů uvedených v odstavci 4 tohoto pravidla je spalování na palubě lodi povoleno pouze v lodní spalovně.

2 Spalování následujících látek je na palubě lodi zakázáno:

.1 zbytky nákladu, které jsou předmětem Příloh I, II, III nebo související kontaminované obalové materiály;

.2 polychlorované bifenyly (PCB);

.3 odpady, jež jsou definovány v Příloze V a které obsahují vyšší množství těžkých kovů;

.4 rafinované ropné produkty obsahující halogenové sloučeniny;

.5 kanalizační kaly a ropný kal, které nejsou generovány na palubě lodi a

.6 zbytky ze systému čištění spalin.

3 Spalování polyvinylchloridů (PVC) na palubě je zakázáno, s výjimkou spalování těchto látek v lodních spalovnách, pro které byly vydána Schvalovací osvědčení typu IMO[§].

4 Spalování kanalizačních kalů a ropných kalů, vytvořených během normálního provozu lodi, na palubě se může uskutečnit také v hlavním nebo pomocném zařízení nebo v kotli, ale v těchto

[*] Viz , Normy pro systémy omezení emisí výparů.

[†] Viz usnesení MEPC.185(59), Pokyny pro přípravu Plánu řízení VOC. Viz také MEPC. 1/Circ.680 – Technické informace o systémech a provozu nutných pro vytvoření Plánu řízení VOC a MEPC.1/Circ.719 – Technické informace o systému omezení tlaku výparů pro usnadnění přípravy a aktualizace Plánů řízení VOC.

[‡] Viz usnesení MSC.30(61), Mezinárodní předpis pro stavbu a vybavení lodí pro hromadnou přepravu zkapalněných plynů.

[§] Osvědčení o schválení typu vydaná v souladu s usnesením MEPC.59(33), Upravené pokyny pro realizaci Přílohy V k MARPOL 73/78, ve znění usnesení MEPC.92(45) nebo MEPC.76(40), Standardní specifikace pro lodní spalovny, ve znění usnesení MEPC.93(45).

případech se tento proces nesmí provádět v přístavech, přístavištích a u ústí řek.

5 Žádný bod tohoto pravidla nesmí:

.1 mít vliv na zákaz, nebo jiné požadavky, Úmluvy o zamezení znečištění moří odkládáním odpadů a jiných látek z roku 1972, ve znění pozdějších předpisů, a příslušného Protokolu z roku 1996,

.2 bránit vývoji, instalaci a provozu alternativních zařízení pro tepelné zpracování odpadu na lodi, která splňují požadavky tohoto pravidla.

6.1 S výjimkou případů uvedených v odstavci 6.2 tohoto pravidla musí každá spalovna na lodi, jež byla postavena 1. ledna 2000 či později, nebo spalovna, jež byla nainstalována na palubě lodi 1. ledna 2000 či později, splňovat požadavky uvedené v Dodatku IV k této příloze. Každá spalovna podléhající tomuto odstavci musí být schválena správním orgánem, a to s ohledem na standardní specifikaci pro lodní spalovny vypracovanou v Organizací[*] nebo

6.2 Správní orgán může povolit výjimku z použití odstavce 6.1 tohoto pravidla pro veškeré spalovny nainstalované na palubě lodi před 19. květnem 2005, a to za předpokladu, že loď je provozována pouze ve vodách podléhajících svrchovanosti nebo pravomoci státu vlajky, pod kterou je loď oprávněna plout.

7 Spalovny instalované v souladu s požadavky bodu 6.1 tohoto pravidla musí být vybaveny manuálem výrobce. Tento manuál musí být uchováván v příslušné jednotce. Musí specifikovat způsob provozování spalovny v mezích uvedených v odstavci 2 Dodatku IV této přílohy.

8 Personál odpovědný za provoz spalovny instalované v souladu s požadavky bodu 6.1 tohoto pravidla musí být vyškolen k provádění pokynů uvedených v návodu k obsluze poskytovaném výrobcem přesně tak, jak to vyžaduje odstavec 7 tohoto pravidla.

9 U spaloven nainstalovaných v souladu s požadavky odstavce 6.1 tohoto pravidla musí být výstupní teplota plynu u spalovací komory monitorována po celou dobu provozu jednotky. Pokud se jedná o spalovnu s kontinuálním podáváním, nesmí být odpad podáván do jednotky, pokud je výstupní teplota plynu u spalovací komory nižší než 850 °C. Pokud se jedná o spalovnu s nakládáním po dávkách, musí být přístroj navržen tak, aby výstupní teplota plynu u spalovací komory dosáhla 600 °C během pěti minut po zapnutí a aby se tato teplota poté ustálila na hodnotě ne nižší než 850 °C.

Pravidlo 17

Zařízení pro odevzdávání látek z lodí

1 Každá účastnická strana se zavazuje k tomu, že zajistí taková zařízení, které budou splňovat následující požadavky:

.1 potřeby lodí používajících přístavy určené k opravám za účelem příjmu látek poškozujících ozónovou vrstvu a zařízení obsahujících tyto látky po jejich vyjmutí z lodi;

.2 potřeby lodí, které využívají tyto přístavy, terminály nebo opravárenské přístavy za účelem příjmu zbytků po čištění spalin z příslušného čisticího systému;

bez zbytečného zpoždění lodí a

.3 potřeby zařízení pro rozbíjení lodí určených pro příjem látek poškozujících ozón a zařízení obsahujících tyto látky po vyjmutí z lodi.

2 Pokud se konkrétní přístav nebo terminál smluvní strany, s ohledem na příslušné pokyny, jež mají být vypracovány Organizací[†], nachází na vzdáleném místě od průmyslové infrastruktury potřebné pro manipulaci a zpracování látek uvedených v odstavci 1 tohoto pravidla, a proto nemůže

[*] Viz usnesení MEPC.76(40), ve znění usnesení MEPC.93(45), Standardní specifikace pro lodní spalovny.

[†] Viz usnesení MEPC.199(62)z roku 2011 – Pokyny pro zařízení pro odevzdávání látek z lodí podle Přílohy VI k MARPOL.

tyto látky přijmout, pak musí smluvní strana o těchto přístavech nebo terminálech informovat Organizaci, a to takovým způsobem, aby mohly být tyto informace rozeslány všem smluvním stranám a členským státům Organizace, za účelem informovanosti a provedení příslušných opatření. Každá smluvní strana, která poskytla Organizaci tyto informace, musí tuto Organizaci informovat také o svých přístavech a terminálech, ve kterých jsou k dispozici zařízení pro příjem odpadu a pro jeho manipulaci a zpracování.

3 Každá smluvní strana musí podat Organizaci oznámení, a to za účelem předání informací dotčeným smluvním vládám, tedy oznámení o všech případech, kdy se zařízení poskytované podle tohoto pravidla zdá být nedostupné nebo pravděpodobně nedostatečné.

Pravidlo 18

Dostupnost pohonné ropné látky a její kvalita

Dostupnost pohonné ropné látky

1 Každá smluvní strana musí přijmout veškerá přiměřená opatření na podporu dostupnosti pohonných ropných látek, které splňují podmínky této přílohy. Každá smluvní strana bude rovněž informovat Organizaci o dostupnosti vyhovujících pohonných ropných látek ve svých přístavech a terminálech.

2.1 Pokud smluvní strana shledá, že loď není v souladu s normami pro kompatibilní pohonné ropné látky uvedenými v této příloze, je příslušný správný orgán smluvní strany oprávněn požadovat, aby loď:

.1 předložila záznam o opatřeních přijatých ve snaze dosáhnout shody a

.2 doložila, že se pokusila zakoupit vyhovující pohonnou ropnou látku v souladu se svým plánem plavby a jelikož tato pohonná ropná látka nakonec nebyla na plánovaném místě dostupná, byly učiněny pokusy o nalezení alternativních zdrojů této pohonné ropné látky a i přes snahu o získání vyhovujícího pohonné ropné látky nebyly žádné takové pohonné ropné látky k dispozici.

2.2 Nemělo by být požadováno, aby se loď vychýlila od své zamýšlené plavby nebo nechtěně odložila svou plavby s cílem dosáhnout shody.

2.3 Pokud loď poskytne informace uvedené v odstavci 2.1 tohoto pravidla, musí smluvní strana vzít v úvahu všechny relevantní okolnosti a důkazy, jež byly předloženy, a to za účelem přijetí vhodného opatření, včetně kontrolních opatření.

2.4 Pokud není možné zakoupit vyhovující pohonnou ropnou látku, musí loď informovat svůj správní orgán a také kompetentní orgán příslušného cílového přístavu.

2.5 Smluvní strana musí organizaci poskytnout informaci o tom, kdy loď předložila důkazy o nedostupnosti vyhovující pohonné ropné látky.

Kvalita pohonné ropné látky

3 Pohonná ropná látka určená pro účely spalování, která je dodávána na loď a na lodi používána a k níž se také vztahují ustanovení této přílohy, musí splňovat tyto požadavky:

.1 s výjimkou ustanovení uvedeného v odstavci 3.2 tohoto pravidla:

.1.1 pohonná ropná látka musí být tvořena směsí uhlovodíků získaných z rafinace ropy. To nesmí být překážkou pro začlenění malých množství přísad určených ke zlepšení některých aspektů výkonu;

.1.2 pohonná ropná látka nesmí obsahovat anorganické kyseliny a

.1.3 pohonná ropná látka nesmí obsahovat žádnou přísadu nebo chemický odpad, které:

.1.3.1 ohrožují bezpečnost lodi nebo nepříznivě ovlivňují výkon strojního zařízení

nebo

.1.3.2 jsou škodlivé pro personál nebo

.1.3.3 celkově přispívají k dalšímu znečištění ovzduší.

.2 pohonná ropná látka pro účely spalování získaná jinými metodami než rafinací ropy nesmí:

.2.1 překročit platný obsah síry stanovený v pravidle 14 této přílohy;

.2.2 způsobit, aby motor překročil platné limity emisí NOx stanovené v odstavcích 3, 4, 5.1.1 a 7.4 pravidla 13;

.2.3 obsahovat anorganické kyseliny nebo

.2.4.1 ohrožovat bezpečnost lodi nebo nepříznivě ovlivňovat výkon strojního zařízení nebo

.2.4.2 působit škodlivě na personál nebo

.2.4.3 celkově přispívat k dalšímu znečištění ovzduší.

4 Toto pravidlo se nevztahuje na uhlí v tuhé formě nebo na jaderná paliva. Odstavce 5, 6, 7.1, 7.2, 8.1, 8.2, 9.2, 9.3 a 9.4 tohoto pravidla se nevztahují na plynná paliva, jako například na zkapalněný zemní plyn, stlačený zemní plyn nebo zkapalněný ropný plyn. Obsah síry v plynových palivech dodávaných na loď speciálně pro účely spalování na dané lodi musí být doložen dodavatelem.

5 U každé lodi, která je předmětem předpisů 5 a 6 této přílohy, musejí být podrobnosti o pohonné ropné látce určené pro účely spalování na lodi zaznamenány prostřednictvím příslušného dodacího listu dodávky. Tento dodací list musí obsahovat minimálně informace uvedené v Dodatku V této přílohy.

6 Dodací list dodávky musí být uložen na takovém místě, aby byl vždy v přiměřené době a snadno dostupný ke kontrole. Je třeba jej uschovávat po dobu tří let po dodání pohonné ropné látky na palubu.

7.1 Příslušný orgán smluvní strany úmluvy může provést kontrolu dodacích listů dodávky na palubě jakékoli lodi, na kterou se vztahuje tato příloha, když je tato loď ve svém přístavu nebo příbřežním terminálu a může pořídit kopii libovolného dodacího listu a může požádat kapitána lodi nebo osobu pověřenou velením lodi, aby potvrdil, že tato kopie představuje věrnou kopii tohoto dodacího listu dodávky. Kompetentní správní orgán může rovněž provést ověření obsahu každého listu, a to pomocí konzultací se zástupci přístavu, ve kterém byl tento list vystaven.

7.2 Kontrola dodacích listů dodávky, stejně jako pořízení ověřené kopie příslušným správním orgánem podle odstavce 7.1., musí být provedeny co možná nejrychleji, aby nedošlo ke zbytečnému zpoždění lodi.

8.1 Dodací list dodávky musí být doplněn reprezentativním vzorkem dodávané pohonné ropné látky, s přihlédnutím k pokynům vypracovaným Organizací.[*] Vzorek je třeba po doplnění paliva zaplombovat a musí být podepsán zástupcem dodavatele a kapitánem lodi nebo pověřeným důstojníkem, který je odpovědný za provoz zásobníku. Vzorek musí být uchováván až do úplného vyčerpání pohonné ropné látky, v každém případě však ne méně než po dobu 12 měsíců od okamžiku dodání.

8.2 Pokud správní orgán vyžaduje rozbor tohoto reprezentativního vzorku, musí být tak být provedeno v souladu s postupem ověřování stanoveným v Dodatku VI, aby bylo možné určit, zda tato pohonná ropná látka splňuje požadavky této přílohy.

9 Smluvní strany se zavazují, že zajistí, aby jimi určené správní orgány provedly následující úkony:

[*] Viz MEPC.182(59) – Pokyny pro odběr vzorků pohonné ropné látky pro stanovení souladu s upravenou Přílohou VI k MARPOL.

.1 vedení seznamu místních dodavatelů pohonné ropné látky;

.2 požádání místních dodavatelů o poskytnutí dodacího listu dodávky a vzorku, podle požadavku tohoto pravidla. Dodavatel musí poskytnout potvrzení o tom, že pohonná ropná látka splňuje požadavky pravidel 14 a 18 této přílohy;

.3 požádání místních dodavatelů o uchování kopie dodacího listu dodávky na minimální dobu tří let, a to pro inspekci a ověření ze strany státních orgánů;

.4 přijetí vhodných opatření proti dodavatelům pohonných ropných látek, kteří dodávají takové pohonné ropné látky, které nejsou v souladu s materiálem uvedeným na dodacím listu dodávky;

.5 předání informace správnímu orgánu u jakékoli lodi, která obdržela pohonnou ropnou látku, jež byla shledána jako nesplňující požadavky pravidla 14 nebo 18 této přílohy a

.6 předání informace Organizaci za účelem předání této informace smluvním stranám a členským státům Organizace, tedy předání této informace, která se týká všech případů, kdy dodavatelé pohonné ropné látky nesplnili požadavky uvedené v pravidlech 14 a 18 této přílohy.

10 V souvislosti se kontrolami ze strany přístavního státu prováděné smluvními stranami se tyto smluvní strany dále zavazují k následujícím úkonům:

.1 informovat smluvní stranu nebo nesmluvní stranu, pod jejíž pravomocí byl vydán dodací list dodávky, o všech případech dodávek nevyhovující pohonné ropné látky, včetně poskytnutí všech relevantních informací a

.2 zajistit, že budou přijata vhodná opravná opatření pro změnu nevyhovující pohonné ropné látky na vyhovující.

11 U každé lodi o hrubé prostornosti 400 tun a více, která je provozována na pravidelných linkách s častými a pravidelnými zastávkami v přístavech, může správní orgán po požádání a konzultaci s dotčenými smluvními státy rozhodnout o tom, že splnění odstavce 6 tohoto pravidla musí být zdokumentován alternativním způsobem, který přináší podobnou jistotu splnění pravidel 14 a 18 této přílohy.

Dodatky k Příloze VI

Dodatek I

Forma Mezinárodního osvědčení o zamezení znečištění ovzduší (IAPP) (Pravidlo 8)

MEZINÁRODNÍ OSVĚDČENÍ O ZAMEZENÍ ZNEČIŠTĚNÍ OVZDUŠÍ

Vydáno na základě ustanovení Protokolu z roku 1997 ve znění usnesení MEPC.176(58) z roku 2008, které upravuje Mezinárodní úmluvu o zamezení znečištění ovzduší z roku 1973 ve znění Protokolu z roku 1978 (dále jen „úmluva“) na základě pověření vlády státu:

.....

(úplné označení státu)

kým .....

(úplné označení příslušné osoby nebo Organizace oprávněné podle ustanovení této úmluvy)

Údaje o lodi[*]

Jméno lodi.....

Volací znak nebo čísla .....

Číslo IMO[†] .....

Rejstříkový přístav.....

Hrubá prostornost.....

TÍMTO SE POTVRZUJE:

1 Že loď podstoupila inspekci v souladu s pravidlem 5 Přílohy VI úmluvy a

2 Že tato inspekce prokazuje, že jsou vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky Přílohy VI úmluvy.

Platnost tohoto osvědčení trvá do (dd/mm/rrrr)[‡] .....
na základě inspekcí v souladu s pravidlem 5 Přílohy VI úmluvy.

Datum dokončení inspekce, jež tvoří základ tohoto osvědčení (dd/mm/rrrr).....

Místo vydání .....

(místo vydání osvědčení)

Datum (dd/mm/rrrr)……. ……..

(datum vydání) *(podpis řádně pověřeného úředníka vydávajícího toto osvědčení)*

(pečeť nebo razítko orgánu, podle potřeby)

[*] Alternativně lze údaje o lodi vpisovat do polí vodorovně.

[†] V souladu se Schématem identifikačního čísla lodí IMO přijatým usnesením Organizace A.600(15).

[‡] Vyplňte datum ukončení platnosti tak, jak je specifikováno správním orgánem v souladu s pravidlem 9.1 Přílohy VI úmluvy. Den a měsíc tohoto data odpovídají výročnímu datu tak, jak je definováno v pravidle 2.3 Přílohy VI úmluvy, pokud není upraveno v souladu s pravidlem 9.8 Přílohy VI úmluvy.

POTVRZENÍ PRO VÝROČNÍ NEBO PRŮBĚŽNÉ INSPEKCE

TÍMTO SE POTVRZUJE, že při inspekci v souladu s pravidlem 5 Přílohy VI úmluvy bylo zjištěno, že loď splňuje příslušná ustanovení této úmluvy:

Výroční inspekce

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

Výroční/průběžná* inspekce

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

Výroční/průběžná* inspekce

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

Výroční inspekce

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

VÝROČNÍ/PRŮBĚŽNÁ INSPEKCE V SOULADU S PRAVIDLEM 9.8.3

TÍMTO SE POTVRZUJE, že výroční/průběžné při inspekci v souladu s pravidlem 9.8.3 Přílohy VI úmluvy bylo zjištěno, že loď splňuje příslušná ustanovení této úmluvy:

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

* Nehodící se škrtněte.

POTVRZENÍ K PRODLOUŽENÍ PLATNOSTI OSVĚDČENÍ, JE-LI PLATNÉ NA MÉNĚ NEŽ 5 LET V PŘÍPADECH, NA KTERÉ SE VZTAHUJE PRAVIDLO 9.3

Loď splňuje příslušná ustanovení této úmluvy, a toto osvědčení musí být přijato, v souladu s pravidlem 9.3 Přílohy VI úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis

(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....

(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO PŘÍPADY, VE KTERÝCH BYLA DOKONČENA OBNOVOVACÍ INSPEKCE A PLATÍ PRAVIDLO 9.4

Loď splňuje příslušná ustanovení této přílohy, a toto osvědčení musí být přijato, v souladu s pravidlem 9.4 Přílohy VI úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis .....

(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....

(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO PRODLOUŽENÍ PLATNOSTI OSVĚDČENÍ PRO DOPLUTÍ DO INSPEKČNÍHO PŘÍSTAVU NEBO NA BODU ODKLADU, KDY PLATÍ PRAVIDLO 9.5 NEBO 9.6

Toto osvědčení musí být přijato, v souladu s pravidlem 9.5 nebo 9.6* Přílohy VI úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis .....

(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....

(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO POSUNUTÍ VÝROČNÍHO DATA V PŘÍPADECH, VE KTERÝCH PLATÍ PRAVIDLO 9.8

V souladu s pravidlem 9.8 Přílohy VI úmluvy bude nové výroční datum dne (dd/mm/rrrr).....

Podpis .....

(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....

(pečeť nebo razítko orgánu, podle potřeby)

* Nehodící se škrtněte.

V souladu s pravidlem 9.8 Přílohy VI úmluvy bude nové výroční datum dne (dd/mm/rrrr).....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

DODATEK K MEZINÁRODNÍMU OSVĚDČENÍ O ZAMEZENÍ ZNEČIŠTĚNÍ OVZDUŠÍ (OSVĚDČENÍ IAPP)

ZÁZNAM O STAVBĚ A VYBAVENÍ

Poznámky:

1 Záznam musí být trvale připojen k osvědčení IAPP. Osvědčení IAPP se musí vždy nacházet na palubě lodi.

2 Záznamy musejí být uváděny alespoň v angličtině, francouzštině nebo španělštině. Pokud je také použit úřední jazyk vystavujícího státu, bude mít tento v případě sporu nebo nesrovnalosti přednost.

3 Záznamy v kolonkách se musí podle potřeby provádět vepsáním buď křížku (x) u odpovědí „ano“ a „platí“ nebo pomlčky (-) u odpovědí „ne“ a „neplatí“.

4 Není-li uvedeno jinak, pravidla uvedená v tomto Záznamu odkazují na pravidla Přílohy VI Úmluvy a usnesení nebo oběžníky odkazují na usnesení přijatá Mezinárodní námořní Organizací.

1 Údaje o lodi

1.1 Jméno lodi .....

1.2 Číslo IMO.....

1.3 Datum, kdy byl položen kýl nebo loď byla v podobném stádiu stavby (dd/mm/rrrr).....

1.4 Délka (L^*) (metry).....

2 Regulace emisí z lodí

2.1 Látky poškozující ozónovou vrstvu (pravidlo 12)

2.1.1 Následující hasicí systémy, další systémy a zařízení obsahující látky poškozující ozónovou vrstvu, s výjimkou hydrochlorfluorouhlovodíků (HCFC), jež jsou nainstalovány před 19. květnem 2005, mohou být i nadále provozovány:

Systém nebo zařízení	Umístění na palubě	Látka

2.1.2 Následující systémy obsahující látky HCFC, jež jsou nainstalovány před 1. lednem 2020, mohou být i nadále provozovány:

Systém nebo zařízení	Umístění na palubě	Látka

* Bude provedeno pouze v případě lodí postavených 1. ledna 2016 či později, tedy u těchto lodí, které jsou speciálně navržené a používané výhradně pro rekreační účely a na které se v souladu s pravidlem 13.5.2.1 nebude používat limit emisí NO_x daný pravidlem 13.5.1.1.

2.2 *Oxidy dusíku (NO_x)* (pravidlo 13)

2.2.1 Následující námořní vznětové motory instalované na lodi jsou v plném souladu s platnými emisními limity pravidla 13 a v plném souladu s upraveným Technickým předpisem NO_x z roku 2008:

	Motor č.1	**Motor č.2**	**Motor č.3**	**Motor č.4**	**Motor č.5**	**Motor č.6**
Výrobce a model						
Výrobní číslo						
Použití						
Výkon (kW)						
Jmenovité otáčky (ot./min.)						
Datum instalace (dd/mm/rrrr)						
Datum velké přestavby (dd/mm/rrrr)	Podle Prav. 13.2.2					
	Podle Prav. 13.2.3					
Osvobození na základě pravidla 13.1.1.2	□	□	□	□	□	□
Úroveň I, pravidlo 13.3	□	□	□	□	□	□
Úroveň II, pravidlo 13.4	□	□	□	□	□	□
Úroveň II, pravidlo 13.2.2 nebo 13.5.2	□	□	□	□	□	□
Úroveň III, pravidlo 13.5.1.1	□	□	□	□	□	□
Schválená metoda existuje	□	□	n	□	□	□
Schválená metoda komerčně nedostupná	□	□	□	□	□	□
Schválená metoda nainstalována	□	□	□	□	□	□

2.3 *Oxidy síry (SO_x) a prachové částice* (pravidlo 14)

2.3.1 Pokud je loď provozována mimo oblast s regulací emisí uvedenou v pravidle 14.3, tato loď používá:

.1 pohonnou ropnou látku s takovým obsahem síry, který odpovídá údajům v dodacích listech dodávky a který nepřekračuje mezní hodnotu:

• 4,50 % m/m (nevztahuje se na lodě postavené 1. ledna 2012 či později) nebo ..... ☐

• 3,50 % m/m (nevztahuje se na lodě postavené 1. ledna 2020 či později) nebo ..... ☐

• 0,50% m/m, anebo ..... ☐

.2 ekvivalentní zařízení schválené v souladu s pravidlem 4.1, podle údaje v bodě 2.6., které je nejméně stejně účinné, pokud jde o omezení emisí SOx ve srovnání s použitím pohonné ropné látky s limitní hodnotou obsahu síry:

• 4,50 % m/m (nevztahuje se na lodě postavené 1. ledna 2012 či později) nebo ..... ☐

• 3,50 % m/m (nevztahuje se na lodě postavené 1. ledna 2020 či později) nebo ..... ☐

• 0,50 % m/m..... ☐

2.3.2 Pokud je loď provozována v oblasti s regulací emisí uvedenou v pravidle 14.3, tato loď používá:

.1 pohonnou ropnou látku s takovým obsahem síry, který odpovídá údajům v dodacích listech dodávky a který nepřekračuje mezní hodnotu:

• 1,00 % m/m (nevztahuje se na lodě postavené 1. ledna 2015 či později) nebo ..... ☐

• 0,10 % m/m, anebo ..... ☐

.2 ekvivalentní zařízení schválené v souladu s pravidlem 4.1, podle údaje v bodě 2.6., které je nejméně stejně účinné, pokud jde o omezení emisí SOx ve srovnání s použitím pohonné ropné látky s limitní hodnotou obsahu síry:

• 1,00 % m/m (nevztahuje se na lodě postavené 1. ledna 2015 či později) nebo ..... ☐

• 0,10 % m/m..... ☐

2.4 *Těkavé organické látky (VOC)* (pravidlo 15)

2.4.1 .... Tanker je vybaven systémem sběru výparů, který je nainstalován a schválen v souladu s MSC/Circ.585.. ☐

2.4.2.1 Pro tanker přepravující surovou ropu existuje schválený Plán řízení VOC..... ☐

2.4.2.2 Odkaz na schválení Plánu řízení VOC:..... ☐

_____

Upravená forma Dodatku k Osvědčení IAPP, přijatá usnesením MEPC.194(61), byla vložena do Přílohy VI, protože změny byly přijaty 1. srpna 2011 vstoupí v platnost 1. února 2012.

2.5 *Spalování na palubě* (pravidlo 16)

Loď je vybavena spalovnou:

.1 nainstalovanou 1. ledna 2000 či později, která splňuje podmínky usnesení MEPC.76 (40) .....☐

.2 nainstalovanou před 1. lednem 2000, která splňuje podmínky:

.2.1 usnesení MEPC.59(33)* .....☐

.2.2 usnesení MEPC.76(40)† .....☐

2.6 *Ekvivalenty* (předpis 4)

Loď může používat následující armaturu, materiál, zařízení nebo přístroje pro instalaci na lodi nebo jiné postupy, alternativní pohonné ropné látky nebo metody pro dosažení shody používané jako alternativa k prostředkům požadovaným touto přílohou:

Systém nebo zařízení	**Používaný ekvivalent**	**Odkaz na schvalovací doklad**

TÍMTO SE POTVRZUJE, že tento záznam je ve všech ohledech správný.

Místo vydání .....
(místo vydání záznamu)

Datum (dd/mm/rrrr)……. ……..
(datum vydání) *(podpis řádně pověřeného úředníka vydávajícího tento záznam)*

(pečeť nebo razítko orgánu, podle potřeby)

* Ve znění usnesení MEPC.93(45).
† Ve znění usnesení MEPC.92(45).

Dodatek II

Zkušební cykly a váhové faktory (Pravidlo 13)

Následující zkušební cykly a váhové faktory se používají pro ověření shody lodních vznětových motorů s platnými limity NO_x, v souladu s pravidlem 13 této přílohy a za použití zkušebního postupu a metody výpočtu, jež jsou uvedeny v upraveném Technickém předpisu NO_x z roku 2008.

.1 U lodních motorů s konstantními otáčkami určených pro lodě s hlavním pohonem, včetně diesel-elektrického pohonu, se používá zkušební cyklus E2;

.2 Pro sady vrtulí s ovladatelným úhlem nastavení se používá zkušební cyklus E2;

.3 U hlavních vrtulových a přídavných vrtulových motorů se používá zkušební cyklus E3;

.4 U pomocných motorů s konstantními otáčkami se používá zkušební cyklus D2 a

.5 U pomocných motorů s proměnnými otáčkami a proměnným zatížením, jež nepatří k výše uvedeným skupinám, se používá zkušební cyklus C1.

Zkušební cyklus pro aplikace s *hlavním pohonem s konstantními otáčkami*

(včetně diesel-elektrického pohonu a všech zařízení s vrtulí s ovladatelným úhlem nastavení)

Zkušební cyklus typu E2	Otáčky	100 %	100 %	100 %	100 %
	Výkon	100 %	75 %	50 %	2 5' %
	Váhový faktor	0,2	0,5	0,15	0,15

Zkušební cyklus pro aplikaci s *hlavními vrtulovými a přídavnými vrtulovými motory*

Zkušební cyklus typu E3	Otáčky	100 %	91 %	80 %	63 %
	Výkon	100 %	75 %	50 %	25 %
	Váhový faktor	0,2	0,5	0,15	0,15

Zkušební cyklus pro aplikace s *pomocným motorem s konstantními otáčkami*

Zkušební cyklus typu D2	Otáčky	100 %	100 %	100 %	100 %	100 %
	Výkon	100 %	75 %	50 %	25 %	10 %
	Váhový faktor	0,05	0,25	0,3	0,3	0,1

Zkušební cyklus pro aplikace s *motorem s proměnnými otáčkami a proměnným zatížením*

Zkušební cyklus typu C1	Otáčky	Jmenovité				Střední			Volnoběh
	Točivý moment	100 %,	75 %	50 %	10 %	100 %	75 %	50 %	0 %
	Váhový faktor	0,15	0,15	0,15	0,1	0,1	0,1	0,1	0,15

V případě, že má být motor certifikován podle odstavce 5.1.1 pravidla 13, nesmí specifické emise v každém jednotlivém bodu režimu překročit příslušnou mezní hodnotu emisí NO_x o více než 50 %, s výjimkou následujících případů:

.1 10 % bodu režimu ve zkušebním cyklu D2.

.2 10 % bodu režimu ve zkušebním cyklu C1.

.3 Bod volnoběhu ve zkušebním cyklu C1.

Dodatek III

Kritéria a postupy pro určení oblastí s regulací emisí (Pravidla 13.6 a 14.3)

1 **Cíle**

1.1 Účelem tohoto dodatku je poskytnout smluvním stranám kritéria a postupy pro formulování a předložení návrhů na určení oblastí s regulací emisí a také pro uvedení faktorů, které je třeba zohlednit tehdy, když bude Organizace tyto návrhy posuzovat.

1.2 Emise NO_x, SO_x a prachových částic z oceánských lodí přispívají ke koncentrovanému znečištění ovzduší ve městech a pobřežních oblastech na celém světě. Nežádoucí účinky na zdravotní stav veřejnosti a dopady na životní prostředí spojené se znečištěním ovzduší zahrnují případy předčasné úmrtnosti, kardio-pulmonálních onemocnění, rakoviny plic, chronických respiračních onemocnění, acidifikace a eutrofizace.

1.3 Organizace by měla zvážit zavedení oblastí s regulací emisí tehdy, když existuje prokázaná potřeba prevence, snižování a regulace emisí NO_x nebo SO_x a prachových částic, nebo všech tří typů emisí (dále jen emise) z lodí.

2 **Postup spojený s určováním oblastí s regulací emisí**

2.1 Návrhy pro Organizací pro určování oblastí s regulací emisí NO_x nebo SO_x a prachových částic, nebo všech tří typů emisí mohou předkládat pouze smluvní strany. Pokud dvě smluvní strany nebo více účastnických stran mají svůj společný zájem v konkrétní oblasti, měly by formulovat koordinovaný návrh.

2.2 Návrh na prohlášení dané oblasti jako oblasti s regulací emisí by měl být předložen Organizaci v souladu s pravidly a postupy stanovenými touto Organizací.

3 **Kritéria pro určování oblastí s regulací emisí**

3.1 Návrh musí obsahovat:

.1 jasné vymezení navrhované oblasti související se žádostí, společně s referenční mapou, na níž je oblast vyznačena;

.2 typ nebo typy emisí, které jsou předmětem návrhu na regulaci (např. NO_x nebo SO_x a prachové částice, nebo všechny tři typy emisí);

.3 popis obyvatelstva a životního prostředí ohrožených dopady emisí z lodí;

.4 posudek zaměřený na to, že emise z lodí provozovaných v navrhované oblasti související s žádostí přispívají ke koncentrovanému znečišťování ovzduší nebo nepříznivým dopadům na životní prostředí. Takové posouzení musí obsahovat popis dopadů příslušných emisí na lidské zdraví a životní prostředí, například tedy nepříznivých dopadů na suchozemské a vodní ekosystémy, oblasti přirozené produktivity, kritická stanoviště, kvalitu vody, lidské zdraví a oblast kulturního a vědeckého významu (v případě potřeby). Zdroje relevantních údajů, včetně použitých metodik, musejí být označeny;

.5 relevantní informace, vztahující se k meteorologickým podmínkám v navrhované oblasti použití a týkající se lidské populace a životního prostředí v ohrožených oblastech, zejména informace o převládajících směrech větru nebo informace o topografických, geologických, oceánografických, morfologických či jiných podmínkách, které přispívají ke koncentraci znečištění ovzduší či k nepříznivým dopadům na životní prostředí;

.6 popis povahy lodní dopravy v navrhované oblasti pro regulaci emisí, včetně vzorů a údajů o hustotě takového provozu;

.7 popis regulačních opatření přijatých navrhující smluvní stranou (nebo smluvními stranami), která se týkají pozemních zdrojů emisí NO_x, SO_x a prachových částic, které mají vliv na lidskou populaci a životní prostředí v ohrožených oblastech. Jedná se o

aktuální opatření a příbuzná opatření, jež mají být přijata v souvislosti s ustanoveními pravidel 13 a 14 přílohy VI a

.8 relativní náklady na snížení emisí z lodí ve srovnání s regulací na pevnině a ekonomické dopady na přepravu v oblasti mezinárodního obchodu.

3.2 Zeměpisné hranice oblasti s regulací emisí budou založeny na výše uvedených kritériích, včetně případů emisí a depozice z lodí plujících v navrhované oblasti, dopravních vzorů a údajů o hustotě a větrných podmínkách.

4 **Postupy pro posuzování a přijímání oblastí s regulací emisí ze strany Organizace**

4.1 Organizace musí zvážit každý návrh jí předložený smluvní stranou (nebo smluvními stranami).

4.2 Při posuzování návrhu musí Organizace brát v úvahu kritéria, která musejí být zahrnuta v každém návrhu na přijetí podle výše uvedeného odstavce 3.

4.3 Oblast s regulací emisí musí být určena prostřednictvím dodatku k této příloze, a to po zvážení, přijetí a uvedení v platnost v souladu s článkem 16 této úmluvy.

5 **Provoz oblastí s regulací emisí**

5.1 Smluvním stranám, které provozují v této oblasti své lodě, se doporučuje, aby informovaly Organizaci o jakýchkoli případných problémech týkajících se provozu v těchto oblastech.

Dodatek IV

Limity pro schválení typu a provozování lodních spaloven (Pravidlo 16)

1 Palubní spalovny popsané v pravidle 16.6.1 musí být certifikovány IMO typovým osvědčením ke schválení, a to u každé jednotlivé spalovny. Za účelem získání takového osvědčení musí být spalovna navržena a postavena podle schválených norem, viz pravidlo 16.6.1. Každý model musí být předmětem určité zkoušky pro schválení typu, která probíhá v továrně nebo ve schváleném zkušebním zařízení. V rámci odpovědnosti správního orgánu a za použití následujících specifikací pro standardní paliva/odpady určených pro schvalovací zkoušky, pomocí nichž bude určeno, zda spalovna funguje v rámci limitů stanovených v odstavci 2 tohoto dodatku:

Ropný kal se skládá z:	75 % ropné kaly z těžké motorové nafty (HFO);
	5 % odpadní mazacího oleje a
	20 % emulgované vody.
Tuhý odpad se skládá z:	50 % potravinového odpadu;
	50 % odpadů obsahujících;
	cca 30 % papíru,
	" 40 % lepenky,
	" 10 % hadrů,
	" 20 % plastů
	Směs bude dosahovat až 50 % vlhkosti a obsahovat 7 % nehořlavých pevných látek.

2 Spalovny popsané v pravidle 16.6.1 musí být provozovány v rámci těchto limitů:

O_2 ve spalovací komoře:	6-12%
Max. CO ve spalinách v průměru:	200 mg/MJ
Max. množství sazí průměr:	Bacharach 3 nebo Ringelman 1 (20 % neprůhlednost) (vyšší množství sazí je přijatelné pouze během velmi krátké doby, například při startu)
Nespálené složky zbytku popela:	v maximální hodnotě 10 % hmotnostních
Rozsah výstupní teploty spalin ze spalovací komory:	850-1200 °C

Dodatek V

Informace obsažené v dodacím listu dodávky (Pravidlo 18.5)

Jméno a číslo IMO přijímající lodi

Přístav

Datum zahájení dodávky

Název, adresa a telefonní číslo dodavatele námořní pohonné ropné látky

Název produktu (produktů)

Množství v metrických tunách

Hustota při 15 °C, kg/m^3 *

Obsah síry (% m/m)†

Prohlášení podepsané a potvrzené zástupcem dodavatele pohonné ropné látky. Toto prohlášení potvrzuje, že dodaná pohonná ropná látka je v souladu s příslušným odstavcem pravidel 14.1 nebo 14.4 a 18.3 této přílohy.

* Pohonná ropná látka musí být zkoušena v souladu s normami ISO 3675:1998 nebo ISO 12185:1996.

† Pohonná ropná látka musí být zkoušena v souladu s normou ISO 8754:2003.

Dodatek VI

Postup ověřování paliva u vzorků pohonné ropné látky pro Přílohu VI k MARPOL (Pravidlo 18.8.2)

Následující postup se používá pro zjištění, zdali je pohonná ropná látka, která se dodává a používá na lodích, v plném souladu s mezními hodnotami síry předepsanými v pravidle 14 Přílohy VI.

1 **Všeobecné požadavky**

1.1 Reprezentativní vzorek pohonné ropné látky, který je požadován v odstavci 8.1 pravidla 18 (dále jen „vzorek MARPOL“), se používá pro ověřování obsahu síry v pohonné ropné látce dodávané na loď.

1.2 Správní orgán řídí ověřovací postup prostřednictvím svého příslušného úřadu.

1.3 Laboratoře odpovědné za postupy ověřování stanovené v tomto dodatku musejí být plně akreditovány* pro účely provádění těchto zkoušek.

2 **Postup ověřování - fáze 1**

2.1 Vzorek MARPOL musí být doručen do laboratoře příslušným orgánem.

2.2 Laboratoř musí:

.1 zaznamenat údaje o čísle plomby a štítku vzorku do záznamu o zkoušce;

.2 poskytovat potvrzení o tom, že plomba na vzorku MARPOL není porušená a

.3 neakceptovat jakýkoli vzorek MARPOL, u něhož došlo k porušení plomby.

2.3 Pokud plomba vzorku MARPOL není porušená, bude laboratoř pokračovat v postupu ověřování. Laboratoř musí:

.1 zajistit, aby byl vzorek MARPOL důkladně homogenizován;

.2 vytvořit ze vzorku MARPOL dva dílčí vzorky a

.3 znovu zaplombovat vzorek MARPOL a zaznamenat podrobnosti nového zaplombování do záznamu o zkoušce.

2.4 Dva dílčí laboratorní vzorky musejí být testovány po sobě, v souladu s předepsanou zkušební metodou uvedenou v Dodatku V (druhá poznámka pod čarou). Pro účely tohoto postupu ověřování musejí být výsledky analýzy označeny jako „A“ a „B“:

.1 Pokud se výsledky „A“ a „B“ pohybují v rámci opakovatelnosti (r) zkušební metody, musejí být považovány za platné.

.2 Pokud se výsledky „A“ a „B“ nepohybují v rámci opakovatelnosti (r) zkušební metody, musí být oba tyto výsledky zamítnuty. V tomto případě musí laboratoř pořídit nové dílčí vzorky a provést jejich analýzu Láhev vzorku by měla být zaplombována v souladu s výše uvedeným bodem 2.3.3, a to po pořízení nových dílčích vzorků.

2.5 Pokud jsou výsledky zkoušek „A“ a „B“ platné, musí průměr těchto dvou výsledků vypočítán tak, aby dával výsledek „X“:

.1 Pokud se výsledek „X“ rovná příslušné mezní hodnotě stanovené v Příloze VI (nebo nižší), znamená to, že pohonná ropná látka splňuje příslušné požadavky.

.2 Pokud je výsledek „X“ vyšší než příslušná mezní hodnota stanovená v Příloze VI, musí být provedena fáze 2 ověřovacího postupu; nicméně, pokud je výsledek „X“ vyšší než mezní hodnota specifikace o 0,59*R* (kde *R* je reprodukovatelnost zkušební metody), musí být pohonná ropná látka považována za nevyhovující. Potom není nutné žádné další

* Akreditace se provádí v souladu s normou ISO 17025 nebo v souladu s ekvivalentní normou.

zkoušení.

3 **Postup ověřování - fáze 2**

3.1 Pokud je nutné provést fázi 2 ověřovacího postupu, v souladu s odstavcem 2.5.2, musí příslušný orgán zaslat vzorek MARPOL do druhé akreditované laboratoře.

3.2 Po obdržení vzorku MARPOL provede laboratoř následující úkony:

.1 zaznamenat údaje o čísle nového zaplombování uplatňovaný v souladu s výše uvedeným bodem 2.3.3 a o štítku na vzorku do záznamu o zkoušce;

.2 vytvořit ze vzorku MARPOL dva dílčí vzorky a

.3 znovu zaplombovat vzorek MARPOL a zaznamenat podrobnosti nového zaplombování do záznamu o zkoušce.

3.3 Dva dílčí laboratorní vzorky musejí být testovány po sobě, v souladu s předepsanou zkušební metodou uvedenou v Dodatku V (druhá poznámka pod čarou). Pro účely tohoto postupu ověřování musejí být výsledky analýzy označeny jako „C“ a „D“:

.1 Pokud se výsledky „C“ a „D“ pohybují v rámci opakovatelnosti (r) zkušební metody, musejí být považovány za platné.

.2 Pokud se výsledky „C“ a „D“ nepohybují v rámci opakovatelnosti (r) zkušební metody, musí být oba tyto výsledky zamítnuty. V tomto případě musí laboratoř pořídit nové dílčí vzorky a provést jejich analýzu Láhev vzorku by měla být zaplombována v souladu s výše uvedeným bodem 3.2.3, a to po pořízení nových dílčích vzorků.

3.4 Pokud jsou výsledky zkoušek „C“ a „D“ platné a pokud se výsledky „A“, „B“, „C“ a „D“ pohybují v rozsahu reprodukovatelnosti (*R*) zkušební metody, pak laboratoř tyto výsledky musí zprůměrovat, tento průměr bude označen jako hodnota „Y“:

.1 Pokud je výsledek „Y“ roven (nebo nižší) příslušné mezní hodnotě stanovené v příloze VI, znamená to, že pohonná ropná látka splňuje příslušné požadavky.

.2 Pokud je výsledek „Y“ vyšší než použitelná mezní hodnota stanovená v Příloze VI, pak tato pohonná ropná látka nesplňuje normy požadované Přílohou VI.

3.5 Pokud se výsledky „A“, „B“, „C“ a „D“ nepohybují v rozsahu reprodukovatelnosti (R) zkušební metody, pak může správní orgán anulovat všechny výsledky testů a na základě vlastního uvážení opakovat celý proces zkoušení.

3.6 Výsledky získané z ověřovacího postupu jsou konečné.

Dodatek VII

Oblast Severní Ameriky s regulací emisí (Pravidla 13.6 a 14.3)

Oblast Severní Ameriky zahrnuje:

.1 mořskou oblast u pobřeží Tichého oceánu (Spojené státy a Kanada), ohraničenou geodetickými čárami spojujícími následující souřadnice:

Bod	Zeměpisná šířka	Zeměpisná délka
1	32°32’.10 severní šířky	117°06’.11 západní délky
2	32°32’.04 severní šířky	117°07’.29 západní délky
3	32°31’.39 severní šířky	117°14’.20 západní délky
4	32°33’.13 severní šířky	117°15’.50 západní délky
5	32°34’.21 severní šířky	117°22’.01 západní délky
6	32°35’.23 severní šířky	117°27’.53 západní délky
7	32°37’.38 severní šířky	117°49’.34 západní délky
8	31°07’.59 severní šířky	118°36’.21 západní délky
9	30°33’.25 severní šířky	121°47’.29 západní délky
10	31°46’.11 severní šířky	123°17’.22 západní délky
11	32°21’58 severní šířky	123°50’.44 západní délky
12	32°56’.39 severní šířky	124°11’.47 západní délky
13	33°40’.12 severní šířky	124°27’.15 západní délky
14	34°31’.28 severní šířky	125°16’.52 západní délky
15	35°14’.38 severní šířky	125°43’.23 západní délky
16	35°43’.60 severní šířky	126°18’.53 západní délky
17	36°16’.25 severní šířky	126°45’.30 západní délky
18	37°01’.35 severní šířky	127°07’.18 západní délky
19	37°45’.39 severní šířky	127°38’.02 západní délky
20	38°25’.08 severní šířky	127°52’.60 západní délky
21	39°25’.05 severní šířky	128°31’.23 západní délky
22	40°18’.47 severní šířky	128°45’.46 západní délky
23	41°13’.39 severní šířky	128°40’.22 západní délky
24	42°12’.49 severní šířky	129°00’.38 západní délky
25	42°47’.34 severní šířky	129°05’.42 západní délky
26	43°26’.22 severní šířky	129°01’.26 západní délky
27	44°24’.43 severní šířky	128°41’.23 západní délky
28	45°30’.43 severní šířky	128°40’.02 západní délky
29	46°11’.01 severní šířky	128°49’.01 západní délky
30	46°33’.55 severní šířky	129°04’.29 západní délky
31	47°39’55 severní šířky	131°15’.41 západní délky
32	48°32’,32 severní šířky	132°41’.00 západní délky
33	48°57’.47 severní šířky	133°14’.47 západní délky
34	49°22’.39 severní šířky	134°15’.51 západní délky
35	50°01’.52 severní šířky	135°19’.01 západní délky

Bod	Zeměpisná šířka	Zeměpisná délka
36	51°03’.18 severní šířky	136°45’.45 západní délky
37	51°54’.04 severní šířky	137°41’.54 západní délky
38	52°45’.12 severní šířky	138°20’.14 západní délky
39	53°29’.20 severní šířky	138°40’.36 západní délky
40	53°40’.39 severní šířky	138°48’.53 západní délky
41	54°13’.45 severní šířky	139°32’.38 západní délky
42	54°39’.25 severní šířky	139°56’.19 západní délky
43	55°20’.18 severní šířky	140°55’.45 západní délky
44	56°07’.12 severní šířky	141°36’.18 západní délky
45	56°28’.32 severní šířky	142°17’.19 západní délky
46	56°37’.19 severní šířky	142°48’.57 západní délky
47	58°51’.04 severní šířky	153°15’.03 západní délky

.2 mořské oblasti u břehů Atlantského oceánu - Spojené státy, Kanada a Francie (Saint-Pierre-et-Miquelon), stejně jako u břehů USA v Mexickém zálivu, ohraničené geodetickými čárami spojujícími následující souřadnice:

Bod	Zeměpisná šířka	Zeměpisná délka
1	60°00’.00 severní šířky	64°09’.36 západní délky
2	60°00’.00 severní šířky	56°43’.00 západní délky
3	58°54’.01 severní šířky	55°38’.05 západní délky
4	57°50’.52 severní šířky	55°03’.47 západní délky
5	57°35’.13 severní šířky	54°00’.59 západní délky
6	57°14’.20 severní šířky	53°07’.58 západní délky
7	56°48’.09 severní šířky	52°23’.29 západní délky
8	56°18’.13 severní šířky	51°49’.42 západní délky
9	54°23’.21 severní šířky	50°17’.44 západní délky
10	53°44’.54 severní šířky	50°07’.17 západní délky
11	53°04’.59 severní šířky	50°10’.05 západní délky
12	52°20’.06 severní šířky	49°57’.09 západní délky
13	51°34’.20 severní šířky	48°52’.45 západní délky
14	50°40’.15 severní šířky	48°16’.04 západní délky
15	50°02’.28 severní šířky	48°07’.03 západní délky
16	49°24’.03 severní šířky	48°09’.35 západní délky
17	48°39’.22 severní šířky	47°55’.17 západní délky
18	47°24’.25 severní šířky	47°46’.56 západní délky
19	46°35’.12 severní šířky	48°00’.54 západní délky
20	45°19’.45 severní šířky	48°43’.28 západní délky
21	44°43’.38 severní šířky	49°16’.50 západní délky
22	44°16’.38 severní šířky	49°51’.23 západní délky
23	43°53’15 severní šířky	50°34’.01 západní délky
24	43°36’.06 severní šířky	51°20’.41 západní délky

25	43°23’.59 severní šířky	52°17’.22 západní délky

Bod	Zeměpisná šířka	Zeměpisná délka
26	43°19’.50 severní šířky	53°20’.13 západní délky
27	43°21’.14 severní šířky	54°09’.20 západní délky
28	43°29’.41 severní šířky	55°07’.41 západní délky
29	42°40’.12 severní šířky	55°31’.44 západní délky
30	41°58’.19 severní šířky	56°09’.34 západní délky
31	41°20’.21 severní šířky	57°05’.13 západní délky
32	40°55’.34 severní šířky	58°02’.55 západní délky
33	40°41’.38 severní šířky	59°05’.18 západní délky
34	40°38’.33 severní šířky	60°12’.20 západní délky
35	40°45’.46 severní šířky	61°14’.03 západní délky
36	41°04’.52 severní šířky	62°17’.49 západní délky
37	40°36’.55 severní šířky	63°10’.49 západní délky
38	40°17’.32 severní šířky	64°08’.37 západní délky
39	40°07’.46 severní šířky	64°59’.31 západní délky
40	40°05’.44 severní šířky	65°53’.07 západní délky
41	39°58’.05 severní šířky	65°59’.51 západní délky
42	39°28’.24 severní šířky	66°21’.14 západní délky
43	39°01’.54 severní šířky	66°48’.33 západní délky
44	38°39’.16 severní šířky	67°20’.59 západní délky
45	38°19’.20 severní šířky	68°02’.01 západní délky
46	38°05’.29 severní šířky	68°46’.55 západní délky
47	37°58’.14 severní šířky	69°34’.07 západní délky
48	37°57’.47 severní šířky	70°24’.09 západní délky
49	37°52’.46 severní šířky	70°37’.50 západní délky
50	37°18’.37 severní šířky	71°08’.33 západní délky
51	36°32’.25 severní šířky	71°33’.59 západní délky
52	35°34’.58 severní šířky	71°26’.02 západní délky
53	34°33’.10 severní šířky	71°37’.04 západní délky
54	33°54’.49 severní šířky	71°52’.35 západní délky
55	33°19’.23 severní šířky	72°17’.12 západní délky
56	32°45’.31 severní šířky	72°54’.05 západní délky
57	31°55’.13 severní šířky	74°12’.02 západní délky
58	31°27’.14 severní šířky	75°15’.20 západní délky
59	31°03’.16 severní šířky	75°51’.18 západní délky
60	30°45’42 severní šířky	76°31’.38 západní délky
61	30°12’.48 severní šířky	77°18’.29 západní délky
62	29°25’.17 severní šířky	76°56’.42 západní délky
63	28°36’.59 severní šířky	76°47’.60 západní délky
64	28°17’.13 severní šířky	76°40’.10 západní délky
65	28°17’.12 severní šířky	79°11’.23 západní délky

66	27°52’.56 severní šířky	79°28’.35 západní délky
67	27°26’.01 severní šířky	79°31’.38 západní délky

Bod	Zeměpisná šířka	Zeměpisná délka
68	27°16’.13 severní šířky	79°34’.18 západní délky
69	27°11’.54 severní šířky	79°34’.56 západní délky
70	27°05’.59 severní šířky	79°35’.19 západní délky
71	27°00’.28 severní šířky	79°35’.17 západní délky
72	26°55’.16 severní šířky	79°34’.39 západní délky
73	26°53’.58 severní šířky	79°34’.27 západní délky
74	26°45’.46 severní šířky	79°32’.41 západní délky
75	26°44’.30 severní šířky	79°32’.23 západní délky
76	26°43’.40 severní šířky	79°32’.20 západní délky
77	26°41’.12 severní šířky	79°32’.01 západní délky
78	26°38’.13 severní šířky	79°31’.32 západní délky
79	26°36’.30 severní šířky	79°31’.06 západní délky
80	26°35’.21 severní šířky	79°30’.50 západní délky
81	26°34’.51 severní šířky	79°30’.46 západní délky
82	26°34’.11 severní šířky	79°30’.38 západní délky
83	26°31’.12 severní šířky	79°30’.15 západní délky
84	26°29’.05 severní šířky	79°29’.53 západní délky
85	26°25’.31 severní šířky	79°29’.58 západní délky
86	26°23’.29 severní šířky	79°29’.55 západní délky
87	26°23’.21 severní šířky	79°29’.54 západní délky
88	26°18’.57 severní šířky	79°31’.55 západní délky
89	26°15’.26 severní šířky	79°33’.17 západní délky
90	26°15’.13 severní šířky	79°33’.23 západní délky
91	26°08’.09 severní šířky	79°35’.53 západní délky
92	26°07’.47 severní šířky	79°36’.09 západní délky
93	26°06’.59 severní šířky	79°36’.35 západní délky
94	26°02’.52 severní šířky	79°38’.22 západní délky
95	25°59’.30 severní šířky	79°40’.03 západní délky
96	25°59’.16 severní šířky	79°40’.08 západní délky
97	25°57’.48 severní šířky	79°40’.38 západní délky
98	25°56’.18 severní šířky	79°41’.06 západní délky
99	25°54’.04 severní šířky	79°41’.38 západní délky
100	25°53’.24 severní šířky	79°41’.46 západní délky
101	25°51’.54 severní šířky	79°41’.59 západní délky
102	25°49’.33 severní šířky	79°42’.16 západní délky
103	25°48’.24 severní šířky	79°42’.23 západní délky
104	25°48’.20 severní šířky	79°42’.24 západní délky
105	25°46’.26 severní šířky	79°42’.44 západní délky
106	25°46’.16 severní šířky	79°42’45 západní délky

107	25°43’.40 severní šířky	79°42’.59 západní délky
108	25°42’.31 severní šířky	79°42’.48 západní délky
109	25°40’.37 severní šířky	79°42’.27 západní délky

Bod	**Zeměpisná šířka**	**Zeměpisná délka**
110	25°37’.24 severní šířky	79°42’.27 západní délky
111	25°37’.08 severní šířky	79°42’.27 západní délky
112	25°31’.03 severní šířky	79°42’.12 západní délky
113	25°27’.59 severní šířky	79°42’.11 západní délky
114	25°24’.04 severní šířky	79°42’.12 západní délky
115	25°22’.21 severní šířky	79°42’.20 západní délky
116	25°21’.29 severní šířky	79°42’.08 západní délky
117	25°16’.52 severní šířky	79°41’.24 západní délky
118	25°15’.57 severní šířky	79°41’.31 západní délky
119	25°10’.39 severní šířky	79°41’.31 západní délky
120	25°09’.51 severní šířky	79°41’.36 západní délky
121	25°09’.03 severní šířky	79°41’.45 západní délky
122	25°03’.55 severní šířky	79°42’.29 západní délky
123	25°02’.60 severní šířky	79°42’.56 západní délky
124	25°00’.30 severní šířky	79°44’.05 západní délky
125	24°59’.03 severní šířky	79°44’.48 západní délky
126	24°55’.28 severní šířky	79°45’.57 západní délky
127	24°44’.18 severní šířky	79°49’.24 západní délky
128	24°43’.04 severní šířky	79°49’.38 západní délky
129	24°42’.36 severní šířky	79°50’.50 západní délky
130	24°41’.47 severní šířky	79°52’.57 západní délky
131	24°38’.32 severní šířky	79°59’.58 západní délky
132	24°36’.27 severní šířky	80°03’.51 západní délky
133	24°33’.18 severní šířky	80°12’.43 západní délky
134	24°33’.05 severní šířky	80°13’.21 západní délky
135	24°32’.13 severní šířky	80°15’.16 západní délky
136	24°31’.27 severní šířky	80°16’.55 západní délky
137	24°30’.57 severní šířky	80°17’.47 západní délky
138	24°30’.14 severní šířky	80°19’.21 západní délky
139	24°30’.06 severní šířky	80°19’.44 západní délky
140	24°29’,38 severní šířky	80°21’.05 západní délky
141	24°28’.18 severní šířky	80°24’.35 západní délky
142	24°28’.06 severní šířky	80°25’.10 západní délky
143	24°27’.23 severní šířky	80°27’.20 západní délky
144	24°26’.30 severní šířky	80°29’.30 západní délky
145	24°25’.07 severní šířky	80°32’.22 západní délky
146	24°23’.30 severní šířky	80°36’.09 západní délky
147	24°22’.33 severní šířky	80°38’.56 západní délky

148	24°22’.07 severní šířky	80°39’.51 západní délky
149	24°19’.31 severní šířky	80°45’.21 západní délky
150	24°19’.16 severní šířky	80°45’.47 západní délky
151	24°18’.38 severní šířky	80°46’.49 západní délky

Bod	**Zeměpisná šířka**	**Zeměpisná délka**
152	24°18’.35 severní šířky	80°46’.54 západní délky
153	24°09’.51 severní šířky	80°59’.47 západní délky
154	24°09’.48 severní šířky	80°59’.51 západní délky
155	24°08’.58 severní šířky	81°01’.07 západní délky
156	24°08’.30 severní šířky	81°01’.51 západní délky
157	24°08’.26 severní šířky	81°01’.57 západní délky
158	24°07’.28 severní šířky	81°03’.06 západní délky
159	24°02’.20 severní šířky	81°09’.05 západní délky
160	23°59’.60 severní šířky	81°11’.16 západní délky
161	23°55’.32 severní šířky	81°12’.55 západní délky
162	23°53’.52 severní šířky	81°19’.43 západní délky
163	23°50’.52 severní šířky	81°29’.59 západní délky
164	23°50’.02 severní šířky	81°39’.59 západní délky
165	23°49’.05 severní šířky	81°49’.59 západní délky
166	23°49’.05 severní šířky	82°00’.11 západní délky
167	23°49’.42 severní šířky	82°09’.59 západní délky
168	23°51’.14 severní šířky	82°24’.59 západní délky
169	23°51’.14 severní šířky	82°39’.59 západní délky
170	23°49’.42 severní šířky	82°48’.53 západní délky
171	23°49’.32 severní šířky	82°51’.11 západní délky
172	23°49’.24 severní šířky	82°59’.59 západní délky
173	23°49’.52 severní šířky	83°14’.59 západní délky
174	23°51’.22 severní šířky	83°25’.49 západní délky
175	23°52’.27 severní šířky	83°33’.01 západní délky
176	23°54’.04 severní šířky	83°41’.35 západní délky
177	23°55’.47 severní šířky	83°48’.11 západní délky
178	23°58’.38 severní šířky	83°59’.59 západní délky
179	24°09’37 severní šířky	84°29’.27 západní délky
180	24°13’.20 severní šířky	84°38’.39 západní délky
181	24°16’.41 severní šířky	84°46’.07 západní délky
182	24°23’.30 severní šířky	84°59’.59 západní délky
183	24°26’.37 severní šířky	85°06’.19 západní délky
184	24°38’.57 severní šířky	85°31’.54 západní délky
185	24°44’.17 severní šířky	85°43’.11 západní délky
186	24°53’.57 severní šířky	85°59’.59 západní délky
187	25°10’.44 severní šířky	86°30’.07 západní délky
188	25°43’.15 severní šířky	86°21’.14 západní délky

189	26°13’.13 severní šířky	86°06’.45 západní délky
190	26°27’22 severní šířky	86°13’.15 západní délky
191	26°33’.46 severní šířky	86°37’.07 západní délky
192	26°01’.24 severní šířky	87°29’.35 západní délky
193	25°42’.25 severní šířky	88°33’.00 západní délky

Bod	Zeměpisná šířka	Zeměpisná délka
194	25°46’.54 severní šířky	90°29’41 západní délky
195	25°44’.39 severní šířky	90°47’.05 západní délky
196	25°51’.43 severní šířky	91°52’.50 západní délky
197	26°17’.44 severní šířky	93°03’.59 západní délky
198	25°59’.55 severní šířky	93°33’.52 západní délky
199	26°00’.32 severní šířky	95°39’.27 západní délky
200	26°00’.33 severní šířky	96°48’.30 západní délky
201	25°58’.32 severní šířky	96°55’.28 západní délky
202	25°58’.15 severní šířky	96°58’.41 západní délky
203	25°57’.58 severní šířky	97°01’.54 západní délky
204	25°57’.41 severní šířky	97°05’.08 západní délky
205	25°57’.24 severní šířky	97°08’.21 západní délky
206	25°57’.24 severní šířky	97°08’.47 západní délky

.3 mořská oblast u břehů Havajských ostrovů, Maui, Oahu, Moloka'i, Ni'ihau, Kaua'i, Lana'i a Kaho'olawe, ohraničená geodetickými čárami spojujícími následující souřadnice:

Bod	Zeměpisná šířka	Zeměpisná délka
1	22°32’.54 severní šířky	153°00’.33 západní délky
2	23°06’.05 severní šířky	153°28’.36 západní délky
3	23°32’.11 severní šířky	154°02’.12 západní délky
4	23°51’.47 severní šířky	154°36’.48 západní délky
5	24°21’.49 severní šířky	155°51’.13 západní délky
6	24°41’.47 severní šířky	156°27’.27 západní délky
7	24°57’.33 severní šířky	157°22’.17 západní délky
8	25°13’.41 severní šířky	157°54’.13 západní délky
9	25°25’.31 severní šířky	158°30’.36 západní délky
10	25°31’.19 severní šířky	159°09’.47 západní délky
11	25°30’.31 severní šířky	159°54’.21 západní délky
12	25°21’.53 severní šířky	160°39’.53 západní délky
13	25°00’.06 severní šířky	161°38’.33 západní délky
14	24°40’.49 severní šířky	162°13’.13 západní délky
15	24°15’.53 severní šířky	162°43’.08 západní délky
16	23°40’.50 severní šířky	163°13’.00 západní délky
17	23°03’.20 severní šířky	163°32’.58 západní délky
18	22°20’.09 severní šířky	163°44’.41 západní délky
19	21°36’.45 severní šířky	163°46’.03 západní délky

20	20°55’.26 severní šířky	163°37’.44 západní délky
21	20°13’.34 severní šířky	163°19’.13 západní délky
22	19°39’.03 severní šířky	162°53’.48 západní délky
23	19°09’.43 severní šířky	162°20’.35 západní délky
24	18°39’.16 severní šířky	161°19’.14 západní délky
25	18°30’.31 severní šířky	160°38’.30 západní délky

Bod	**Zeměpisná šířka**	**Zeměpisná délka**
26	18°29’.31 severní šířky	159°56’.17 západní délky
27	18°10’.41 severní šířky	159°14’.08 západní délky
28	17°31’.17 severní šířky	158°56’.55 západní délky
29	16°54’.06 severní šířky	158°30’.29 západní délky
30	16°25’.49 severní šířky	157°59’.25 západní délky
31	15°59’.57 severní šířky	157°17’.35 západní délky
32	15°40’.37 severní šířky	156°21’.06 západní délky
33	15°37’.36 severní šířky	155°22’.16 západní délky
34	15°43’.46 severní šířky	154°46’.37 západní délky
35	15°55’.32 severní šířky	154°13’.05 západní délky
36	16°46’.27 severní šířky	152°49’.11 západní délky
37	17°33’.42 severní šířky	152°00’.32 západní délky
38	18°30’.16 severní šířky	151°30’.24 západní délky
39	19°02’.47 severní šířky	151°22’.17 západní délky
40	19°34’.46 severní šířky	151°19’.47 západní délky
41	20°07’.42 severní šířky	151°22’.58 západní délky
42	20°38’.43 severní šířky	151°31’.36 západní délky
43	21°29’.09 severní šířky	151°59’.50 západní délky
44	22°06’.58 severní šířky	152°31’.25 západní délky
45	22°32’.54 severní šířky	153°00’.33 západní délky

Jednotné výklady Přílohy VI

1 Plán řízení VOC

Pravidla 15.6, 15.7 Požadavek na Plán řízení VOC se vztahuje pouze na tanker přepravující surovou ropu.

4

Budoucí změny k přílohám úmluvy MARPOL

Budoucí změny k Příloze III (MARPOL)

Usnesení MEPC.193 (61)
přijaté dne 1. října 2010

Dodatky k příloze protokolu z roku 1978, související s Mezinárodní úmluvou o zamezení znečištění moří z lodí z roku 1973

(revize Přílohy III k MARPOL)

VÝBOR NA OCHRANU ŽIVOTNÍHO PROSTŘEDÍ V MOŘÍCH

S odkazem na článek 38 (a) úmluvy Mezinárodní námořní organizace týkající se funkce Výboru na ochranu životního prostředí v mořích (Výbor), udělené prostřednictvím mezinárodních úmluv pro prevenci a kontrolu znečišťování moří,

S VZETÍM NA VĚDOMÍ článek 16 Mezinárodní úmluvy o zamezení znečištění moří z lodí z roku 1973 (dále jen „Úmluva z roku 1973“) a článek VI Protokolu z roku 1978 k Mezinárodní úmluvě o zamezení znečištění moří z lodí z roku 1973 (dále jen „Protokol z roku 1978“), které společně specifikují postup pro přijímání změn v protokolu z roku 1978 a svěřují příslušnému orgánu Organizace funkci pro zvažování a přijímání změn k úmluvě z roku 1973, ve znění protokolu z roku 1978 (MARPOL 73/78),

PO ZVÁŽENÍ návrhu změn Přílohy III dokumentu MARPOL 73/78,

1. PŘIJÍMÁ, v souladu s čl. 16(2)(d) úmluvy z roku 1973, změny přílohy III dokumentu MARPOL 73/78, jejichž znění je uvedeno v příloze k tomuto usnesení;

2. URČUJE, v souladu s článkem 16(2) (f)(iii) úmluvy z roku 1973, že změny se považují za přijaté dnem 1. července 2013, pokud však před tímto datem ne méně než třetina stran nebo strany kombinovaného obchodního loďstva, které tvoří ne méně než 50 % hrubé prostornosti světové obchodní flotily, nesdělí Organizaci své námitky vůči těmto změnám;

3. VYZÝVÁ smluvní strany, aby vzaly na vědomí tu skutečnost, že v souladu s čl. 16(2)(g)(ii) úmluvy z roku 1973 vstoupí uvedené změny v platnost dne 1. ledna 2014 na základě jejich přijetí a v souladu s výše uvedeným odstavcem 2;

4. ŽÁDÁ generálního tajemníka, v souladu s čl. 16(2)(e) úmluvy z roku 1973, aby předal všem stranám MARPOL 73/78 ověřené kopie tohoto usnesení a texty změn obsažených v příloze;

5. DÁLE ŽÁDÁ generálního tajemníka, aby předal členům Organizace, kteří nejsou smluvními stranami Úmluvy MARPOL 73/78, kopie tohoto usnesení a jeho přílohy.
Příloha

Potenciální změny k Příloze III (MARPOL)

Stávající znění přílohy III (MARPOL) přijaté prostřednictvím usnesení MEPC. 156(55) je nahrazeno následujícím zněním:

Pravidla pro zamezení znečištění škodlivými látkami v námořní dopravě v balené formě

Pravidlo 1
Použití

1 Není-li výslovně stanoveno jinak, pravidla této přílohy se vztahují na veškeré lodě přepravující nebezpečné látky v balené formě.

.1 Pro účely této přílohy budou „škodlivé látky“ takové látky, které jsou v předpisu o Mezinárodní námořní přepravě nebezpečných věcí (IMDG Code)* označeny jako látky znečišťující moře nebo které splňují kritéria uvedená v dodatku této přílohy.

.2 Pro účely této přílohy, se „v zabaleném stavu“ definuje jako formy izolace určené pro škodlivé látky v IMDG Code.

2 Přeprava škodlivých látek je zakázána, s výjimkou případů, které jsou v souladu s ustanoveními této přílohy.

3 Je-li nutné doplnit ustanovení této přílohy, musí vláda každé smluvní strany úmluvy vydat, nebo nechat vydat, podrobné požadavky na balení, značení, označování, dokumentace, uskladnění, množstevní omezení a výjimky pro zamezení či minimalizaci znečištění mořského prostředí škodlivými látkami.*

4 Pro účely této přílohy se prázdné obaly, které byly předtím použity pro přepravu škodlivých látek musí jako takové považovat za škodlivé látky, pokud nebudou přijata vhodná opatření, aby se zajistilo, že neobsahují žádné zbytky, které jsou škodlivé pro mořské prostředí.

5 Požadavky této přílohy se nevztahují na lodní zásoby a vybavení.

Pravidlo 2

Balení

Obaly musí být vhodné k tomu, aby se minimalizovalo nebezpečí pro mořské prostředí, a to s ohledem na jejich konkrétní náplně.

Pravidlo 3

Značení a označování

1 Obaly obsahující škodlivé látky musejí být trvale označeny nebo opatřeny štítkem, aby bylo zřejmé, že se jedná o škodlivou látku, v souladu s příslušnými ustanoveními IMDG Code.

2 Způsob připevnění značky nebo etikety na balení obsahujícím škodlivé látky musí být v souladu s příslušnými ustanoveními Sbírky zákonů IMDG.

* Viz IMDG Code přijatý usnesením Organizace MSC.122(75) ve znění přijatém Výborem pro námořní bezpečnost.

Pravidlo 4[*]
Dokumentace

1 Dopravní informace týkající se přepravy nebezpečných látek musejí být provedeny v souladu s příslušnými ustanoveními IMDG Code a musejí být rovněž k dispozici osobě nebo organizaci určené státním orgánem přístavu.

2 Na každé lodi přepravující nebezpečné látky musí být speciální seznam, manifest nebo nákladový plán, které v souladu s příslušnými ustanoveními IMDG Code specifikují škodlivé látky na palubě a jejich umístění. Kopie jednoho z těchto dokumentů musí být před odjezdem k dispozici osobě nebo organizaci určené státním orgánem přístavu.

Pravidlo 5
Uskladnění

Škodlivé látky musejí být řádně uloženy a zajištěny tak, aby se minimalizovalo nebezpečí pro mořské prostředí, aniž by přitom byla narušena bezpečnost plavidla a osob na palubě.

Pravidlo 6
Množstevní omezení

U některých škodlivých látek může být z uznávaných vědeckých a technických důvodů zakázána jejich přeprava nebo může být tato přeprava omezena, pokud jde o množství, které může být přepravováno na palubě jakékoliv jednotlivé lodi. Z důvodu omezení množství musí být věnována náležitá pozornost velikosti, stavbě a vybavení lodi, stejně jako obalu a vnitřní povaze látek.

Pravidlo 7
Výjimky

1 Rychlé vypouštění škodlivých látek přepravovaných v balené formě je zakázáno, s výjimkou takových případů, kdy je to nutné za účelem zajištění bezpečnosti lodi nebo záchrany života na moři.

2. Na základě ustanovení této úmluvy je třeba přijmout odpovídající opatření založená na fyzikálních, chemických a biologických vlastnostech škodlivých látek, a to z důvodu regulace splachování úniků mimo loď a za předpokladu, že dodržování těchto opatření nenaruší bezpečnost lodi a osob na palubě.

Pravidlo 8[†]
Kontroly přístavním státem na základě operativních požadavků

1 Loď, která se nachází v přístavu nebo námořním terminálu jiné strany, podléhá kontrole prováděné řádně oprávněnými úředníky této strany, která se týká provozních požadavků stanovených touto přílohou.

2. Pokud existuje důvodné podezření, že kapitán lodi nebo posádka nejsou obeznámeni se základními procedurami prováděnými na lodi, tedy s takovými procedurami, které se týkají prevence proti znečišťování škodlivými látkami, musí účastnická strana přijmout taková opatření (včetně provádění podrobné inspekce v případě potřeby), která zajistí, že loď nevypluje na moře, dokud situace nebude vyřešena v souladu s požadavky této přílohy.

3 Postupy týkající se kontrol přístavním státem, jež jsou stanoveny v článku 5 této úmluvy, se vztahují

[*] Odkazy na „dokumenty" v tomto pravidle nebrání v používání přenosové techniky elektronického zpracování dat (EDP) a elektronické výměny dat (EDI) jako pomůcky k papírové dokumentaci.

[†] Viz Postupy kontrol přístavním státem přijaté usnesením Organizace A.787(19) ve znění usnesení A.882(21).

k tomuto pravidlu.

4. Žádný bod v tomto pravidle nesmí omezovat práva a povinnosti smluvní strany, která provádí kontrolu operativních požadavků, jež jsou výslovně stanoveny v této úmluvě.

Dodatek k Příloze III

Kritéria pro identifikaci škodlivých látek v balené formě

Pro účely této přílohy se látky identifikované podle jednoho z následujících kritérií považují za látky škodlivé[*]:

(a) Akutní (krátkodobé) nebezpečí pro vodní prostředí

Kategorie: Akutní 1	
96 hod. LC_{50} (pro ryby)	≤ 1 mg/l nebo
48 hod. EC_{50} (pro korýše)	≤ 1 mg / l nebo
72 nebo 96 hod. ErC_{50} (řasy a jiné vodní rostliny)	≤ 1 mg / l

(b) Dlouhodobé nebezpečí pro vodní prostředí

(i) Ne-rychle rozložitelné látky, pro které existují dostatečné údaje o chronické toxicitě

Kategorie: Chronická 1	
Chronická NOEC nebo EC_X (ryby)	≤ 0,1 mg / l nebo
Chronická NOEC nebo EC_X (korýši)	≤ 0,1 mg/ l nebo
Chronická NOEC nebo FC_X (řasy a jiné vodní rostliny)	≤ 0.1 mg/ l
Kategorie: Chronická 2	
Chronická NOEC nebo EC_X (ryby)	≤ 1 mg / l nebo
Chronická NOEC nebo EC_X (korýši)	≤ 1 mg / l nebo
Chronická NOEC nebo EC_X (řasy a jiné vodní rostliny)	≤ 1 mg / l

(ii) Rychle rozložitelné látky, pro které existují dostatečné údaje o chronické toxicitě

Kategorie: Chronická 1	
Chronická NOEC nebo EC_X (ryby)	≤ 0.01 mg / l nebo
Chronická NOEC nebo EC_X (korýši)	≤ 0.01 mg / l nebo
Chronická NOEC nebo EC_X (pro řasy a jiné vodní rostliny)	≤ 0.01 mg / l
Kategorie: Chronická 2	
Chronická NOEC nebo EC_X (ryby)	≤ 0.1 mg / l nebo
Chronická NOEC nebo EC_X (korýši)	≤ 0.1 mg / l nebo
Chronická NOEC nebo EC_X (řasy a jiné vodní rostliny)	≤ 0.1 mg / l

(iii) Látky, pro které odpovídající údaje o chronické toxicitě nejsou k dispozici

[*] Kritéria jsou založena na výsledcích dosažených v Globálním harmonizovaném systému klasifikace a označování chemických látek (CHS) OSN, ve znění pozdějších předpisů. Definice akronymů nebo termínů používaných v tomto dodatku naleznete v příslušných odstavcích předpisu IMDG Code.

Kategorie: Chronická 1	
96 hr LC_{50} (ryby)	≤ 1 mg / l nebo
48 hr EC_{50} (korýši)	≤ 1 mg / l nebo
72 nebo 96 hr ErC_{50} (řasy a jiné vodní rostliny)	≤ 1 mg / l
a látka není snadno rozložitelná nebo experimentálně stanovená při BCF ≥ 500 (nebo v případě neexistence log $K_{uw} \geq 4$).	
Kategorie: Chronická 2	
96 hr LC_{50} (ryby)	> 1 mg / l ale ≤ 10 mg / l nebo
48 hr EC_{50} (pro korýše)	> 1 mg / l ale ≤ 10 mg / l nebo
72 nebo 96 hr ErC_{50} (pro řasy a jiné vodní rostliny)	> 1 mg / l ale ≤ 10 mg / l
a látka není snadno rozložitelná nebo experimentálně stanovená při BCF ≥ 500 (nebo v případě neexistence log $K_{ow} \geq 4$).	

Další pokyny týkající se klasifikačního procesu u látek a směsí jsou obsaženy v IMDG Code.

Konsolidované znění úmluvy MARPOL, Příloha IV, včetně změn přijatých prostřednictvím usnesení MEPC.200 (62)*

Pravidla pro zamezení znečištění odpadními vodami z lodí

Kapitola 1 - Obecné informace

Pravidlo 1
Definice

Pro účely této přílohy:

1 Termín *nová loď* znamená loď:

.1 u které je uzavřena smlouva o stavbě nebo, v případě neexistence smlouvy o stavbě se tedy jedná o loď, jejíž kýl bude položen nebo která je v podobném stádiu stavby v den nebo po dni, kdy tato příloha vstoupí v platnost nebo
.2 jejíž dodávka se uskuteční tři nebo více let od data vstupu této přílohy v platnost.

2 Termín *stávající loď* znamená loď, která není nová.

3 Termín *odpadní vody* znamená:

.1 odtoky a jiné odpady z různých druhů toalet a pisoárů;
.2 odtoky z lékařských prostor (ošetřovny, nemocniční oddělení atd.), z umývadel, van a dalších vyústění umístěných v takových prostorách;
.3 odtoky z prostorů se živými zvířaty; nebo
.4 jiné odpadní vody smíchané s výše definovanými odtoky.

4 *Sběrná nádrž* je nádrž, která se používá pro sběr a skladování odpadních vod.

5 *Nejbližší pevnina.* Termín „od nejbližší pevniny“ znamená od základní linie, od které jsou zřízené teritoriální vody dotčeného území v souladu s mezinárodním právem, vyjma případů, kdy pro účely této úmluvy „od nejbližší pevniny“ od severovýchodního pobřeží Austrálie bude znamenat linii vedenou od bodu na pobřeží Austrálie na:

11°00' jižní šířky, 142°08' východní délky
k bodu na 10°35' jižní šířky, 141°55' východní délky,
odtud k bodu na 10°00' jižní šířky, 142°00' východní délky,
odtud k bodu na 09°10' jižní šířky, 143°52' východní délky,
odtud k bodu na 09°00' jižní šířky, 144°30' východní délky,
odtud k bodu na 10°41' jižní šířky, 145°00' východní délky,
odtud k bodu na 13°00' jižní šířky, 145°00' východní délky,
odtud k bodu na 15°00' jižní šířky, 146°00' východní délky;
odtud k bodu na 17°30' jižní šířky, 147°00' východní délky,
odtud k bodu na 21°00' jižní šířky, 152°55' východní délky,
odtud k bodu na 24°30' jižní šířky, 154°00' východní délky,
odtud k bodu na pobřeží Austrálie na 24°42' jižní šířky, 153°15' východní délky.

* Příloha IV vstoupila v platnost dne 27. září 2003. Změny přijaté v usnesení MEPC.200 (62) vstoupí v platnost dnem 1. ledna 2013.

6 *Zvláštní oblast* znamená mořskou oblast, kde je z vážných technických důvodů ve vztahu k oceánografickému a ekologickému stavu a ve vztahu ke konkrétní povaze provozu nutné přijetí zvláštních závazných metod pro prevenci před znečišťováním moře prostřednictvím odpadních vod.

Zvláštní oblasti:

.1 Baltské moře v souladu s definicí v pravidle 1.11.2 přílohy I; a

.2 jakákoli další mořská oblast určená Organizací v souladu s kritérii a postupy pro stanovení zvláštních oblastí s ohledem na prevenci proti znečišťováním odpadních vod lodní dopravou.[*]

7 Termín *mezinárodní plavba* znamená plavbu ze země, na kterou se tato úmluva vztahuje, do přístavu mimo země tohoto druhu, nebo naopak.

8 Termín *osoba* zahrnuje členy posádky a cestující.

9 Termín *cestující* znamená jakoukoli osobu jinou než:

.1 kapitána a členy posádky nebo jiné osoby, které jsou zaměstnané nebo působící v jakékoli funkci na palubě lodi a při provozu této lodi; a

.2 dítě mladší jednoho roku věku.

10 *Osobní lodí* rozumí taková loď, která přepravuje více než 12 cestujících.

V rámci uplatnění pravidla 11.3 je *nová osobní loď* taková osobní loď:

.1 pro kterou je vystavena smlouva o stavbě. V případě neexistence smlouvy o stavbě lodi se jedná o lodní kýl, pro který byla smlouva vytvořena v podobném stádiu stavby, ke dni 1. ledna 2016 nebo po tomto dni;

.2 dodávka provedená dva roky nebo více po 1. lednu 2016.

Stávající osobní loď je taková osobní loď, která není novou osobní lodí.

11 Termín *výroční datum* znamená den a měsíc každého roku, který bude odpovídat datu vypršení platnosti Mezinárodního osvědčení o zamezení znečištění odpadními vodami.

Pravidlo 2
Použití[†]

1 Ustanovení této přílohy se vztahují na následující lodě provozovaná v rámci mezinárodních plaveb:

.1 nové lodě o hrubé prostornosti 400 tun a více a

.2 nové lodě o hrubé prostornosti nižší než 400 tun, které jsou schváleny pro přepravu více než 15 osob a

.3 stávající lodě o hrubé prostornosti 400 tun a více, pět let po dni počátku platnosti této přílohy a

.4 stávající lodě s hrubou prostorností nižší než 400 tun, jež jsou schváleny pro přepravu více než 15 osob, pět let po dni počátku platnosti této přílohy.

2 Správní orgán musí zajistit, aby stávající lodě, podle pododstavců 1.3 a 1.4 tohoto pravidla, jejichž kýl byl položen nebo které byly v podobném stádiu stavby před 2. říjnem 1983, byly příslušně vybaveny, pokud je to proveditelné, k vypouštění odpadních vod v souladu s požadavky pravidla 11 této přílohy.

[*] Viz Usnesení Shromáždění A.927 (22), Pokyny pro stanovení zvláštních oblastí podle úmluvy MARPOL a pokyny pro identifikaci a označování zvláště citlivých mořských oblastí.

[†] MEPC 52 (11. až 15. října 2004) potvrzuje, že 27. září 2003 bylo jediným dnem vstupu Přílohy IV k MARPOL v platnost (viz dokument MEPC 52/24, odstavce 6.16 až 6.19).

Pravidlo 3
Výjimky

1 Pravidlo 11 této přílohy se nebude vztahovat na následující případy:

.1 vypouštění odpadních vod z lodi, které je nutné pro účely zajištění bezpečnosti lodi a osob na palubě nebo pro záchranu života na moři; nebo

.2 vypouštění odpadních vod vyplývají z poškození lodi nebo jejího vybavení v případě, kdy byla přijata veškerá rozumná opatření před a po vzniku škody, tedy opatření za účelem zabránění vypouštění nebo minimalizace množství vypouštěných splašků.

Kapitola 2 – Inspekce a vystavování osvědčení*

Pravidlo 4
Inspekce

1 Každá loď, která musí v souladu s pravidlem 2 odpovídat ustanovením této přílohy, bude předmětem inspekcí uvedených níže:

.1 Počáteční inspekce před uvedením lodi do provozu nebo před prvním vystavením osvědčení požadovaného podle pravidla 5 této přílohy, která zahrnuje kompletní inspekci její konstrukce, vybavení, systémů, armatur, zařízení a materiálu v rozsahu, v němž loď podléhá ustanovením této přílohy. Tato inspekce musí mít takovou formu, aby bylo zajištěno, že jsou konstrukce, vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky této přílohy.

.2 Obnovovací inspekce v intervalech stanovených správním orgánem, ale nepřekračujících pět let, kromě případů, kdy platí pravidla 8.2, 8.5, 8.6 nebo 8.7 této přílohy. Tato obnovovací inspekce musí mít takovou formu, aby bylo zajištěno, že jsou konstrukce, vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky této přílohy..

.3 Dodatečná inspekce, podle okolností buď obecná nebo částečná, musí být provedena po opravě vyplývající z vyšetřování předepsaných v odstavci 4 tohoto pravidla nebo po provedení jakýchkoliv důležitých oprav nebo rekonstrukcí. Tato inspekce musí mít takovou formu, aby bylo zajištěno, že nezbytné opravy nebo rekonstrukce byly provedeny efektivně, že materiál a provedení těchto oprav nebo rekonstrukcí je ve všech ohledech uspokojivé a že loď je ve všech ohledech v souladu s požadavky této přílohy.

2 Správní orgán musí stanovit vhodná opatření pro lodě, které nepodléhají ustanovením odstavce 1 tohoto pravidla, aby se zajistilo, že budou splněna příslušná ustanovení této přílohy.

3 Inspekce lodí týkající se vymáhání ustanovení této přílohy musí být prováděny úředníky správního orgánu. Správní orgán však může inspekcemi pověřit buď inspektory jmenované pro tento účel nebo jím uznané Organizace.

4 Správní orgán jmenující inspektory nebo uznávající Organizace k provádění inspekcí tak, jak je stanoveno v bodě 3 tohoto pravidla musí minimálně zmocnit libovolného jmenovaného inspektora nebo uznanou Organizaci k následujícímu:

.1 vyžadovat provedení oprav lodě a

* Viz Globální a jednotné realizace harmonizovaného systému inspekcí a vydávání osvědčení (HSSC) přijaté Shromážděním Organizace prostřednictvím usnesení A.883(21), Pokyny pro inspekce podle harmonizovaného systému inspekcí a vydávání osvědčení, 2007, které byly přijaty Shromážděním Organizace prostřednictvím usnesení A.997(25) ve znění pozdějších předpisů Organizace. Viz MSC/Circ.1010 - MEPC/Circ.382 o sdělování informací o povolení uznaných organizací (RO) a informací shromážděných prostřednictvím Globálního integrovaného systému informací o dopravě (GISIS).

.2 provádět inspekce, jsou-li vyžadované příslušnými orgány přístavního státu.

Správní orgán musí Organizaci sdělit konkrétní odpovědnosti a podmínky oprávnění udělených jmenovaným inspektorům nebo uznaným Organizacím, aby mohly být rozeslány smluvním stranám této úmluvy za účelem informování jejich úředníků.

5 Když jmenovaný inspektor nebo uznaná Organizace rozhodne, že stav lodi nebo jejího vybavení zásadně neodpovídá údajům v osvědčení nebo je takový, že loď není vhodná k vyplutí na moře, aniž by nepředstavovala nepřiměřené riziko poškození životní prostředí v moři, tento inspektor nebo Organizace neprodleně zajistí, aby byla přijata nápravná opatření a včas uvědomí správní orgán. Pokud taková nápravná opatření přijata nejsou, musí být odebráno osvědčení a musí být neprodleně informován správní orgán. Pokud je loď v přístavu jiné smluvní strany, musí být také okamžitě informovány příslušné orgány daného přístavního státu. Když úředník správního orgánu, jmenovaný inspektor nebo uznaná Organizace informuje příslušné orgány přístavního státu, musí dotčená vláda přístavního státu poskytnout tomuto úředníkovi, inspektorovi nebo Organizaci veškerou nezbytnou pomoc, aby mohli plnit své povinnosti plynoucí z tohoto pravidla. Pokud je to možné, musí vláda přístavního státu přijmout taková opatření, která zajistí, že loď nevypluje, dokud nebude možné vyplout na moře nebo opustit přístav za účelem plavby do nejbližšího dostupné vhodné opravárenské loděnice, aniž by tím vzniklo nepřiměřené riziko poškození mořského prostředí.

6 V každém případě musí příslušný správní orgán plně zaručit úplnost a účinnost inspekce a zajistit veškeré nezbytné náležitosti ke splnění této povinnosti.

7 Stav lodi a jejího vybavení musí být udržován na takové úrovni, aby byl v souladu s ustanoveními této úmluvy a aby bylo zajištěno, že loď zůstane ve všech ohledech vhodná k vyplutí na moře, aniž by tím vzniklo nepřiměřené riziko poškození mořského prostředí.

8 Po dokončení každé inspekce lodi podle odstavce 1 tohoto pravidla se v konstrukci, vybavení, systémech, armaturách, zařízeních nebo materiálu, které jsou předmětem inspekce, nesmí bez sankcí ze strany správního orgánu provádět žádné změny, s výjimkou přímé výměny takového vybavení a armatur.

9 Kdykoliv na lodi dojde k nehodě nebo je zjištěna závada, která podstatně ovlivňuje integritu lodi nebo účinnost nebo úplnost jejího zařízení na něž se vztahuje tato příloha, velitel nebo vlastník lodi při nejbližší příležitosti uvědomí správní orgán, uznanou Organizaci nebo jmenovaného inspektora odpovědného za vystavení příslušného osvědčení, který zahájí vyšetřování k určení, zdali je nezbytná inspekce tak, jak vyžaduje odstavec 1 tohoto pravidla. Pokud se loď nachází v přístavu jiné smluvní strany, musí kapitán nebo vlastník také okamžitě uvědomit příslušné orgány přístavního státu a jmenovaný inspektor nebo uznaná Organizace musí zajistit, že taková zpráva byla vyhotovena.

Pravidlo 5
Vydávání nebo potvrzování osvědčení

1 Mezinárodní osvědčení o zamezení znečištění odpadními vodami musí být vystaveno po počáteční nebo obnovovací inspekci v souladu s ustanoveními pravidla 4 této přílohy a to ve prospěch jakékoliv lodi, která se provozuje při plavbách do přístavů nebo příbřežních terminálů pod pravomocí jiných smluvních stran této úmluvy. V případě stávajících lodí bude tento požadavek platit po dobu pěti let po dni vstupu této přílohy v platnost.

2 Toto osvědčení musí být vystaveno nebo potvrzeno buď správním orgánem nebo jakýmikoliv osobami či organizacemi správním orgánem řádně pověřenými*. Ve všech případech správní orgán za

* Viz Pokyny pro autorizaci organizací jednajících jménem správního orgánu přijaté usnesením Organizace A.739(18) ve znění usnesení MSC.208(81) a pak také Specifikace inspekcí a funkce certifikačního procesu u uznaných Organizací jednajících jménem správního orgánu přijatých usnesením Organizace A.789(19) ve znění pozdějších pravidel přijatých Organizací.

osvědčení přejímá plnou zodpovědnost.

Pravidlo 6
Vystavení nebo potvrzení osvědčení jinou vládou

1. Vláda smluvní strany této úmluvy je oprávněna nechat na žádost správního orgánu provést inspekci lodi a, je-li přesvědčena, že jsou ustanovení této přílohy splněna, pro loď vystaví nebo povolí vystavení Mezinárodního osvědčení o zamezení znečištění odpadními vodami a, je-li to vhodné, potvrdí nebo povolí potvrzení uvedeného osvědčení na lodi a to v souladu s touto přílohou.

2 Kopie tohoto osvědčení a kopie zprávy o inspekci musí být co nejdříve předány zadávajícímu správnímu orgánu.

3 Takto vystavené osvědčení musí obsahovat prohlášení o tom, že bylo vystaveno na žádost správního orgánu musí mít stejnou účinnost a být uznáno stejně jako osvědčení vystavené na základě pravidla 5 této přílohy.

4 Pro loď, která je oprávněna plout pod vlajkou státu, který není smluvní stranou nesmí být vystaveno žádné Mezinárodní osvědčení o zamezení znečištění odpadními vodami.

Pravidlo 7
Forma osvědčení

Mezinárodní osvědčení o zamezení znečištění odpadními vodami musí být vypracováno ve formě odpovídající vzoru uvedenému v Dodatku k této příloze a musí být alespoň v angličtině, francouzštině nebo španělštině. Pokud je také použit úřední jazyk vystavujícího státu, bude mít tento v případě sporu nebo nesrovnalosti přednost.

Pravidlo 8
Doba platnosti osvědčení[*]

1 Mezinárodní osvědčení o zamezení znečištění odpadními vodami se vystavuje na dobu stanovenou správním orgánem a nesmí přesáhnout dobu pět let.

2.1 Bez ohledu na požadavky odstavce 1 tohoto pravidla, jestliže je obnovovací inspekce dokončena do tří měsíců před uplynutím doby platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne ukončení obnovovací inspekce do data nepřesahujícího pět let od data skončení platnosti stávajícího osvědčení.

2.2 Když je obnovovací inspekce dokončena po datu uplynutí platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne ukončení obnovovací inspekce do data nepřesahujícího pět let od data skončení platnosti stávajícího osvědčení

2.3 Když je obnovovací inspekce dokončena více než 3 měsíce před uplynutím doby platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data dokončení obnovovací inspekce.

3 Pokud je osvědčení vystaveno na dobu kratší než pět let, správní orgán může prodloužit platnost osvědčení do termínu po uplynutí doby platnosti na maximální dobu uvedenou v odstavci 1 tohoto pravidla.

[*] Viz Pokyny pro načasování výměny stávajících osvědčení vydaných po počátku platnosti dodatků osvědčení v nástrojích IMO (MSC-MEPC.5/Circ.6).

4 Pokud byla obnovovací inspekce dokončena a nové osvědčení nelze vystavit ani umístit na palubě lodi před skončením platnosti stávajícího osvědčení, může osoba nebo Organizace oprávněná správním orgánem potvrdit stávající osvědčení, které pak musí být přijato jako platné na další období, které nesmí přesáhnout délku pět měsíců od uplynutí data platnosti.

5 Pokud loď v době, kdy vyprší platnost osvědčení není v přístavu, v němž má podstoupit inspekci, může správní orgán dobu platnosti osvědčení prodloužit, ale toto prodloužení se uděluje pouze za účelem umožnění loď dokončit její plavbu do přístavu, v němž má podstoupit inspekci, a pak pouze v případech, kdy se tak zdá správné a přijatelné. Žádné osvědčení se nesmí prodloužit na dobu delší než tři měsíce a loď, pro kterou se prodloužení uděluje, nebude oprávněna při svém příjezdu do přístavu, v němž má podstoupit inspekci, na základě tohoto prodloužení, opustit přístav bez nutnosti získat nové osvědčení. Po dokončení obnovovací inspekce bude nové osvědčení platné k datu nepřesahujícímu pět let od data skončení platnosti stávajícího osvědčení před udělením prodloužení.

6 Osvědčení vystavené pro loď, která se provozuje na krátkých plavbách, a které nebylo prodlouženo podle výše uvedených ustanovení tohoto pravidla může být prodlouženo správním orgánem na dobu odkladu v délce až jednoho měsíce od uplynutí na něm vyznačené doby platnosti. Po dokončení obnovovací inspekce bude nové osvědčení platné k datu nepřesahujícímu pět let od data skončení platnosti stávajícího osvědčení před udělením prodloužení.

7 Za zvláštních okolností, jak je stanoveno správním orgánem, nemusí být nové osvědčení datováno od data skončení platnosti stávajícího osvědčení tak, jak požadují odstavce 2.2, 5 nebo 6 tohoto pravidla. Za těchto zvláštních okolností bude nové osvědčení platné k datu nepřesahujícímu pět let od data dokončení obnovovací inspekce.

8 Osvědčení vystavené na základě pravidel 7 nebo 8 této přílohy pozbude platnosti v některém z následujících případů:

.1 pokud nejsou příslušné inspekce dokončeny ve lhůtách stanovených podle pravidla 4.1 této přílohy nebo

.2 při převodu lodě pod vlajku jiného státu. Nové osvědčení se vystavuje pouze, když je vláda vystavující nové osvědčení plně přesvědčena, že loď je v souladu s požadavky pravidel 4.7 a 4.8 této přílohy. V případě převodu mezi smluvními stranami, pokud je zažádáno do 3 měsíců po uskutečněném převodu, musí vláda smluvní strany, pod jejíž vlajkou byla loď již dříve oprávněna plout, a to co nejdříve, předat správnímu orgánu kopie osvědčení nesené lodí před převodem a, jsou-li k dispozici, kopie příslušných zpráv o inspekcích.

Kapitola 3 - Vybavení a omezení vypouštění

Pravidlo 9
Kanalizační systémy

1 Každá loď, která musí v souladu s pravidlem 2 odpovídat ustanovením této přílohy, musí být vybavena jedním z následujících kanalizačních systémů:

.1 čistička odpadních vod, která musí být zařízením takového typu, který je schválený správním orgánem s přihlédnutím k normám a zkušebním metodám vyvinutým Organizací[*] nebo

[*] Viz Doporučení k mezinárodním normám o odpadních vodách a pokyny k funkčním zkouškám pro čističky odpadních vod přijaté , tedy tyto dokumenty přijaté Výborem na ochranu životního prostředí v mořích Organizace prostřednictvím usnesení MEPC.2(VI) nebo Upravené pokyny k realizaci o odpadních vodách a funkčních zkouškách pro čističky odpadních vod, které byly přijaty MEPC prostřednictvím usnesení MEPC s označením MEPC. 159(55) (viz Jednotný výklad 3).

.2 systém pro rozmělňování a dezinfekci kanalizačního odpadu schválený správním orgánem. Tento systém musí být vybaven takovým zařízením, které je pro správní orgán uspokojující a které slouží pro dočasné skladování odpadních vod v době, kdy se loď nachází ve vzdálenosti menší než 3 námořní míle od nejbližší pevniny nebo

.3 sběrná nádrž o objemu, která vyhovuje správnímu orgánu, sloužící k uchovávání všech odpadních vod, s ohledem na provoz lodě, počet osob na palubě a na další relevantní faktory. Sběrná nádrž musí být konstruována tak, aby vyhovovala správnímu orgánu. Musí být vybavena prostředky pro vizuální indikaci množství obsahu.

2. Na základě úpravy odstavce 1 musí být každá osobní loď, která má v souladu s pravidlem 2 vyhovovat ustanovením této přílohy a pro kterou platí pravidlo 11.3 při plavbách ve zvláštních oblastech, vybavena jedním z následujících systémů pro zpracovávání odpadních vod:

.1 čistička odpadních vod, která musí být zařízením takového typu, který je schválený správním orgánem s přihlédnutím k normám a zkušebním metodám vyvinutým v Organizaci[*]; nebo

.2 sběrná nádrž o kapacitě, která vyhovuje správnímu orgánu. Nádrž, která slouží pro uchovávání všech odpadních vod, s ohledem na provoz lodě, počet osob na palubě a na dalších relevantních faktorech. Sběrná nádrž musí být konstruována tak, aby vyhovovala správnímu orgánu. Musí být vybavena prostředky pro vizuální indikaci množství obsahu.

Pravidlo 10
Standardní vypouštěcí přípojky

1 Aby bylo možné připojení potrubí zařízení pro odevzdání látek z lodí k vypouštěcímu potrubí lodě, musí být obě vedení vybavena standardní vypouštěcí přípojkou v souladu s následující tabulkou:

Standardní rozměry přírub pro vypouštěcí přípojky

Popis	Rozměr
Vnější průměr	210 mm
Vnitřní průměr	Podle vnějšího průměru potrubí
Průměr roztečné kružnice pro šrouby	170 mm
Drážky v přírubě	4 otvory, 18 mm v průměru, pravidelně umístěné na roztečné kružnice pro šrouby výše uvedeného průměru, s drážkou k okraji příruby. Šířka drážky musí být 18 mm
Tloušťka příruby	16 mm
Šrouby a matice: počet a průměr	6, každý o průměru 16 mm a dostatečné délky
Příruba je určena k tomu, aby přijímala potrubí až do maximálního vnitřního průměru 100 mm a musí být z oceli nebo jiného rovnocenného materiálu s plochým čelem. Tato příruba, spolu s vhodným těsněním, musí být vhodná pro provozní tlak 600 kPa. U lodí s konstrukční hloubkou výškou 5 m a méně může být vnitřní průměr vypouštěcí přípojky 38 mm.	

2. U určených obchodních lodí, tj. osobních trajektů, může být vypouštěcí potrubí alternativně

[*] Viz Doporučení k mezinárodním normám o odpadních vodách a pokyny k funkčním zkouškám pro čističky odpadních vod přijaté , tedy tyto dokumenty přijaté Výborem na ochranu životního prostředí v mořích Organizace prostřednictvím usnesení MEPC.2(VI) nebo Upravené pokyny k realizaci o odpadních vodách a funkčních zkouškách pro čističky odpadních vod, které byly přijaty MEPC prostřednictvím usnesení MEPC s označením MEPC.159(55) (viz Jednotný výklad 3); nebo Pokyny pro realizaci norem pro odpadní systémy (2012) a výkonnostních testů pro čističky odpadních vod, které budou pravděpodobně přijaty prostřednictvím MEPC 63 v březnu 2012.

vybaveno vypouštěcí přípojkou, kterou může správní organ přijmout. Například může jít o tzv. rychlospojky.

Pravidlo 11
Vypouštění odpadních vod

A Vypouštění odpadních vod ve všech oblastech z lodí, které nepatří do kategorie osobních lodí. Vypouštění odpadních vod z osobních lodí mimo zvláštní oblasti.

1. Podle ustanovení pravidla 3 této přílohy, je vypouštění odpadních vod do moře zakázáno, a to vyjma následujících případů:

.1 oď vypouští rozmělněné a dezinfikované odpadní vody s využitím systému schváleného správním orgánem v souladu s pravidlem 9.1.2 této přílohy, a to ve vzdálenosti více než 3 námořních mil od nejbližší pevniny, nebo vypouští odpadní vody, které nejsou rozmělněné nebo desinfikované, a to ve vzdálenosti větší než 12 námořních mil od nejbližší pevniny, a to za předpokladu, že se v žádném případě nesmí odpadní vody skladované ve sběrných tancích nebo odpadní vody, které pocházejí z kanalizace vedoucí z prostor obsahujících živá zvířata, vypouštět jednorázově, ale malou rychlostí a při tom, když se loď pohybuje rychlostí ne menší než 4 uzly; rychlost vypouštění musí být schválena správním orgánem na základě norem vypracovaných Organizací* nebo

.2 na lodi je v provozu schválená čistička odpadních vod, která byla certifikována správním orgánem a která splňuje provozní požadavky uvedené v pravidle 9.1.1 této přílohy. Odtoky nesmějí vytvářet viditelné plovoucí pevné látky nebo způsobovat zabarvení okolních vod.

2. Ustanovení odstavce 1 se nevztahují na lodě operující ve vodách pod pravomocí smluvního státu a na hostující lodě z jiných států plující v těchto vodách a vypouštějící odpadní vody v souladu s méně přísnými požadavky, které mohou být uloženy ze strany daného státu.

B Vypouštění odpadních vod z osobních lodí v rámci zvláštní oblasti

3. S výhradou ustanovení pravidla 3 této přílohy, musí být vypouštění odpadních vod z osobní lodi ve zvláštních oblastech zakázáno:

.1 pro nové osobní lodě, a to ke dni 1. ledna 2016 nebo po tomto datu, s výhradou odstavce 2 pravidla 13; a
.2 pro stávající osobní lodě, a to ke dni 1. ledna 2018 nebo po tomto datu, s výhradou odstavce 2 pravidla 13; a

to kromě případů, kdy jsou splněny následující podmínky:

Na lodi je v provozu schválená čistírna splašků, která byla certifikována správním orgánem a která splňuje provozní požadavky uvedené v pravidle 9.2.1 této přílohy. Odtoky nesmějí vytvářet viditelné plovoucí pevné látky nebo způsobovat zabarvení okolních vod.

C Všeobecné požadavky

4 Pokud jsou splašky smíchány s odpadem nebo odpadními vodami souvisejícími s jinými přílohami této úmluvy, musí být splněny požadavky těchto příloh a samozřejmě také požadavky původní přílohy.

* Viz Doporučení k normám pro rychlost vypouštění neošetřených odpadních vod z lodí přijaté Výborem na ochranu životního prostředí v mořích Organizace prostřednictvím usnesení MEPC.157(55).

Kapitola 4 – Zařízení pro odevzdání látek z lodí

Pravidlo 12
Zařízení pro odevzdání látek z lodí

1. Vláda každé smluvní strany úmluvy, která vyžaduje, aby lodě provozované ve vodách pod její pravomocí a hostující lodě plující v jejích vodách splňovaly požadavky pravidla 11.1, se zavazuje k tomu, že zajistí zařízení v přístavech a terminálech pro příjem odpadních vod a to takovým způsobem, aby při tom nedošlo k zpoždění lodí. Tato zařízení musí splňovat potřeby lodí, které je využívají.

2 Každá smluvní strana musí oznámit Organizaci, za účelem předání dotčeným smluvním vládám, všechny případy, kdy se zařízení zřízená podle tohoto pravidla zdají být nedostatečná.

Pravidlo 13
Sběrná zařízení pro osobní lodě ve zvláštních oblastech

1. Každá účastnická strana, jejíž pobřeží hraničí se zvláštní oblastí, se zavazuje, že zajistí následující podmínky:

.1 Zařízení pro příjem splašků jsou k dispozici v přístavech a terminálech, které jsou ve zvláštních oblastech a které jsou používány osobními loděmi;
.2 Zařízení jsou dostatečná k uspokojení potřeb těchto osobních lodí; a
.3 Zařízení jsou provozována tak, aby nedocházelo ke zbytečnému zdržování těchto osobních lodí.

2 Vláda každé dotčené strany poskytne Organizaci oznámení o opatřeních přijatých podle odstavce 1 tohoto pravidla. Po obdržení dostačujících oznámení v souladu s odstavcem 1 tohoto pravidla musí Organizace stanovit datum, od kterého budou platit požadavky pravidlo 11.3 ve vztahu k dotčené oblasti. Organizace poskytne všem stranám informaci o tomto datu, a to ne později než ve lhůtě 12 měsíců před tímto datem. Než bude toto datum stanoveno, musí lodě pohybující se v rámci tohoto zvláštního prostoru dodržovat požadavky pravidla 11.1 této přílohy.

Kapitola 5 - Kontroly přístavním státem

Pravidlo 14
Kontroly přístavním státem na základě operativních požadavků[*]

1 Loď nacházející se v přístavu nebo příbřežním terminálu jiné smluvní strany, podléhá kontrolám prováděným úředníky řádně oprávněnými danou smluvní stranou, které se týkají operativních požadavků podle této přílohy tam, kde je důvodné podezření, že kapitán nebo posádka nejsou obeznámeni se zásadními palubními postupy týkajícími se zabraňování znečišťování odpadními vodami.

2 Za daných okolností uvedených v odstavci 1 tohoto pravidla, musí smluvní strana přijmout taková opatření, která zajistí, že loď nesmí plout, dokud se situace nedostane do souladu s požadavky této přílohy.

3 Na toho pravidlo se budou vztahovat postupy týkající se kontrol ze strany přístavního státu předepsané v článku 5 této úmluvy.

[*] Viz postupy pro kontroly přístavním státem přijaté usnesením Organizace A.787(19) ve znění usnesení A.882(21); viz prodávanou IMO publikaci IA650E.

4. Nic v tomto pravidle se nesmí považovat za omezení práv a povinností smluvní strany provádějící kontrolu nad operativními požadavky výslovně stanovenými v této úmluvě.

Dodatek k Příloze IV

Dodatek

Forma Mezinárodního osvědčení o zamezení znečištění odpadními vodami

MEZINÁRODNÍ OSVĚDČENÍ O ZAMEZENÍ ZNEČIŠTĚNÍ ODPADNÍMI VODAMI

Vydáno na základě ustanovení Mezinárodní úmluvy o zamezení znečištění z lodí z roku 1973 ve znění Protokolu z roku 1978, ve znění pozdějších předpisů, (dále jen „úmluva“) na základě pověření vlády státu:

.....

(úplné označení státu)

kým .....

(úplné označení příslušné osoby nebo Organizace oprávněné podle ustanovení této úmluvy)

Údaje o lodi[*]

Jméno lodi.....

Volací znak nebo čísla ..... .

Rejstříkový přístav.....

Hrubá prostornost .....

Počet osob, které je loď oprávněná přepravovat .....

Číslo IMO[†] .....

Nová/stávající loď[‡]

Datum, kdy byl položen kýl nebo kdy loď byla v podobném stádiu stavby nebo případně datum, kdy byla zahájena práce na přestavbě nebo úpravě či změně rozsáhlejšího charakteru. .....

TÍMTO SE POTVRZUJE:

1 Že loď je vybavena čističkou odpadních vod/zařízením pro rozmělňování/sběrnou nádrží a vypouštěcím potrubím v souladu s pravidly 9 a 10 Přílohy IV úmluvy, a to následovně:

[§]1.1 Popis čističky odpadních vod:

Typ čističky odpadních vod: .....

Jméno výrobce .....

Čistička odpadních vod je certifikována správním orgánem, aby splňovala normy týkající se odpadních vod, které jsou stanoveny v usnesení MEPC.2 (VI).

[**]1.2 Popis rozmělňovacího zařízení:

Typ rozmělňovacího zařízení .....

Jméno výrobce .....

Standardní stav odpadních vod po dezinfekci .....

[*]1.3 Popis sběrné nádrže:

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[*] Alternativně lze údaje o lodi vpisovat do polí vodorovně.

[†] Viz Schéma identifikačního čísla lodi IMO přijaté usnesením Organizace A.600(15).

[‡] Nehodící se škrtněte.

[§] Nehodící se škrtněte.

[**] Nehodící se škrtněte.

Celkový objem sběrné nádrže ..... m^3

Umístění .....

1.4 Potrubí pro vypouštění odpadních vod do zařízení pro odevzdání látek z lodí, vybavené standardním připojením k pobřežním zařízením.

2 Že loď podstoupila inspekci v souladu s nařízením 4 Přílohy IV úmluvy.

3 Že inspekce prokázala, že konstrukce, vybavení, systémy, armatury, zařízení a materiál lodi a její stav jsou ve všech ohledech uspokojivé a že loď splňuje příslušné požadavky Přílohy IV úmluvy.

Platnost tohoto osvědčení trvá do (dd/mm/rrrr) ..... †
na základě inspekcí v souladu s nařízením 4 Přílohy IV úmluvy.

Datum dokončení inspekce, jež tvoří základ tohoto osvědčení (dd/mm/rrrr) .....

Místo vydání .....
(místo vydání osvědčení)

Datum (dd/mm/rrrr)……. ……..
(datum vydání) *(podpis řádně pověřeného úředníka vydávajícího toto osvědčení)*

(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ K PRODLOUŽENÍ PLATNOSTI OSVĚDČENÍ, JE-LI PLATNÉ NA MÉNĚ NEŽ 5 LET V PŘÍPADECH, NA KTERÉ SE VZTAHUJE PRAVIDLO 8.3

Loď splňuje příslušná ustanovení úmluvy, a toto osvědčení musí být přijato, v souladu s pravidlem 8.3 Přílohy IV úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO PŘÍPADY, VE KTERÝCH BYLA DOKONČENA OBNOVOVACÍ INSPEKCE A PLATÍ PRAVIDLO 8.4

Loď splňuje příslušná ustanovení úmluvy, a toto osvědčení musí být přijato, v souladu s pravidlem 8.4 Přílohy IV úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

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* Nehodící se škrtněte.

† Vyplňte datum ukončení platnosti tak, jak je specifikováno správním orgánem v souladu s pravidlem 8.1 Přílohy IV úmluvy. Den a měsíc tohoto data odpovídají výročnímu datu tak, jak je definováno v pravidle 1.8 Přílohy IV úmluvy.

POTVRZENÍ PRO PRODLOUŽENÍ PLATNOSTI OSVĚDČENÍ PRO DOPLUTÍ DO INSPEKČNÍHO PŘÍSTAVU NEBO NA BODU ODKLADU, KDY PLATÍ PRAVIDLO 8.5 NEBO 8.6

Toto osvědčení musí být přijato, v souladu s pravidlem 8.5 nebo 8.6* Přílohy IV úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis .....
(podpis řádně pověřeného úředníka)

Místo .....

Datum (dd/mm/rrrr) .....
(pečeť nebo razítko orgánu, podle potřeby)

* Nehodící se škrtněte.

Potencionální změny úmluvy MARPOL v příloze V

Rezoluce MEPC.201 (62)
přijaté dne 15. července 2011

Dodatky k příloze protokolu z roku 1978, související s Mezinárodní úmluvou o zamezení znečištění moří z lodí z roku 1973 (revize MARPOL příloha V)

VÝBORU PRO OCHRANU MOŘSKÉHO ŽIVOTNÍHO PROSTŘEDÍ

S odkazem na článek 38 (a) úmluvy Mezinárodní námořní organizace týkající se funkce Výboru pro mořského ochranu životního prostředí (Výbor), udělené prostřednictvím mezinárodních úmluv pro prevenci a kontrolu znečišťování moří,

BERE NA VĚDOMÍ článek 16 Mezinárodní úmluva o zamezení znečištění moří z lodí z roku 1973 (dále jen „úmluva z roku 1973“) a článek VI Protokol z roku 1978 k Mezinárodní úmluvě o zamezení znečištění moří z lodí z roku 1973 (dále jen „Protokol z roku 1978“), které společně specifikují postup pro přijímání změn v protokolu z roku 1978 a svěřují příslušnému orgánu Organizace funkci pro zvažování a přijímání změn k úmluvě z roku 1973, ve znění protokolu z roku 1978 (MARPOL 73/78),

PO ZVÁŽENÍ návrhu změn přílohy V dokumentu MARPOL 73/78,

1. PŘIJÍMÁ, v souladu s čl. 16(2)(d) úmluvy z roku 1973, změny přílohy V dokumentu MARPOL 73/78, jejichž znění je uvedeno v příloze k tomuto usnesení;

2. URČUJE, v souladu s článkem 16(2) (f)(iii) úmluvy z roku 1973, že změny se považují za přijaté dnem 1. července 2012, pokud však před tímto datem ne méně než třetina stran nebo strany kombinovaného obchodního loďstva, které tvoří ne méně než 50 % hrubé prostornosti světové obchodní flotily, nesdělí Organizaci své námitky vůči těmto změnám;

3. VYZÝVÁ účastnické strany, aby vzaly na vědomí tu skutečnost, že v souladu s čl. 16(2)(g)(ii) úmluvy z roku 1973 vstoupí uvedené změny v platnost dne 1. ledna 2013 na základě jejich přijetí a v souladu s výše uvedeným odstavcem 2;

4. ŽÁDÁ generálního tajemníka, v souladu s čl. 16(2)(e) úmluvy z roku 1973, aby předal všem stranám MARPOL 73/78 ověřené kopie tohoto usnesení a texty změn obsažených v příloze;

5. DÁLE ŽÁDÁ generálního tajemníka, aby předal členům Organizace, kteří nejsou účastnickými stranami úmluvy MARPOL 73/78, kopie tohoto usnesení a jeho přílohy.

Příloha

Revidovaný dokument MARPOL příloha V

Pravidla pro zamezení znečištění odpadem z lodí

Pravidlo 1
Definice

Používá se pro účely této přílohy:

1 Termín *mrtvá těla zvířat* znamená těla jakýchkoli zvířat, která jsou převážena na palubě jako náklad a která zemřela nebo byla utracena během plavby.

2 Termín *zbytky nákladu* znamená zbytky jakéhokoli nákladu, které nejsou ošetřeny jinými přílohami této úmluvy a které zůstávají na palubě nebo v zádržném prostoru po nakládce nebo vykládce, a to včetně nakládky a vykládky přebytků nebo při rozlití materiálů, jež jsou v mokrém nebo suchém stavu nebo nerozpuštěné v mycí vodě, ale které nezahrnují prach ulpívající na palubě po zametání nebo prach na vnějších plochách lodi.

3 Termín *olej na vaření* znamená jakýkoli druh jedlého oleje nebo živočišného tuku, který se používá nebo je určen k použití pro přípravu nebo vaření potravin, ale který přitom nezahrnuje jídlo samotné, které je pomocí tohoto oleje připravováno.

4 Termín *domácí odpad* znamená všechny druhy odpadů, které nejsou zahrnuty v jiných přílohách a které jsou generovány v obytných prostorách na palubě lodi. Domácí odpad nezahrnuje tzv. šedou vodu.

5 Termín *trasa* znamená dráhu, na které loď pluje po moři v příslušném kurzu nebo v kurzech, včetně odchylky od nejkratší přímé trasy, která je vhodná pro navigační účely a která je základem pro to, aby byl všechen odpadní materiál vypuštěn rovnoměrně na takové oblasti na moři, která je racionální a proveditelná.

6 Termín *lovné zařízení* znamená jakékoli fyzické zařízení nebo jeho část, případně kombinaci různých komponentů, které mohou být umísťovány na vodě nebo ve vodě, a to za účelem shromažďování, nebo řízení pro následné zachycení nebo sběru mořských nebo sladkovodních organismů.

7 Termín *pevné nebo plovoucí plošiny* znamená pevné nebo plovoucí konstrukce umístěné na moři, které jsou určeny pro průzkum, využívání nebo další zpracování surovin z mořského dna.

8 Termín *potravinové odpady* znamená jakékoli látky ze zkažených nebo nedotčených potravin, které zahrnují ovoce, zeleninu, mléčné výrobky, drůbež, masné výrobky a zbytky potravin generované na palubě lodi.

9 Termín *odpad* znamená všechny druhy potravinových odpadů, domácích odpadů a provozních odpadů, všechny zbytky plastů, zbytky lodního nákladu, spalovací popel, olej na vaření, rybářské náčiní a mrtvá těla zvířat generovaná během normálního provozu na lodi, tedy materiál, který má být odstraňován průběžně nebo periodicky, s výjimkou těch látek, které jsou definovány nebo uvedeny v jiných přílohách k této úmluvě. Odpad nezahrnuje čerstvé ryby a jejich části generované v důsledku rybolovných činností prováděných během plavby, nebo v důsledku činnosti v oblasti akvakultury, která zahrnuje přepravu ryb, včetně měkkýšů, za účelem umístění v zařízeních akvakultury a přepravu vylovených ryb, včetně měkkýšů, z těchto zařízení na břeh za účelem dalšího zpracování.

10 Termín *popel ze spalovny* odpadu znamená popel a škváru pocházející z lodních spaloven používaných pro spalování odpadků.

11 *Nejbližší pevnina*. Termín „od nejbližší pevniny“ znamená od základní linie, od které jsou zřízené teritoriální vody dotčeného území v souladu s mezinárodním právem, vyjma případů, kdy pro účely této úmluvy „od nejbližší pevniny“ od severovýchodního pobřeží Austrálie bude znamenat linii vedenou od bodu na pobřeží Austrálie na:

11°00' jižní šířky, 142°08' východní délky
do bodu 10°35' jižní šířky a 141°55 východní délky,

poté k bodu 10°00' jižní šířky a 142°00 východní délky,
odtud až k bodu 09°10' jižní šířky a 143°52 východní délky,
odtud až k bodu 09°00' jižní šířky a 144°30' východní délky,
odtud až k bodu 10°41' jižní šířky a 145°00' východní délky,
odtud k bodu 13°00' jižní šířky a 145°00' východní délky,
odtud až k bodu 15°00' jižní šířky a 146°00 východní délky,
odtud k bodu 17°30' jižní šířky a 147°00' východní délky,
odtud k bodu 21°00' jižní šířky a 152°55' východní délky,
odtud až k bodu 24°30' jižní šířky a 154°00' východní délky,
odtud až k bodu na pobřeží Austrálie v 24°42' jižní šířky a 153°15' východní délky.

12 *Provozní odpady* jsou všechny tuhé odpady (včetně kalů), které nejsou předmětem jiných příloh a které jsou shromažďovány na palubě během běžné údržby nebo během běžného provozu lodi, případně také odpady, které jsou použity pro uskladnění nákladu a manipulaci s nákladem. Provozní odpady zahrnuje také čisticí prostředky a přísady obsažené v nákladovém prostoru, stejně jako vnější mycí vodu. Provozní odpady nezahrnují šedou vodu, stokovou vodu nebo jiné podobné splašky nezbytné pro provoz lodi, s přihlédnutím k pokynům, jež jsou vypracovány v Organizaci.

13 Termín *plastový materiál* znamená pevný materiál, který obsahuje jako hlavní složku jeden nebo více vysokomolekulárních polymerů a který je tvořen (tvarován) v průběhu výroby polymerů nebo zpracování do konečného výrobku prostřednictvím tepla nebo tlaku. Plasty mají vlastnosti materiálu od tvrdých a křehkých až po měkké a pružné. Pro účely této přílohy znamená termín „všechny plastové materiály“ veškeré odpadky, které obsahují plastické hmoty v jakékoli formě, včetně syntetických lan, syntetických rybářských sítí, plastových pytlů na odpadky a popela ze spaloven plastových výrobků.

14 Termín *zvláštní oblast* znamená mořskou oblast, kde je z vážných technických důvodů ve vztahu k oceánografickému a ekologickému stavu a ve vztahu ke konkrétní povaze provozu nutné přijetí zvláštních závazných metod pro prevenci před znečišťováním moře prostřednictvím odpadních vod.

Pro účely této přílohy se zvláštními oblastmi rozumí oblast Středozemního moře, oblast Baltského moře, oblast Černého moře, oblast Rudého moře, oblast Perského zálivu, oblast Severního moře, oblast Antarktidy a širší region Karibiku. tyto oblasti jsou definovány takto:

.1 Termín *oblast Středozemního moře* znamená vlastní Středozemní moře včetně zálivů a jeho moří s hranicí mezi Středozemním mořem a Černým mořem, kterou tvoří rovnoběžka na 41° severní šířky a ohraničená na západě úžinou Gibraltaru na poledníku 005°36’ západní délky.

.2 Termín *oblast Baltského moře* znamená vlastní Baltské moře s Botnickým zálivem, Finským zálivem a vstupem do Baltského moře ohraničeném rovnoběžkou místa Skaw ve Skagerraku na 57°44’.8 severní šířky.

.3 Termín *oblast Černého moře* znamená vlastní Černé moře s hranicí mezi Středozemním mořem a Černým mořem tvořenou rovnoběžkou na 41° severní šířky.

.4 Termín *oblast Rudého moře* znamená vlastní Rudé moře, včetně zálivů Suez a Aquaba, ohraničené na jihu loxodromou mezi Ras Si Ane (12°28’.5 severní šířky, 043°19’.6 východní délky) a Husn Murad (12°40’.4 severní šířky, 043°30’.5 východní délky).

.5 Termín *oblast Perského zálivu* znamená oblast moře ležící severozápadně od loxodromy mezi Ras al Hadd (22°30’ severní šířky, 059°48’ východní délky) a Ras al Fasteh (25°04’ severní šířky, 061°25’ východní délky).

.6 Termín *oblast Severního moře* znamená vlastní Severní moře včetně připojených moří s ohraničením mezi:

.1 Severním mořem jižně od rovnoběžky na 62° severní šířky a východně od poledníku na 4° západní délky;

.2 Skagerrakem, jižní hranice je vymezena východně od Skaw rovnoběžkou na 57°44.8' severní šířky a

.3 Kanálem La Manche a jeho přístupy východně od poledníku na 5° západní délky a severně od rovnoběžky na 48°30' severní šířky.

.7 Termín *oblast Antarktidy* znamená oblast moře jižně od rovnoběžky na 60° jižní šířky.

.8 Termín *širší region Karibiku* zahrnuje Mexický záliv a vlastní Karibské moře, včetně připojených zálivů a moří a také včetně části Atlantského oceánu v rámci ohraničení, které tvoří rovnoběžka na 30° severní šířky východně od Floridy k poledníku na 77°30' západní délky, odtud k loxodromě až k průsečíku rovnoběžky na 20° severní šířky a poledníku na 59° západní délky, odtud k loxodromě na průsečíku rovnoběžky na 7°20' severní šířky a poledníku na 50° západní délky, odtud k loxodromě vedoucí jihozápadně k východní hranici Francouzské Guayany.

Pravidlo 2
Použití

Nebude-li výslovně uvedeno jinak, ustanovení této přílohy se budou vztahovat na všechny lodě.

Pravidlo 3
Všeobecný zákaz vypouštění odpadu do moře

1 Vypouštění veškerého odpadu do moře je zakázáno, s výjimkou případů uvedených v pravidlech 4, 5, 6 a 7 této přílohy.

2. S výjimkou případů uvedených v pravidle 7 této přílohy, odstraňování jakýchkoliv plastů, včetně, ale nikoli výlučně, lan ze syntetických materiálů, sítí ze syntetických materiálů, plastových pytlů na odpadky a popelu ze spalování plastů, který může obsahovat jedovaté zbytky nebo těžké kovy, do moře se zakazuje.

3. S výjimkou případů uvedených v pravidle 7 této přílohy je zakázáno vypouštění oleje na vaření.

Pravidlo 4
Vypouštění odpadu mimo zvláštní oblasti

1 Vypouštěcí následujícího odpadu do moře mimo zvláštní oblasti je přípustné pouze tehdy, když je loď na své cestě. Pokud je to možné, tak co možná nejdále od nejbližší pevniny. V žádném případě však ne méně než:

.1 ve vzdálenosti 3 námořních mil od nejbližší pevniny u potravinářského odpadu, který byl zpracován rozmělňovacím mechanismem nebo mlýnkem. Tyto rozmělněné nebo mleté potravinářské odpady musí být schopné projít sítem s otvory ne většími než 25 mm.

.2 ve vzdálenosti 12 námořních mil od nejbližší pevniny u potravinářského odpadu, který nebyl ošetřen podle výše uvedeného odstavce .1.

.3 ve vzdálenosti 12 námořních mil od nejbližší pevniny u zbytků lodního nákladu, který nemůže být zpracován pomocí běžně dostupných metod pro vykládku. Tyto zbytky lodního

nákladu nesmějí obsahovat žádné látky klasifikované jako škodlivé pro mořské prostředí, s přihlédnutím ke směrnicím vytvořeným v Organizaci.

.4 Pokud jde o zvířecí těla, musí být vypuštění prováděno co nejdále od nejbližší pevniny, s přihlédnutím k pokynům vypracovaným v Organizaci.

2 Čisticí prostředky nebo přísady, které se nacházejí v nákladovém prostoru a voda pro mytí paluby a vnějších povrchů mohou být vypouštěny do moře, ale tyto látky nesmějí být škodlivé pro mořské prostředí, viz směrnice vytvořené v Organizaci.

3 Pokud je odpad smíchán nebo znečištěn prostřednictvím jiných látek, které se nesmějí vypouštět nebo u kterých existují odlišné požadavky na vypouštění, musí být použity přísnější požadavky.

Pravidlo 5
Zvláštní požadavky na vypouštění odpadu z pevných nebo plovoucích plošin

1. Podle ustanovení odstavce 2 tohoto pravidla je vypouštění jakéhokoliv odpadu do moře zakázáno, pokud jde o vypouštění z pevných nebo plovoucích plošin a ze všech ostatních lodí nacházejících se v okruhu 500 m od těchto plošin.

2 Potravinářský odpad může být vypouštěn do moře z pevných nebo plovoucích plošin umístěných ve vzdálenosti více než 12 námořních mil od nejbližší pevniny a ze všech ostatních lodí nacházejících se v okruhu 500 m od těchto plošin, ale pouze tehdy, pokud byly tyto odpady zpracovány prostřednictvím mlýnku nebo rozmělňovacího mechanismu. Tyto rozmělněné nebo mleté potravinářské odpady musí být schopné projít sítem s otvory ne většími než 25 mm.

Pravidlo 6
Vypouštění odpadu ve zvláštních oblastech

1 Vypouštění následujících odpadů do moří ve zvláštních oblastech je přípustné pouze tehdy, když loď pluje po moři. Je třeba dodržovat následující podmínky:

.1 Vypouštění potravinových odpadů musí být prováděno co nejdále od nejbližší pevniny, ale ne méně než ve vzdálenosti 12 námořních mil od nejbližší pevniny nebo od nejbližšího ledovce. Potravinářské odpady musejí být rozdrcené nebo rozemleté. Musejí být schopny projít sítem s otvory ne většími než 25 mm. Potravinové odpady nesmějí být kontaminovány odpadem jiného typu. Vypouštění ptačích produktů, včetně drůbeže a částí drůbež, není povoleno v oblasti Antarktidy. Výjimkou jsou případy, kdy byla zvířata sterilizována.

.2 Vypouštění zbytků lodního nákladu, který nemůže být zpracován pomocí běžně dostupných metod pro vykládku, při dodržení všech následujících podmínek:

.1 zbytky lodního nákladu, čisticí prostředky nebo přísady obsažené ve vodě určené pro čištění neobsahují žádné látky klasifikované jako škodlivé pro mořské prostředí, přičemž se berou v úvahu pokyny vypracované v Organizaci;
.2 Expediční přístav i přístav v konečné destinaci se nacházejí ve zvláštní oblasti a loď nebude pro tranzit využívat jakékoli přístaviště mimo tento zvláštní prostor;
.3 V těchto přístavech není k dispozici žádné odpovídající zařízení pro příjem odpadu, přičemž se berou v úvahu pokyny vypracované v Organizaci; a
.4 Tam, kde byly splněny podmínky dílčích bodů 2.1, 2.2 a 2.3 tohoto odstavce, může být provedeno vypouštění vody určené pro umývání lodního nákladu, tedy vody, která obsahuje příslušná rezidua. Toto musí být proveden co možná nejdále od nejbližší pevniny nebo od nejbližšího ledovce, ve vzdálenosti ne menší než 12 námořních mil od nejbližší pevniny nebo nejbližšího ledovce.

2 Čisticí prostředky nebo přísady, které se nacházejí ve vodě pro mytí paluby a vnějších povrchů, mohou být vypouštěny do moře, ale tyto látky nesmějí být škodlivé pro mořské prostředí, viz směrnice vytvořené v Organizaci.

3 Následující pravidla (kromě pravidel odstavce 1 těchto pravidel) platí s ohledem na oblast Antarktidy:

.1 Každá účastnická strana, z jejíchž přístavů lodě odplouvají na plavbu do Antarktidy nebo do jejichž přístavu tyto lodě z Antarktidy připlouvají, se zavazuje, že co možná nejdříve zajistí odpovídající zařízení pro příjem všech odpadů ze všech lodí, aniž by přitom docházelo k nepřiměřeným zpožděním a přičemž budou dodržovány potřeby lodí, které tyto prostředky využívají.

.2 Každá strana zajistí, aby všechny lodě plující pod jejich vlajkou měly před vstupem do prostoru Antarktidy dostatečnou kapacitu na palubě pro uchovávání všech odpadků pro dobu, kdy budou v této oblasti. U těchto lodí musejí být uzavřeny dohody o uvolňování takového odpadu na sběrných místech po vyplutí těchto lodí z prostoru Antarktidy.

4 Pokud je odpad smíchán nebo znečištěn prostřednictvím jiných látek, které se nesmějí vypouštět nebo u kterých existují odlišné požadavky na vypouštění, musí být použity přísnější požadavky.

Pravidlo 7
Výjimky

1 Pravidla 3, 4, 5 a 6 této přílohy se nevztahují na následující případy:

.1 odstraňování splašků z lodi nutné pro účely zajištění bezpečnosti lodi a osob na palubě nebo pro záchranu života na moři nebo

.2 náhodná ztráta splašků následkem poškození lodi nebo jejího vybavení, a to za předpokladu, že před a po vzniku škody byla přijata veškerá přiměřená opatření za účelem zabránění nebo minimalizace úniku nebo

.3 Náhodná ztráta lovných zařízení z lodi, a to za předpokladu, že byla přijata veškerá přiměřená bezpečnostní opatření, aby se takové ztrátě zabránilo nebo

.4 vypuštění lovného zařízení z lodi v zájmu ochrany mořského prostředí nebo bezpečnosti této lodi či její posádky.

2 Výjimka *během plavby*:

.1 Požadavky pravidel 4 a 6 uplatňované *během plavby* lodi se nevztahují na vypouštění odpadů potravin, kde je zřejmé, že uchovávání těchto potravinářských odpadů na palubě představuje bezprostřední zdravotní riziko pro lidi na palubě.

Pravidlo 8
Zařízení pro odevzdání látek z lodí[*]

1. Vláda každé smluvní strany této úmluvy se zavazuje zajistit v přístavech a terminálech zřízení

[*] Viz Pokyny k osvědčeným postupům související s poskytovateli a uživateli zařízení pro příjem odpadu, MEPC.1/Oběžník 671.

odpovídajících zařízení pro příjem odpadů, aniž by docházelo k jejich nepřiměřenému zpoždění, a podle potřeby lodí, které je využívají.

2 Zařízení pro odevzdání látek z lodí ve zvláštních oblastech

.1 Každá strana, jejíž pobřeží hraničí se zvláštní oblastí, musí co nejdříve a ve všech přístavech a terminálech v rámci zvláštní oblasti zajistit odpovídající zařízení pro příjem odpadu, s přihlédnutím k potřebám lodí působících v těchto oblastech.

.2 Každá dotčená strana poskytne Organizaci oznámení o opatřeních přijatých podle odstavce 3.1 tohoto pravidla. Po obdržení uspokojivých oznámení určí Organizace datum, od kterého budou platit požadavky pravidel 6 této přílohy, pokud jde o dotyčnou oblast. Organizace musí informovat o tomto datu všechny strany, a to ve lhůtě ne delší než 12 měsíců před tímto datem. Než bude toto datum stanoveno, musí lodě pohybující se v rámci tohoto zvláštního prostoru dodržovat požadavky pravidla 4 této přílohy, které se týkají vypouštění látek v těchto zvláštních oblastech.

3 Každá smluvní strana musí podat Organizaci oznámení, za účelem předání informací dotčeným vládám, tedy oznámení o všech případech, kdy se zařízení poskytované podle tohoto pravidla zdá být nedostatečné.

Pravidlo 9

Kontroly přístavním státem na základě operativních požadavků†[*]

1 Loď nacházející se v přístavu nebo příbřežním terminálu pod pravomocí jiné smluvní strany, podléhá kontrolám prováděným úředníky řádně oprávněnými danou smluvní stranou, které se týkají operativních požadavků podle této přílohy tam, kde je důvodné podezření, že kapitán nebo posádka nejsou obeznámeni se zásadními palubními postupy týkajícími se zamezování znečištění odpadním materiálem.

2 Za okolností uvedených v odstavci 1 tohoto pravidla, musí smluvní strana přijmout taková opatření, která zajistí, že: loď nesmí plout, dokud se situace nedostane do souladu s požadavky této přílohy.

3 Na toho pravidlo se budou vztahovat postupy týkající se kontrol ze strany přístavního státu předepsané v článku 5 této úmluvy.

4. Nic v tomto pravidle se nesmí považovat za omezení práv a povinností smluvní strany provádějící kontrolu nad operativními požadavky výslovně stanovenými v této úmluvě.

Pravidlo 10

Štítky, plány manipulace† s odpadky a vedení záznamů o odpadcích

1

.1 Každá loď o celkové délce 12 m nebo více, a také všechny pevné nebo plovoucí plošiny musejí být opatřeny informativními štítky, které podle potřeby upozorňují posádku a cestující na požadavky na odstraňování uvedené v pravidlech 3, 4, 5 a 6 této přílohy.

.2 Tyto štítky musí být napsány v pracovním jazyce personálu lodi a u lodí využívaných při plavbách do přístavů nebo příbřežních terminálů pod pravomocí jiných smluvních stran této úmluvy, musí být rovněž v angličtině, francouzštině nebo španělštině.

[*] Viz postupy pro státní přístavní inspekci přijaté Organizací ve formě rezoluce A.787 (19) a doplněné prostřednictvím rezoluce A.882 (21); viz IMO prodejní publikace IA650E.

† Viz Pokyny pro přípravu plánů manipulace s odpadky; viz prodávanou publikaci IMO IA656E.

2 Každá loď o hrubé prostornosti 100 tun a více a každá lodi, která oprávněná přepravovat 15 osob a více musí nést plán manipulace s odpadky, který musí posádka dodržovat. Tento plán musí stanovovat písemné postupy pro sběr, ukládání, zpracování a odstraňování odpadů, včetně využití zařízení na palubě. Musí rovněž určovat osoby odpovědné za provádění tohoto plánu. Tento plán musí být v souladu s pokyny vypracovanými Organizací a napsán v pracovním jazyce posádky.

3 Každá loď o hrubé prostornosti 400 tun a více a každá lodi, která oprávněná přepravovat 15 osob a více která se provozuje při plavbách do přístavů nebo příbřežních terminálů pod pravomocí jiných smluvních stran této úmluvy a každá pevná nebo plovoucí plošina účastnící se průzkumu a využívání mořského dna musí nést Knihu záznamů o manipulaci s odpadem. Kniha záznamů o manipulaci s odpadem, ať již je součástí oficiálního lodního deníku či jinak, musí být ve formě uvedené v dodatku k této příloze:

.1 Každé vypouštění materiálu do moře nebo do sběrného zařízení, stejně jako spalování materiálu, musí být zapsáno do této Knihy záznamů o manipulaci s odpadem a podepsáno odpovědným důstojníkem s uvedením data spalování nebo vypouštění. Každá vyplněná stránka v Knize záznamů o manipulaci s odpadem musí být podepsána kapitánem lodě. Položky v Knize záznamů o manipulaci s odpadem musí být minimálně v angličtině, francouzštině nebo španělštině. Pokud se také provádějí záznamy v úředním jazyce státu, pod jehož vlajkou je loď oprávněna plout, tyto záznamy dostanou v případě sporu nebo nesrovnalostí přednost.

.2 Záznam pro jednotlivá spalování nebo vypouštění musí obsahovat datum a čas, polohu lodi, popis odpadu a odhadované spálené nebo vypuštěné množství.

.3 Na palubě lodi nebo pevné či plovoucí plošiny musí být tato kniha uchovávána a vedena, a to na takovém místě, aby byla v přiměřené době a snadno dostupná ke kontrole. Tento dokument je třeba uschovávat po dobu dvou let od provedení posledního záznamu.

.4 V případě jakéhokoli vypouštění nebo náhodné ztráty materiálu uvedeném v pravidle 7 této přílohy je nutné do Knihy záznamů o manipulaci s odpadem provést zápis o okolnostech a důvodech této ztráty. Pokud jde o lodě s prostorností menší než 400, musí být uveden záznam do oficiálního lodního deníku, přičemž tento záznam musí obsahovat údaje o pozici lodě, okolnostech a důvodech pro vypouštění nebo ztrátu, podrobnostech o vypouštěných nebo ztracených položkách a údaje o přiměřených opatřeních, která mají zabránit těmto vypouštěním nebo ztrátám nebo je alespoň minimalizovat.

4 Správní orgán může upustit od požadavků pravidel na Knihu záznamů o manipulaci s odpadem u:

.1 jakékoliv lodi provozované při plavbách o trvání méně než 1 hod., která je oprávněná přepravovat 15 osob nebo více nebo

.2 pevné nebo plovoucí plošiny účastnící se průzkumu a využívání mořského dna.

5. Příslušný vládní orgán jedné smluvní strany této úmluvy je oprávněn Knihu záznamů o manipulaci odpadem zkontrolovat na palubě libovolné lodi, na kterou se vztahuje tato příloha, když je tato loď ve svém přístavu nebo příbřežním terminálu, a může pořídit kopii libovolného záznamu v této knize a může požádat kapitána lodi, aby potvrdil, že tato kopie představuje věrnou kopii tohoto záznamu. Jakákoliv takto pořízená kopie, která byla ověřena kapitánem lodi jako věrná kopie daného záznamu v Knize záznamů o manipulaci s odpadem bude přípustná při jakémkoliv soudním řízení jako důkaz o skutečnostech uvedených v daném záznamu. Kontrola Knihy záznamů o manipulaci s odpadem a pořízení ověřené kopie příslušným orgánem podle tohoto odstavce musí být provedeny co nejrychleji,

aniž by došlo ke zbytečnému zpoždění dané lodi.

6 Případy náhodných ztrát nebo vypouštění lovných zařízení, podle pravidla 7.1.3 a 7.1.4, tedy tyto případy, u nichž existuje významná hrozba pro mořské prostředí nebo pro navigaci, musejí být hlášeny orgánům státu, pod jehož vlajkou je loď oprávněna plout. V případech, kdy k těmto ztrátám nebo vypouštěním dochází ve vodách podléhajících jurisdikci pobřežního státu, je třeba informovat rovněž orgány tohoto pobřežního státu.

Dodatek

Forma Knihy záznamů o manipulaci s odpadem

KNIHA ZÁZNAMŮ O MANIPULACI S ODPADEM

Jméno lodi.....

Volací znak nebo čísla .....

Číslo IMO .....

Období od: ..... do.....

1 Úvod

V souladu s pravidlem č. 10 přílohy V k Mezinárodní úmluvě o zamezení znečištění moří z lodí z roku 1973, ve znění protokolu z roku 1978 (MARPOL), musí být záznamy provedeny a udržovány u každé jednotlivé operace související s vypouštěním nebo spalováním odpadu. Patří sem rovněž vypouštění odpadů do moře a zařízení pro odevzdání látek z lodí, nebo překládání odpadu do jiných lodí, stejně jako náhodné ztráty odpadů.

2 Odpadní materiál a zacházení s tímto materiálem

Termín odpad znamená všechny druhy potravinových odpadů, domácích odpadů a provozních odpadů, všechny zbytky plastů, zbytky lodního nákladu, spalovací popel, olej na vaření, rybářské náčiní a mrtvá těla zvířat generovaná během normálního provozu na lodi, tedy materiál, který má být odstraňován průběžně nebo periodicky, s výjimkou těch látek, které jsou definovány nebo uvedeny v jiných přílohách k této úmluvě. Odpad nezahrnuje čerstvé ryby a jejich části generované v důsledku rybolovných činností prováděných během plavby, nebo v důsledku činnosti v oblasti akvakultury, která zahrnuje přepravu ryb, včetně měkkýšů, za účelem umístění v zařízeních akvakultury a přepravu vylovených ryb, včetně měkkýšů, z těchto zařízení na břeh za účelem dalšího zpracování.

Pokyny pro Realizaci přílohy V* MARPOL by v zájmu relevantních informací měly být také zohledněny.

3 Popis odpadu

Odpad musí být za účelem provedení záznamů do Knihy záznamů o manipulaci s odpadem (nebo do oficiálního lodního deníku) roztříděný do skupin podle kategorií, a to takto:

A Plasty
B Potravinářské odpady
C Domácí odpady
D Olej na vaření
E Popel ze spaloven
F Provozní odpady
G Zbytky z nákladu
H Mrtvá těla zvířat
I Nářadí pro lov†

4 Záznamy do Knihy záznamů o manipulaci s odpadem

4.1 Záznamy v Knize záznamů o manipulaci s odpadem musejí být prováděny při každé z těchto příležitostí:

* Viz Pokyny pro realizaci úmluvy MARPOL, příloha V, ve znění usnesení.
† Viz pokyny, které vypracuje Organizace.

4.1.1 Pokud je odpad vypouštěn do sběrného zařízení‡[*] na pevnině nebo na jiné lodi:

.1 Datum a čas vypouštění

.2 Přístav, ve kterém je toto zařízení instalováno, nebo jméno lodi s tímto zařízením

.3 Kategorie vypouštěných odpadů

.4 Odhadované množství vypouštěného odpadu v každé jednotlivé kategorii (v metrech krychlových)

.5 Podpis odpovědného důstojníka.

4.1.2 Pokud je odpad spalován:

.1 Datum a čas zahájení a ukončení spalování

.2 Poloha lodi (zeměpisná šířka a délka) na počátku a při ukončení spalování

.3 Kategorie spalovaného odpadu

.4 Odhadované množství spalovaného materiálu v metrech krychlových

.5 Podpis odpovědného důstojníka.

4.1.3 Pokud je odpad vypouštěn do moře v souladu s pravidly 4, 5 nebo 6 dokumentace MARPOL, příloha V:

.1 Datum a čas vypouštění.

.2 Poloha lodi (zeměpisná šířka a délka). Poznámka: při vypouštění zbytků nákladu je třeba přidat záznam o pozici lodi při zahájení a ukončení operace.

.3 Kategorie vypouštěných odpadů

.4 Odhadované množství vypouštěného materiálu pro každou kategorii (v metrech krychlových)

.5 Podpis odpovědného důstojníka.

4.1.4 Náhodné nebo jiné mimořádné vypouštění odpadů do moře nebo ztráty odpadů, včetně případů, jež jsou v souladu s pravidlem 7 přílohy V (MARPOL):

.1 Datum a čas události

.2 Přístav nebo pozice lodi v době události (zeměpisná šířka a délka, hloubka vody, pokud je známa)

.3 Kategorie vypouštěných nebo ztracených odpadů

.4 Odhadované množství pro každou kategorii (v metrech krychlových)

.5 Důvod pro vypouštění nebo důvod ztráty, obecné poznámky.

4.2 Množství odpadu

Množství odpadu na palubě musí být odhadnuto pokud možno v metrech krychlových a odděleně podle kategorií. Kniha záznamů o manipulaci s odpadem obsahuje řadu odkazů na odhadovaná množství odpadu. Je známo, že přesnost odhadu množství odpadu záleží na konkrétním výkladu. Odhady objemů se liší před a po zpracování odpadu. Některé zpracovatelské postupy nemusí umožňovat provedení uspokojivého odhadu objemu, například v případě zpracování potravinového odpadu. Tyto faktory by měly být vzaty v úvahu při tvorbě a interpretaci záznamů uvedených v deníku.

[*] V souladu se standardním formátem pro přijímání odpadů, MEPC.1/Oběžník 645, by měli kapitáni lodí od operátorů obdržet příslušná zařízení pro příjem odpadu. Tato zařízení zahrnují čluny a nákladní vozíky. Patří sem rovněž doklady nebo osvědčení, které uvádějí předpokládaná množství těchto odpadů. Tyto doklady nebo osvědčení musejí být uchovávány společně se záznamovým deníkem pro zacházení s odpadem.

ZÁZNAM O VYPOUŠTĚNÍ ODPADŮ

Jméno lodi.....

Volací znak nebo čísla .....

Číslo IMO .....

Kategorie odpadu:

A. Plasty

B. Potravinářské odpady

C. Domácí odpady

D. Olej na vaření

E. Popel ze spaloven

F. Provozní odpady

G. Zbytky z nákladu

H. Mrtvá těla zvířat

I. Nářadí pro lov†

Poznámka: Vypouštění jakéhokoliv odpadu jiného druhu než je potravinový odpad se ve zvláštních oblastech zakazuje. Pouze odpad odstraňovaný do moře se musí kategorizovat. Odpad jiné kategorie než je kategorie 1 vypouštěný do zařízení pro odevzdání látek z lodí může být uváděn jen v celkovém odhadovaném množství. Vypouštění zbytků nákladu vyžaduje zaznamenání poloh při zahájení a zastavení.

Datum /čas	**Poloha lodi**	**Odhadované množství vypuštěné do moře (m^3)**					**Odhadované množství vypuštěné do zařízení pro odevzdání látek z lodí nebo do jiných lodí (m^3)**		**Odhadované spálené množství (m^3)**	**Osvědčení/Podpis**
		Kat. 2	Kat. 3	Kat. 4	Kat. 5	Kat. 6	Kat. 1	Jiné		

Podpis kapitána..... Datum .....

Konsolidované znění úmluvy MARPOL, Příloha VI,
včetně změn přijatých prostřednictvím usnesení
MEPC.202 (62) a MEPC.203 (62)*

Pravidla pro zamezení znečištění ovzduší z lodí

Kapitola 1 - Obecné informace

Pravidlo 1
Použití

Ustanovení této přílohy se budou vztahovat na všechny lodě s výjimkou případů, kdy je výslovně uvedeno jinak v příslušných pravidlech 3, 5, 6, 13, 15, 16, 18, 19, 20, 21 a 22 této přílohy.

Pravidlo 2
Definice

Pro účely této přílohy:

1 Termín *příloha* znamená Přílohu č. VI k Mezinárodní úmluvě o zamezení znečištění moří z lodí, 1973 (MARPOL), ve znění Protokolu z roku 1978 a ve znění protokolu z roku 1997 upraveném Organizací, a to za předpokladu, že tyto změny jsou přijaty a uvedeny v platnost v souladu s ustanoveními článku 16 této úmluvy.

2 *Podobné stádium* stavby znamená stádium, kdy:
.1 začíná stavba, kterou lze ztotožnit s konkrétní lodí a
.2 montáž této lodě začala a zahrnuje nejméně 50 tun nebo jedno procento odhadované hmoty veškerého stavebního materiálu, podle toho, která hodnota je nižší.

3 Termín *výroční datum* znamená den a měsíc každého roku, který bude odpovídat datu vypršení platnosti Mezinárodního osvědčení o zamezení znečištění ovzduší.

4 Termín *pomocné ovládací zařízení* znamená systém, funkci nebo řídicí strategií, jež jsou nainstalovány na jednotce lodního vznětového motoru za účelem ochrany motoru anebo jeho pomocných zařízení proti provozním stavům, které by mohly způsobit poškození nebo selhání motoru. Případně se může jednat o zařízení používané k usnadnění startu motoru. Pomocné řídicí zařízení může také plnit funkci strategického zařízení nebo opatření, u něhož bylo dostatečně prokázáno, že se nejedná o ochranný vypínač.

5 Termín *kontinuální přísun* je definován jako proces, při němž je odpad přiváděn do spalovací komory bez lidské pomoci. Spalovna má za normálních provozních podmínek se spalovací komorou operativní teplotu pohybující se mezi hodnotami 850 °C a 1200 °C.

6 Termín *ochranný vypínač* znamená zařízení, které měří, snímá nebo reaguje na provozní proměnné hodnoty (například otáčky motoru, teplotu, tlak u vstupu nebo jakýkoli jiný parametr), a to za účelem aktivace, modulace, zpomalení nebo deaktivace činnosti kterékoli části nebo funkce systému omezování emisí tak, že činnost systému omezování emisí je redukována při normálním provozu, pokud však použití takové vypínače není v podstatě zařazeno do použitých postupů certifikačních zkoušek emisí.

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* Upravená Příloha IV vstoupila v platnost dne 1. července 2010. Změny přijaté v usnesení MEPC.202 (62) a MEPC.203 (62) vstoupí v platnost dnem 1. ledna 2013.

7 Termín *emise* znamená jakékoli uvolňování látek, které podléhají kontrole podle této přílohy. Jedná se o uvolňování látek z lodí do atmosféry nebo do moře.

8 Termín *oblast regulace emisí* znamená oblast, ve které je nutné, aby u lodí byla přijata zvláštní závazná opatření týkající se emisí, a to za účelem eliminace, snížení a regulace znečišťování ovzduší emisemi NO_x nebo SO_x a prachových částic nebo všech tří druhů emisí a jejich doprovodných nepříznivých dopadů na lidské zdraví a životní prostředí. Oblasti regulace emisí musejí zahrnovat také ty oblasti, jež jsou uvedeny v pravidlech 13 a 14 této přílohy.

9 Termín *pohonná ropná látka* znamená jakékoli palivo dodávané za účelem spalování a určené pro tyto spalovací účely v rámci pohonu nebo provozu na palubě lodi, včetně destilovaných a zbytkových paliv.

10 Termín *hrubá prostornost* znamená hrubou prostornost vypočítanou v souladu s pravidly o měření prostornosti obsaženými v Příloze I Mezinárodní úmluvy o měření prostornosti lodí z roku 1969 nebo jakékoli následné úmluvy.

11 Termín *instalace* ve vztahu k pravidlu 12 této přílohy znamená instalaci systémů, vybavení, včetně přenosných hasicích jednotek, izolací nebo jiného materiálu na lodi. Do této skupiny však nepatří opravy nebo nabíjení již dříve instalovaných systémů, vybavení, izolací nebo jiného materiálu či doplňování přenosných hasicích jednotek.

12 Termín *nainstalovaný* znamená námořní vznětový motor, který je nebo má být nainstalován na lodi, včetně přenosného pomocného vznětového lodního motoru, a to pouze tehdy, když je jeho palivový, chladicí nebo výfukový systém nedílnou součástí lodi. Palivový systém je považován za nedílnou součást lodi pouze tehdy, pokud je k této lodi trvale připevněn. Tato definice zahrnuje námořní vznětový motor, který se používá k doplnění nebo rozšíření instalované výkonové kapacity lodi a který má být nedílnou součástí této lodi.

13 Termín *strategie nestandardní regulace emisí* znamená strategii nebo opatření, která za běžných podmínek provozu lodi snižuje účinnost systému regulace emisí pod úroveň předpokládanou v použitých postupech zkoušek emisí.

14 Termín *námořní vznětový motor* znamená jakýkoli motor s vratným pohybem a s vnitřním spalováním, který je provozován s kapalným nebo duálním palivem. Jedná se o motor, na který se vztahuje pravidlo 13 této přílohy, a to včetně přídavných/sdružených systémů (v případě jejich aplikace).

15 Termín *technické pravidlo NO_x* znamená technické pravidlo pro regulaci emisí oxidů dusíku z lodních vznětových motorů přijaté usnesením č. 2 z konference MARPOL v roce 1997 ve znění změn provedených Organizací, a to za předpokladu, že tyto změny jsou přijaty a vstoupí v platnost v souladu s ustanoveními článku 16 této úmluvy.

16 Termín *látky poškozující ozónovou vrstvu* znamená regulované látky, jež jsou definovány v odstavci (4) článku 1 v rámci Montrealského protokolu o látkách poškozujících ozónovou vrstvu, 1987. Látky jsou uvedeny v Přílohách A, B, C nebo E uvedeného protokolu, který je platný v době aplikace nebo interpretace této přílohy.

Látky poškozující ozónovou vrstvu, které se mohou nacházet na palubě lodi, zahrnují následující položky (ale nikoli výlučně):

Halon 1211	bromchlordifluormetan
Halon 1301	bromtrifluormetan

Halon 2402	1,2-Dibrom-1,1,2,2-tetraflouretan (známý také jako Halon 114B2)
CFC-11	Trichlorfluormetan
CFC-12	Dichlordifluormetan
CFC-113	1,1,2-Trichlor-1,2,2-trifluoretan
CFC-114	1,2-Dichlor-1,1,2,2-tetrafluoretan
CFC-115	Chloropentafluoretan

17 Termín *spalování na palubě* znamená spalování odpadů nebo jiných látek na palubě lodi, pokud tyto odpady nebo jiné látky vznikají během normálního provozu lodi.

18 Termín *palubní spalovna* znamená lodní zařízení určené především pro účely spalování.

19 Termín *postavené lodě* znamená lodě, jejichž kýl byl položen nebo které jsou v podobném stádiu stavby.

20 Termín *ropný kal* znamená kal z pohonné ropné látky nebo z odlučovačů mazacího oleje, odpadních mazací olej z hlavního nebo pomocného strojního zařízení nebo odpadní ropná látka z odlučovačů stokové vody, odlučovače ropných látek nebo odkapních mís.

21 Pojem *tanker* ve vztahu k pravidlu 15 této přílohy znamená ropný tanker definovaný v pravidle 1 Přílohy I této úmluvy, nebo chemický tanker definovaný v pravidle 1 Přílohy II této úmluvy.

22 *Stávající loď* je taková loď, která není nová.

23 *Nová loď*:

.1 Jedná se o takovou loď, pro kterou byla zadaná smlouva o stavbě dne 1. ledna 2013 nebo po tomto datu; nebo

.2 V případě neexistence smlouvy o stavbě, u níž byl již položen kýl nebo která je v podobném stádiu stavby ke dni 1. července 2013 nebo po tomto datu; nebo

.3 Loď, jejíž dodávka je provedená dne 1. července 2015 nebo po tomto datu.

24 Termín *velká přestavba* znamená ve vztahu ke kapitole 4 této přílohy konverzi lodi:

.1 u které dochází k podstatné změně rozměrů, nosnosti nebo výkonu motoru lodi, nebo

.2 u které dochází ke změně typu lodi; nebo

.3 u níž podle názoru správního orgánu existuje záměr podstatně prodloužit životnost lodi; nebo

.4 u níž dochází k jiným změnám lodi, tedy k takovým, které by v případě nové lodi byly předmětem příslušných ustanovení této úmluvy. Jedná se tedy o takové změny, jež nejsou u stávající lodi použitelné; nebo

.5 která podstatně mění energetickou účinnost lodi a zahrnuje jakékoli úpravy, které by mohly způsobit překročení požadované hodnoty EEDI, jak je stanoveno v pravidle 21 této přílohy.

25 Termín *loď s volně loženým nákladem* znamená takovou loď, která je určena především k přepravě suchého hromadného nákladu, včetně takových typů jakými jsou rudy ve smyslu pravidla 1 kapitoly XII úmluvy SOLAS 74 (ve znění pozdějších pravidel). Do této skupiny však nepatří dopravci kombinovaných materiálů.

26 *Doprava plynových látek* souvisí s nákladními loděmi konstruovanými nebo přizpůsobenými a užívanými pro účely hromadné přepravy jakéhokoli zkapalněného plynu.

27 Termín *tanker* ve vztahu k pravidlu 4 této přílohy znamená ropný tanker definovaný v pravidle 1 Přílohy I této úmluvy, nebo chemický tanker či NLS tanker definovaný v pravidle 1 Přílohy II této úmluvy.

28 Termín *kontejnerová loď* znamená loď určenou výhradně pro přepravu kontejnerů v podpalubí a na palubě.

29 *Loď se všeobecným nákladem* je loď s několika palubami nebo s jednou palubou. Tato loď je určena především pro přepravu všeobecného nákladu. Tato definice vylučuje lodě se specializovaným suchým nákladem, které nejsou zahrnuty do výpočtu referenčních linek pro lodě se všeobecným nákladem. Jedná se konkrétně o lodě s živočišným nákladem, nákladní čluny, lodě s těžkým nákladem, jachty, lodě s jaderným palivem.

30 Termín *přeprava chlazeného nákladu* znamená přepravu na lodi upravené výhradně pro přepravu chlazeného nákladu v podpalubí.

31 Termín *loď pro kombinovanou přepravu nákladu* znamená loď určenou k naložení 100% hrubé nosnosti prostřednictvím kapalného i suchého hromadného nákladu.

32 Termín *osobní loď* znamená takovou loď, která přepravuje více než 12 cestujících.

Další informace

33 Termín *ro-ro nákladní loď* (přeprava vozidel) znamená vícepalubní nákladní loď typu roll-on-roll-off, která je určena pro přepravu prázdných osobních a nákladních vozidel.

34 Termín *ro-ro nákladní loď* znamená loď určenou pro přepravu jednotek nákladu typu roll-on-roll-off.

35 Termín *ro-ro osobní loď* znamená loď pro osobní přepravu, která obsahuje nákladové prostory roll-on-roll-off.

36 *Dosažená hodnota EEDI* je hodnotou dosaženou jednotlivou lodí v souladu s pravidlem 20 této přílohy.

37 *Požadovaná hodnota EEDI* je maximální hodnotou dosažené EEDI, která je povolena pravidla 21 této přílohy pro konkrétní typ a velikost lodi.

Pravidlo 3
Výjimky a osvobození

Obecné informace
1 Pravidla této přílohy se nebudou vztahovat na:

.1 jakékoli emise nezbytné pro účely zajištění bezpečnosti lodi nebo záchranu života na moři nebo

.2 jakékoli emise vyplývající z poškození lodi nebo jejího vybavení:

.2.1 Za předpokladu, že byla přijata veškerá přiměřená bezpečnostní opatření po vzniku poškození nebo objevení emisí za účelem zamezení nebo minimalizace emisí a

.2.2 S výjimkou takových případů, kdy vlastník nebo kapitán lodi jednali takovým způsobem, že toto poškození dopustili, nebo případů nedbalosti a s vědomím, že škoda pravděpodobně nastane.

Zkoušky pro snížení emisí z lodí a výzkum technologií regulace emisí

2 Správní orgán smluvní strany může, v případné spolupráci s ostatními správními orgány, vydat

výjimku z určitých ustanovení této přílohy pro lodě, které podstoupí zkoušky pro vývoj technologií snižování emisí a regulace emisí z lodí a programy konstrukcí motorů. Tato výjimka může být poskytnuta pouze v případech, kdy mohou použití zvláštních ustanovení v příloze nebo v upravených Technických pravidlech NO_x z roku 2008 bránit výzkumu vývoje těchto technologií či programů. Povolení pro takovou výjimku musí být poskytováno pouze minimálnímu potřebnému počtu lodí. Musí také podléhat následujícím ustanovením:

.1 u vznětových motorů námořních lodí s výtlakem v rámci jednoho válce v hodnotě až 30 f nesmí doba zkoušky překročit 18 měsíců. Pokud je zapotřebí dodatečného času, může příslušný schvalovací správní orgán (nebo správní orgány) umožnit prodloužení na jedno další období 18 měsíců nebo

.2 u vznětových motorů námořních lodí s výtlakem jednoho válce v hodnotě až 30 l nesmí doba trvání zkoušky překročit pět let. Přitom musí být vyžadováno hodnocení vývoje ze strany schvalovacího správního orgánu (nebo správních orgánů), a to při každé průběžné inspekci. Povolení může být na základě tohoto hodnocení odňato, pokud se zkoušení nedrží podmínek povolení nebo je-li zjištěno, že technologie nebo program nemusí přinášet efektivní výsledky v oblasti snižování a regulace emisí z lodí. Pokud hodnotící správní orgán (nebo správní orgány) určí, že pro provedení zkoušky určité technologie nebo programu bude zapotřebí dodatečného času, může být povolení prodlouženo o další období nepřesahující pět let.

Emise pocházející z těžby minerálů z mořského dna

3.1 Emise přímo pocházející z průzkumu, využívání a souvisejícím přípřežním zpracování nerostných zdrojů z mořského dna jsou v souladu s článkem 2(3)(b) (ii) této úmluvy osvobozeny od ustanovení této přílohy. Tyto emise zahrnují následující položky:

.1 emise vznikající při spalování látek, které jsou výhradně a přímo výsledkem průzkumu, využívání a souvisejícího příbřežního zpracování nerostných zdrojů z mořského dna, a to včetně (ale nikoli výlučně) spalování uhlovodíků a řezaných kusů či kalů, stejně jako stimulačních tekutin během dokončování vrtu a zkoušení, a také spalování vyplývající z obrácených podmínek;

.2 uvolňování plynů a těkavých sloučenin zachycených ve vrtných kapalinách a řezaných kusech;

.3 emise spojené výhradně a přímo s používáním, manipulací nebo skladováním minerálů z mořského dna a

.4 emise ze vznětových motorů námořních lodí, které jsou výhradně spojeny s průzkumem, využíváním a souvisejícím příbřežním zpracováním nerostných zdrojů z mořského dna.

3.2 Požadavky pravidla 18 této přílohy se nevztahují na používání uhlovodíků, které jsou vyráběny a následně používány na místě jako palivo (po schválení správním orgánem).

Pravidlo 4
Ekvivalenty[*]

1 Správní orgán smluvní strany může povolit libovolnou armaturu, materiál, zařízení nebo přístroj k montáži na lodi nebo jiné postupy, alternativní pohonné ropné látky nebo metody vyhovění používané

[*] Viz Pokyny z roku 2009, které se týkají systémů čištění spalin a které byly přijaty usnesením MEPC.184(59)

jako alternativy k prostředkům, jež jsou požadovány touto přílohou, pokud je tato armatura, materiál, zařízení nebo přístroj či jiné postupy, alternativní pohonné ropné látky nebo metody vyhovění přinejmenším stejně účinné ve smyslu snižování emisí jako ty, jež jsou vyžadovány touto přílohou, včetně všech norem uvedených v pravidlech 13 a 14.

2 Správní orgán smluvní strany, který povoluje armaturu, materiál, zařízení nebo přístroj či jiné postupy, alternativní pohonné ropné látky nebo metody vyhovění používané jako alternativu k položkám požadovaným touto přílohou, musí informovat Organizaci, aby bylo možné sdělit jiným smluvním stranám jejich podrobnosti z důvodu jejich informování a přijetí vhodných opatření, jsou-li nutná.

3 Správní orgán smluvní strany by měl vzít v úvahu veškeré příslušné pokyny, které vypracovala Organizace a které se týkají ekvivalentů uvedených v tomto pravidle.

4 Správní orgán smluvní strany, který umožňuje používání ekvivalentu stanoveného v odstavci 1 tohoto pravidla, musí usilovat o to, aby se nenarušilo nebo nepoškodilo životní prostředí, lidské zdraví a dále také majetek nebo zdroje nebo ekvivalenty jiných smluvních států.

Kapitola 2 – Inspekce, vydávání osvědčení a prostředky kontroly

Pravidlo 5
Inspekce

1 Každá loď o hrubé prostornosti 400 tun a více a každá pevná či plovoucí vrtná souprava a další plošiny budou v zájmu zajištění souladu s požadavky kapitoly 3 této přílohy předmětem níže uvedených inspekcí:

.1 Počáteční inspekce před uvedením lodi do provozu nebo před prvním vystavením osvědčení požadovaného podle pravidla 6 této přílohy. Tato inspekce musí mít takovou formu, aby bylo zajištěno, že jsou vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky této přílohy.

.2 Obnovovací inspekce v intervalech stanovených správním orgánem, ale nepřekračujících pět let, kromě případů, kdy platí pravidla 9.2, 9.5, 9.6 nebo 9.7 této přílohy. Obnovovací inspekce musí mít takovou formu, aby bylo zajištěno, že jsou vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky kapitoly 3 této přílohy.

.3 Průběžná inspekce ve lhůtě tří měsíců před nebo po druhém výročním datu nebo ve lhůtě tří měsíců před nebo po třetím výročním datu vystavení osvědčení, která se musí uskutečnit při jedné z výročních inspekcí uvedených v odstavci 1.4 tohoto pravidla. Průběžná inspekce musí mít takovou formu, aby bylo zajištěno, že jsou vybavení a zařízení plně v souladu s platnými kapitoly 3 této přílohy a jsou v dobrém provozním stavu. Tyto průběžné inspekce musí být potvrzeny na osvědčení IAPP vystaveném na základě pravidla 6 nebo 7 této přílohy;

.4 Výroční inspekce do tří měsíců před nebo po každém výročním datu vystavení osvědčení, včetně generální inspekce konstrukce, vybavení, systémů, armatur, zařízení a materiálu uvedené v odstavci 1.1 tohoto pravidla, aby se zajistilo, že byly udržovány v souladu s odstavcem 5 tohoto pravidla a že zůstanou v uspokojivém stavu po dobu životnosti, pro kterou je loď určena. Tyto výroční inspekce musí být potvrzeny na osvědčení IAPP vystaveném na základě pravidla 6 nebo 7 této přílohy a

.5 Dodatečná inspekce, podle okolností buď obecná nebo částečná, musí být provedena po všech zásadních opravách nebo rekonstrukcích předepsaných v odstavci 5 tohoto pravidla

nebo po provedení opravy plynoucí z inspekcí předepsaných v odstavci 6 tohoto pravidla. Tato inspekce musí mít takovou formu, aby bylo zajištěno, že nezbytné opravy nebo rekonstrukce byly provedeny efektivně, že materiál a provedení těchto oprav nebo rekonstrukcí je ve všech ohledech uspokojivé a že loď je ve všech ohledech v souladu s požadavky kapitoly 3 této přílohy.

2 V případě lodí s hrubou prostorností menší než 400 tun může správní orgán stanovit vhodná opatření k tomu, aby se zajistilo dodržování příslušných ustanovení kapitoly 3 této přílohy.

3 Inspekce lodí týkající se vymáhání ustanovení této přílohy musí být prováděny úředníky správního orgánu.

.1 Správní orgán však může inspekcemi pověřit buď inspektory jmenované pro tento účel nebo jím uznané Organizace. Tyto Organizace musí splňovat směrnice přijaté Organizací;[*]

.2 Inspekce lodních vznětových motorů a vybavení zaměřenou na dosažení souladu s pravidlem 13 této přílohy musí být provedena v souladu s upravenými Technickým předpisem NO_x z roku 2008;

.3 Když jmenovaný inspektor nebo uznaná Organizace rozhodne, že stav lodi nebo jejího vybavení zásadně neodpovídá údajům v osvědčení, tento inspektor nebo Organizace zajistí, aby byla přijata nápravná opatření a včas uvědomí správní orgán. Pokud taková nápravná opatření přijata nejsou, správní orgán musí osvědčení odebrat. Pokud je loď v přístavu jiné smluvní strany, musí být také okamžitě informovány příslušné orgány daného přístavního státu. Když úředník správního orgánu, jmenovaný inspektor nebo uznaná Organizace informuje příslušné orgány přístavního státu, musí dotčená vláda přístavního státu poskytnout tomuto úředníkovi, inspektorovi nebo Organizaci veškerou nezbytnou pomoc, aby mohli plnit své povinnosti plynoucí z tohoto pravidla a

.4 V každém případě musí příslušný správní orgán plně zaručit úplnost a účinnost inspekce a zajistit veškeré nezbytné náležitosti ke splnění této povinnosti.

4 Lodě, kterých se týká kapitola 4 této přílohy, jsou rovněž předmětem níže uvedených průzkumů, s přihlédnutím k pokynům přijatým Organizací:[†]

.1 Počáteční inspekce před uvedením nové lodi do provozu a před vydáním Mezinárodního certifikátu energetické účinnosti. Inspekce ověří, zda je dosažená hodnota EEDI u lodi v plném souladu s požadavky uvedenými v kapitole 4 této přílohy a zda je na palubě SEEMP požadované prostřednictvím pravidla 22 této přílohy;

.2 Celková nebo částečná inspekce, podle okolností, po velké přestavbě lodi, na kterou se vztahuje toto pravidlo. Inspekce zajistí, aby byla dosažená hodnota EEDI přepočítána jako nezbytná a aby splňovala požadavek pravidla 21 této přílohy, s redukčním faktorem použitelného na typ lodi a velikost upravené lodi ve fázi, která odpovídá datu zakázky nebo datu pokládání kýlu, případně datu dodání určenému pro původní loď, v souladu s pravidlem 2.23 této přílohy;

.3 V případech, kdy je přestavba nové nebo stávající lodi tak rozsáhlá, že loď je považována správním orgánem za loď nově postavenou, musí tento správní orgán určit míru nutnosti

[*] Viz Pokyny pro autorizaci organizací jednajících jménem správního orgánu přijaté usnesením Organizace A.739(18) ve znění usnesení MSC.208(81) a pak také Specifikace inspekcí a funkce certifikačního procesu u uznaných Organizací jednajících jménem správního orgánu přijatých usnesením Organizace A.789(19) ve znění pozdějších pravidel přijatých Organizací. Viz také Pokyny pro inspekce podle Harmonizovaného systému inspekcí a vydávání osvědčení pro upravenou Přílohu VI k MARPOL (usnesení MEPC.180(59).

[†] Viz Pokyny k průzkumu a certifikaci návrhového indexu energetické účinnosti.

počáteční kontroly dosažené hodnoty EEDI. Taková inspekce, pokud je uznána jako potřebná, musí zajistit kalkulaci dosažené hodnoty EEDI a splnění požadavků pravidla 21 této přílohy, s redukčním faktorem použitelným podle typu a velikosti přestavěné lodi k datu smlouvy o úpravě, nebo k datu zahájení přeměny v případě neexistence smlouvy. Inspekce by měla také ověřit, zda jsou prostředky SEEMP, jež jsou požadované podle pravidla 22 této přílohy, palubě; a

.4 U stávajících lodí se musí provést ověření požadavku na přítomnost prostředků SEEMP na palubě v souladu s pravidlem 22 této přílohy, a to během prvního průběžného nebo kontrolní inspekce uvedené v odstavci 1 tohoto pravidla. Rozhodující je případ, který nastane jako první. Tato inspekce musí být provedena dne 1. ledna 2013 nebo po tomto datu.

5 Zařízení musí být udržováno tak, aby bylo v plném souladu s ustanoveními této přílohy. Bez výslovného souhlasu správního orgánu nesmějí být prováděny žádné změny zařízení, systémů, připojení, uspořádání nebo materiálů, tedy takové změny, jež jsou předmětem inspekce. Přímá výměna tohoto vybavení a armaturách za vybavení a armatury splňující ustanovení této přílohy je povolena.

6. Kdykoliv na lodi dojde k nehodě nebo je zjištěna závada, která podstatně ovlivňuje účinnost nebo úplnost lodního zařízení na něž se vztahuje tato příloha, velitel nebo vlastník lodi při nejbližší příležitosti uvědomí správní orgán, uznanou Organizaci nebo jmenovaného inspektora odpovědného za vystavení příslušného osvědčení.

Pravidlo 6
Vystavení nebo potvrzení osvědčení

Mezinárodní certifikát pro prevenci před znečišťováním ovzduší

1 Mezinárodní osvědčení o zamezení znečištění ovzduší musí být vydáno po počáteční nebo obnovovací inspekci v souladu s ustanoveními pravidla 5 této přílohy, a to pro:

.1 jakoukoli loď o hrubé prostornosti 400 tun a více, která se provozuje při plavbách do přístavů nebo příbřežních terminálů pod pravomocí jiných účastnických stran a

.2 plošiny a vrtné soupravy provozované při plavbách na vodách pod svrchovaností nebo pravomocí jiných smluvních stran.

2 Pro loď postavenou před datem počátku platnosti Přílohy VI v platnost pro správní organ této lodi musí být vydáno Mezinárodní osvědčení o zamezení znečištění ovzduší v souladu s odstavcem 1 tohoto pravidla, a to nejpozději při prvním naplánovaném uložení v suchém doku po datu počátku platnosti. V žádném případě však ne později než tři roky po tomto datu.

3 Toto osvědčení musí být vystaveno nebo potvrzeno buď správním orgánem nebo jakýmikoliv řádně pověřenými osobami či organizacemi.[*] Ve všech případech správní orgán za osvědčení přejímá plnou zodpovědnost.

Mezinárodní osvědčení o energetické účinnosti

4 Mezinárodní osvědčení o energetické účinnosti pro konkrétní loď musí být vydáno na základě inspekce, podle ustanovení pravidla 5.4 této přílohy. Toto osvědčení se vydává jakýmkoli lodím s

[*] Viz Pokyny pro autorizaci organizací jednajících jménem správního orgánu, tedy pokyny přijaté Organizací prostřednictvím usnesení A.739 (18), ve znění usnesení MSC.208 (81), a pak také Specifikace kontrol a funkce certifikačního procesu u uznaných organizací jednajících jménem správního orgánu, jež byly přijaty Organizací prostřednictvím rezoluce A.789 (19). Organizace může tyto dokumenty měnit a upravovat.

hrubou prostorností 400 a vyšší, a to před tím, než loď vypluje na moře do přístavů nebo příbřežních terminálů pod jurisdikcí dalších stran.

5 Toto osvědčení musí být vystaveno nebo potvrzeno buď správním orgánem nebo jakýmikoliv řádně pověřenými osobami či organizacemi[*]. Ve všech případech správní orgán za osvědčení přejímá plnou zodpovědnost.

Pravidlo 7
Vystavení osvědčení jinou smluvní stranou

1. Smluvní strana může nechat na žádost správního orgánu provést inspekci lodi a, je-li přesvědčena, že jsou ustanovení této přílohy splněna, pro danou loď vystavit nebo povolit vystavení Mezinárodního osvědčení o zamezení znečištění ovzduší a, je-li to vhodné, potvrdí nebo povolí potvrzení uvedeného osvědčení na lodi, a to v souladu s touto přílohou.

2 Kopie tohoto osvědčení a kopie zprávy o inspekci musí být co nejdříve předány zadávajícímu správnímu orgánu.

3 Takto vystavené osvědčení musí obsahovat prohlášení o tom, že bylo vystaveno na žádost správního orgánu musí mít stejnou účinnost a být uznáno stejně jako osvědčení vystavené na základě pravidla 6 této přílohy.

4 Pro loď, která je oprávněna plout pod vlajkou státu, který není smluvní stranou nesmí být vystaveno žádné Mezinárodní osvědčení o zamezení znečištění ovzduší nebo Mezinárodní osvědčení o energetické účinnosti.

Pravidlo 8
Forma osvědčení

Mezinárodní osvědčení o prevenci proti znečišťování ovzduší

1 Mezinárodní osvědčení o prevenci proti znečišťování ovzduší musí být vypracováno ve formě odpovídající vzoru uvedenému v Dodatku I k této příloze, musí být vypracováno alespoň v angličtině, francouzštině nebo španělštině. Pokud se používá také úřední jazyk vydávajícího státu, bude mít tento jazyk přednost v případě sporu nebo nesrovnalosti.

Mezinárodní osvědčení o energetické účinnosti

2 Mezinárodní osvědčení o energetické účinnosti musí být vypracováno ve formě odpovídající vzoru uvedenému v Dodatku VIII k této příloze, musí být vypracováno alespoň v angličtině, francouzštině nebo španělštině. Pokud se používá také úřední jazyk vydávající strany, bude mít tento jazyk přednost v případě sporu nebo nesrovnalosti.

Pravidlo 9
Trvání a platnost osvědčení

Mezinárodní certifikát pro prevenci před znečišťováním ovzduší

1 Mezinárodní osvědčení o zamezení znečištění ovzduší se vystavuje na dobu stanovenou správním orgánem a které nesmí přesáhnout dobu pět let.

[*] Viz Pokyny pro autorizaci organizací jednajících jménem správního orgánu přijaté usnesením Organizace A.739(18) ve znění usnesení MSC.208(81) a pak také Specifikace inspekcí a funkce certifikačního procesu u uznaných Organizací jednajících jménem správního orgánu přijatých usnesením Organizace A.789(19) ve znění pozdějších předpisů přijatých Organizací.

2 Bez ohledu na požadavky odstavce 1 tohoto pravidla platí následující body:

.1 když je obnovovací inspekce dokončena do tří měsíců před uplynutím doby platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data skončení platnosti stávajícího osvědčení.

.2 když je obnovovací inspekce dokončena po datu uplynutí platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data skončení platnosti stávajícího osvědčení a

.3 když je obnovovací inspekce dokončena více než tři měsíce před uplynutím doby platnosti stávajícího osvědčení, musí být nové osvědčení platné ode dne dokončení obnovovací inspekce do data nepřesahujícího pět let od data dokončení obnovovací inspekce.

3. Pokud je osvědčení vystaveno na dobu kratší než pět let, správní orgán může prodloužit platnost osvědčení do termínu po uplynutí doby platnosti na maximální dobu uvedenou v odstavci 1 tohoto pravidla, a to za předpokladu, že se řádně provádí inspekce uvedené v pravidlech 5.1.3 a 5.1.4 této přílohy platné, když se osvědčení vystavuje na dobu pěti let.

4 Pokud byla obnovovací inspekce dokončena a nové osvědčení nelze vystavit ani umístit na palubě lodi před skončením platnosti stávajícího osvědčení, může osoba nebo Organizace oprávněná správním orgánem potvrdit stávající osvědčení, které pak musí být přijato jako platné na další období, které nesmí přesáhnout délku pět měsíců od uplynutí data platnosti.

5 Pokud loď v době, kdy vyprší platnost osvědčení není v přístavu, v němž má podstoupit inspekci, může správní orgán dobu platnosti osvědčení prodloužit, ale toto prodloužení se uděluje pouze za účelem umožnění loď dokončit její plavbu do přístavu, v němž má podstoupit inspekci, a pak pouze v případech, kdy se tak zdá správné a přijatelné. Žádné osvědčení se nesmí prodloužit na dobu delší než tři měsíce a loď, pro kterou se prodloužení uděluje nebude oprávněna, při svém příjezdu do přístavu, v němž má podstoupit inspekci, na základě tohoto prodloužení opustit přístav bez nutnosti získat nové osvědčení. Po dokončení obnovovací inspekce bude nové osvědčení platné k datu nepřesahujícímu pět let od data skončení platnosti stávajícího osvědčení před udělením prodloužení.

6 Osvědčení vystavené pro loď, která se provozuje na krátkých plavbách, a které nebylo prodlouženo podle výše uvedených ustanovení tohoto pravidla může být prodlouženo správním orgánem na dobu odkladu v délce až jednoho měsíce od uplynutí na něm vyznačené doby platnosti. Po dokončení obnovovací inspekce bude nové osvědčení platné k datu nepřesahujícímu pět let od data skončení platnosti stávajícího osvědčení před udělením prodloužení.

7 Za zvláštních okolností, jak je stanoveno správním orgánem, nemusí být nové osvědčení datováno od data skončení platnosti stávajícího osvědčení tak, jak požadují odstavce 2.1, 5 nebo 6 tohoto pravidla. Za těchto zvláštních okolností bude nové osvědčení platné k datu nepřesahujícímu pět let od data dokončení obnovovací inspekce.

8 Pokud je výroční či průběžná inspekce dokončena před uplynutím lhůty stanovené v pravidle 5 této přílohy, pak:

.1 výroční datum uvedené na osvědčení se potvrzením mění na datum, které nesmí být později než tři měsíce po datu, kdy byla inspekce dokončena;

.2 následné výroční nebo průběžné inspekce požadované v pravidle 5 této přílohy musí být dokončeny v intervalech předepsaných tímto pravidlem pomocí nového výročního data a

.3 datum vypršení platnosti může zůstat beze změny za předpokladu, že je jedna nebo více výročních nebo průběžných inspekcí, podle potřeby, provedena tak, aby nebyly překročeny maximální intervaly mezi inspekcemi stanovenými pravidlem 5 této přílohy.

9 Osvědčení vystavené na základě pravidla 6 nebo 7 této přílohy pozbude platnosti v některém z následujících případů:

.1 pokud nejsou příslušné inspekce dokončeny ve lhůtách stanovených podle pravidla 5.1 této přílohy;

.2 pokud není osvědčení potvrzeno v souladu s pravidlem 5.1.3 nebo 5.1.4 této přílohy nebo

.3 při převodu lodě pod vlajku jiného státu. Nové osvědčení se vystavuje pouze, když je vláda vystavující nové osvědčení plně přesvědčena, že loď je v souladu s požadavky pravidla 5.4 této přílohy. V případě převodu mezi smluvními stranami, pokud je zažádáno do tří měsíců po uskutečněném převodu, musí vláda smluvní strany, pod jejíž vlajkou byla loď již dříve oprávněna plout, a to co nejdříve, předat správnímu orgánu kopie osvědčení nesené lodí před převodem a, jsou-li k dispozici, kopie příslušných zpráv o inspekcích.

Mezinárodní osvědčení o energetické účinnosti

10 Mezinárodní osvědčení o energetické účinnosti musí být platné po celou dobu životnosti lodi, podle ustanovení níže uvedeného odstavce 11.

11 Mezinárodní osvědčení o energetické účinnosti vydaná podle této přílohy pozbývají platnosti v každém z těchto následujících případů:

.1 loď je ve stavu mimo provoz nebo je vydán nové osvědčení po velké přestavbě (opravě) lodi; nebo

.2 loď pluje pod vlajkou jiného státu. Nové osvědčení může být vydáno pouze tehdy, když je vláda, která tato osvědčení vydává, plně přesvědčena, že loď splňuje požadavky kapitoly 4 této přílohy. V případě převodu mezi jednotlivými stranami, pokud je to požadováno ve lhůtě 3 měsíců po provedení převodu, musí vláda zúčastněné strany, pod jejíž vlajkou byla loď dříve oprávněna plout, co nejdříve předat správnímu orgánu kopie osvědčení připravené pro danou loď před převodem. A pokud jsou k dispozici, pak rovněž kopie příslušných zpráv o prohlídkách.

Pravidlo 10
Kontroly přístavním státem na základě operativních požadavků[*]

1 Loď nacházející se v přístavu nebo příbřežním terminálu jiné smluvní strany, podléhá kontrolám prováděným úředníky řádně oprávněnými danou smluvní stranou, které se týkají operativních požadavků podle této přílohy tam, kde je důvodné podezření, že kapitán nebo posádka nejsou obeznámeni se zásadními palubními postupy týkajícími se zamezení znečištění ropnými látkami.

2 Za daných okolností uvedených v odstavci 1 tohoto pravidla, musí smluvní strana přijmout taková opatření, která zajistí, že loď nesmí plout, dokud se situace nedostane do souladu s požadavky této přílohy.

3 Na toho pravidlo se budou vztahovat postupy týkající se kontrol ze strany přístavního státu

[*] Viz Postupy pro kontroly přístavním státem přijaté usnesením Organizace A.787(19) ve znění usnesení A.882(21); viz prodávanou publikaci IMO IA650E. Viz také upravené Pokyny kontrol přístavním státem na základě upravené Přílohy VI k MARPOL (usnesení MEPC.181(59)).

předepsané v článku 5 této úmluvy.

4 Nic v tomto pravidle se nesmí považovat za omezení práv a povinností smluvní strany provádějící kontrolu nad operativními požadavky výslovně stanovenými v této úmluvě.

5 V souvislosti s kapitolou 4 této přílohy se musí každá státní inspekce v přístavu omezit na případné ověření, že na palubě je platný Mezinárodní certifikát o energetické účinnosti, v souladu s článkem 5 úmluvy.

Pravidlo 11
Zjišťování porušení a vymáhání

1. Smluvní strany této úmluvy musí při zjišťování porušení a vymáhání ustanovení této přílohy spolupracovat, a to za použití všech přiměřených a proveditelných opatření ke zjišťování a sledování životního prostředí, přiměřených postupů ohlašování a shromažďování důkazů.

2 Loď, na kterou se tato příloha vztahuje může v jakémkoliv přístavu či příbřežním terminálu jedné smluvní strany podléhat prohlídce ze strany úředníků zmocněných danou smluvní stranou za účelem ověření toho, zdali tato loď vypustila nějaké látky spadající do účinnosti této přílohy v rozporu s ustanoveními této přílohy. Pokud prohlídka naznačí, že k porušení této došlo, správnímu orgánu musí být zaslána zpráva, aby mohl přijmout vhodné opatření.

3. Každá smluvní strana musí poskytnout správnímu orgánu důkazy, pokud existují, že daná loď vypustila látky spadající do účinnosti této přílohy v rozporu s ustanoveními této přílohy. Je-li to proveditelné, musí příslušný správní orgán dříve jmenované smluvní strany o domnělém porušení informovat kapitána dané lodi.

4 Po přijetí těchto důkazů musí tímto informovaný správní orgán záležitost vyšetřit; může také vyzvat jinou smluvní stranu, aby přeložila další nebo lepší důkazy domnělého porušení. Je-li správní orgán přesvědčen, že má k dispozici dostatek důkazů k zahájení řízení týkajícího se tohoto domnělého porušení, zahájí toto řízení jakmile to bude možné, a to v souladu se svou legislativou. Správní orgán neprodleně informovat smluvní stranu, která tyto informace či důkazy poskytla, a Organizaci o podniknutých opatřeních.

5 Smluvní strana může také provést prohlídku lodě, na kterou se tato příloha vztahuje, při jejím vstupu do přístavu nebo příbřežního terminálu pod její pravomocí, pokud obdrží žádost o vyšetření od jiné smluvní strany i s dostatečnými důkazy, že daná loď na libovolném místě vypustila látky spadající do účinnosti této přílohy v rozporu s touto přílohou. Zpráva o vyšetřování musí být zaslána smluvní straně, která o vyšetřování zažádala a také správnímu orgánu, aby mohla být přijata příslušná opatření na základě této úmluvy.

6 Mezinárodní právo týkající se předcházení, snižování a regulace znečišťování mořského prostředí z lodí, včetně zákonů týkajících se výkonu a zabezpečení, které jsou platné v době použití nebo výkladu této přílohy, se používají mutatis mutandis společně s pravidly a normami uvedenými v této příloze.

Kapitola 3 – Požadavky na omezení emisí z lodí

Pravidlo 12
Látky poškozující ozónovou vrstvu

1 Toto pravidlo se nevztahuje na trvale utěsněná zařízení v místech, kde nejsou žádná připojení pro

doplňování chladicího mechanismu nebo potenciálně odnímatelných součástí, které obsahují látky poškozující ozónovou vrstvu.

2 Na základě ustanovení pravidla 3.1 jsou jakékoli úmyslné emise látek poškozujících ozónovou vrstvu zakázány. Záměrné vypouštění (emise) zahrnuje emise vznikající v průběhu udržování, servisu, oprav nebo likvidace systémů nebo zařízení, s výjimkou případů, kdy tyto úmyslné emise nezahrnují minimální úniky spojené se zachytáváním nebo recyklací látek poškozujících ozónovou vrstvu. Emise pocházející z úniků látek poškozujících ozónovou vrstvu, ať se již jedná či nejedná o úniky úmyslné, mohou být regulovány smluvními stranami.

3.1 Instalace, které obsahují látky poškozující ozónovou vrstvu, jiné než hydro-chlor-fluoro-uhlovodíky, jsou zakázány:

.1 na lodích postavených 19. května 2005 či později nebo

.2 v případě lodí postavených před 19. květnem 2005, u nichž existuje smluvní termín dodání zařízení na loď dne 19. května 2005 či později, nebo v případě neexistence smluvního termínu dodání, bude skutečný termín dodávky zařízení na loď stanoven na den 19. května 2005 či později.

3.2 Instalace, které obsahují hydro-chlor-fluoro-uhlovodíky, jsou zakázány:

.1 na lodích postavených 1. ledna 2020 či později nebo

.2 v případě lodí postavených před 1. lednem 2020, u nichž existuje smluvní termín dodání zařízení na loď dne 1. ledna 2020 či později, nebo v případě neexistence smluvního termínu dodání, bude skutečný termín dodávky zařízení na loď stanoven na den 1. leden 2020 či později.

4 Látky uvedené v tomto pravidle a zařízení obsahující tyto látky musejí být po odebrání z lodí předány do vhodných zařízení pro odevzdávání látek z lodí.

5 U každé lodi, která podléhá pravidlu 6.1, musí být k dispozici seznam zařízení obsahujících látky poškozující ozónovou vrstvu.[*]

6 U každé lodi, která podléhá pravidlu 6.1 a která je vybavena dobíjecí systémy obsahujícím látky poškozující ozónovou vrstvu, musí být k dispozici *kniha záznamů o manipulaci s látkami poškozujícími ozónovou vrstvu*. Tato kniha záznamů může být součástí stávajícího deníku nebo elektronického záznamového systému, v závislosti na schválení ze strany správního orgánu.

7 Záznamy do knihy záznamů o manipulaci s látkami poškozujícími ozónovou vrstvu se zapisují v jednotkách hmotnosti (kg) látky a musejí být provedeny bez prodlení a v každém jednotlivém případě, s ohledem na následující body:

.

.1 doplňování, úplné nebo částečné, zařízení s obsahem látek poškozujících ozónovou vrstvu;

.2 oprava nebo údržba zařízení obsahujících látky poškozující ozónovou vrstvu;

.3 vypouštění látek poškozujících ozónovou vrstvu do atmosféry:

.3.1 záměrné a

[*] Viz Dodatek I, Dodatek k Mezinárodnímu osvědčení o zamezení znečištění ovzduší (osvědčení IAPP), část 2.1.

.3.2 nezáměrné;

.4 vypouštění látek poškozujících ozónovou vrstvu do pozemních zařízení pro odevzdávání látek z lodí a

.5 dodávka látek poškozujících ozónovou vrstvu na loď.*

Pravidlo 13
Oxidy dusíku (NO_x)

Aplikace

1.1 Toto pravidlo se vztahuje na:

.1 každý námořní vznětový motor s výkonem vyšším než 130 kW, který je nainstalován na lodi a

.2 každý námořní vznětový motor s výkonem vyšším než 130 kW, který byl předmětem velké přestavby provedené dne 1. ledna 2000 či později, s výjimkou takových případů, kdy bylo ke spokojenosti správního orgánu prokázáno, že tento motor je identickou náhradou za původní motor a že jakkoli jinak nepodléhá odstavci 1.1.1 tohoto pravidla.

1.2 Toto pravidlo se nevztahuje na:

.1 námořní vznětový motor určený k použití výhradně pro případ nouze nebo výhradně pro napájení libovolného zařízení nebo vybavení určeného k použití pouze pro případ nouze, a to na lodi, na které je nainstalován. Případně se může jednat také o námořní vznětový motor nainstalovaný v záchranných člunech určených k použití ve stavu nouze a

.2 námořní vznětový motor nainstalovaný na lodi která je provozována pouze ve vodách podléhajících svrchovanosti nebo pravomoci smluvního státu, pod jehož vlajkou je loď oprávněna plout, a to za předpokladu, že takový motor je předmětem alternativního opatření k regulaci NO_x zavedeného správním orgánem.

1.3 Bez ohledu na ustanovení odstavce 1.1 tohoto pravidla může správní orgán poskytnout výjimku z uplatňování tohoto pravidla pro veškeré námořní vznětové motory, které jsou nainstalovány na postavené lodi nebo pro veškeré námořní vznětové motory, které podstupují velkou přestavbu před datem 19. května 2005, a to za předpokladu, že loď, na které je motor nainstalován, je provozována pouze na plavbách do přístavů nebo příbřežních terminálů v rámci smluvního státu, pod jehož vlajkou je loď oprávněna plout.

Velká přestavba

2.1 Pro účely tohoto pravidla znamená termín *velká přestavba* přestavbu provedenou 1. ledna 2000 či později, tedy přestavbu vznětového motoru, který dosud nebyl certifikován podle norem stanovených v odstavci 3, 4 nebo 5.1.1 tohoto pravidla, přičemž platí, že:

.1 motor je nahrazen námořním vznětovým motorem nebo je instalován přídavný námořní vznětový motor nebo

.2 na motoru je provedena jakákoli velká přestavba, jež je předmětem definice v upravených Technických pravidlech NO_x z roku 2008 nebo

.3 maximální trvalá charakteristika motoru se zvýší o více než 10 % ve srovnání s maximální trvalou charakteristikou v rámci původní certifikace motoru.

2.2 Pokud jde o velkou přestavbu zahrnující výměnu námořního vznětového motoru za neidentický námořní vznětový motor nebo instalací dodatečného námořního vznětového motoru, budou platit aktuální normy uvedené v tomto pravidle, jež jsou platné v době výměny nebo přidání motoru. Dne 1. ledna 2016 či později v případě pouhé výměny motorů, když není možné, aby takový náhradní motor splňoval normy uvedené v odstavci 5.1.1 tohoto pravidla (Úroveň III), pak tento náhradní motor musí splňovat normy uvedené v odstavci 4 tohoto pravidla (Úroveň II). Pokyny připraví Organizace, a to za účelem stanovení kritérií pro případy, ve kterých není možné, aby náhradní motor splňoval normy uvedené v odstavci 5.1.1 tohoto pravidla.

2.3 Námořní vznětový motor uvedený v bodě 2.1.2 nebo 2.1.3 tohoto pravidla musí splňovat následující normy:

.1 u lodí postavených před 1. lednem 2000 budou používány normy stanovené v odstavci 3 tohoto pravidla a

.2 u lodí postavených 1. ledna 2000 či později budou používány normy platné v době, kdy byla loď postavena.

Úroveň I

3. Na základě pravidla 3 této přílohy je zakázán provoz námořních vznětových motorů, které jsou nainstalovány na lodích postavených 1. ledna 2000 či později a před 1. lednem 2011 nebo v tomto datu. Výjimku tvoří případy, kdy se emise oxidů dusíku z motorů (vypočteno jako celková vážená emise NO_2) pohybuje v rozmezí následujících limitů, přičemž n = jmenovité otáčky motoru (otáčky klikového hřídele za minutu):

.1 17,0 g/kWh, kdy n je menší než 130 ot./min.;

.2 $45 \cdot n^{(-0,2)}$ g/kWh, kdy n je 130 nebo více, ale přitom méně než 2000 ot./min.;

.3 9,8 g/kWh, když n je 2000 ot./min. nebo více.

Úroveň II

4. Na základě pravidla 3 této přílohy je zakázán provoz námořních vznětových motorů, které jsou nainstalovány na lodích postavených 1. ledna 2000. Výjimku tvoří případy, kdy se emise oxidů dusíku z motorů (vypočteno jako celková vážená emise NO_2) pohybuje v rozmezí následujících limitů, přičemž n = jmenovité otáčky motoru (otáčky klikového hřídele za minutu):

.1 14,4 g/kWh, kdy n je menší než 130 ot./min.;

.2 $44 \cdot n^{(-0,23)}$ g/kWh, kdy hodnota n je 130 a vyšší, a přitom nižší než 2000 ot./min.;

.3 7,7 g/kWh, kdy hodnota n je 2000 ot./min. a více.

Úroveň III

5.1 Na základě pravidla 3 této přílohy je provoz námořního vznětového motoru, který je nainstalován na lodi postavené dne 1. ledna 2016 či později:

.1 zakázán s výjimkou případů, kdy se emise oxidů dusíku z motorů (počítáno jako celkový objem vážených emisí NO_2) pohybují v následujících mezích, přičemž n = jmenovité otáčky motoru (otáčky klikového hřídele za minutu):

.1.1 3,4 g/kWh, kdy hodnota n je nižší než 130 ot./min.;

.1.2 $9 \cdot n^{(-0,2)}$ g/kWh, kdy hodnota n je vyšší než 130 a nižší než 2000 ot./min. (včetně) a

.1.3 2,0 g/kWh, kdy hodnota n je 2000 ot./min. a více;

.2 podléhá normám uvedeným v odstavci 5.1.1 tohoto pravidla, přičemž je loď provozována v oblasti s regulací emisí určené podle odstavce 6 tohoto pravidla a

.3 podléhá normám uvedeným v odstavci 4 tohoto pravidla, přičemž je loď provozována mimo oblast s regulací emisí určenou podle odstavce 6 tohoto pravidla.

5.2 V závislosti na inspekci stanovené v odstavci 10 tohoto pravidla se normy stanovené v odstavci 5.1.1 tohoto pravidla nevztahují na:

.1 námořní vznětové motory nainstalované na lodích s délkou tak, jak je definováno v pravidle 1.19 Přílohy I této úmluvy, menší než 24 m, přičemž tyto loď byly speciálně navrženy a používají se pouze pro rekreační účely nebo

.2 námořní vznětové motory nainstalované na lodích s vznětovým motorem s uvedeným kombinovaným hnacím výkonem nižším než 750 kW, pokud je prokázáno ke spokojenosti správního orgánu, že loď nemůže splňovat normy uvedené v odstavci 5.1.1 tohoto pravidla z důvodu konstrukčních nebo stavebních omezení lodí.

Oblast s regulací emisí

6. Pro účely tohoto pravidla budou oblasti s regulací emisí tyto následující oblasti:

.1 Oblast Severní Ameriky, což znamená oblast popsanou souřadnicemi uvedenými v Dodatku VII této přílohy;

.2 Karibská oblast Spojených států amerických, což znamená oblast popsanou souřadnicemi uvedenými v Dodatku VII této přílohy; a

.3 Jakákoli další mořská oblast, včetně oblastí přístavů, kterou Organizace určí v souladu s kritérií a postupy stanovenými v Dodatku III k této příloze.

Námořní vznětové motory nainstalované na lodích postavených před 1. lednem 2000.

7.1 Bez ohledu na odstavec 1.1.1 tohoto pravidla musejí námořní vznětové motory s výkonem vyšším než 5000 kW a s obsahem jednoho válce 90 l nebo více nainstalované na lodích postavených 1. ledna 1990 či později, ale zároveň před 1. lednem 2000 splňovat emisní limity stanovené v odstavci 7.4 tohoto pravidla, a to za předpokladu, že schválené metodě pro tento motor bylo uděleno osvědčení ze strany správního orgánu smluvní strany a že správní orgán vydávající osvědčení podal Organizaci o tomto osvědčení příslušné oznámení. Dodržování tohoto odstavce musí být prokázáno prostřednictvím některého z následujících způsobů:

.1 instalace certifikované schválené metody, v souladu s potvrzením prostřednictvím inspekce pomocí ověřovacího postupu stanoveného v souboru se schválenou metodou, včetně příslušného zápisu do Mezinárodního osvědčení o zamezení znečištění ovzduší, který se týká přítomnosti schválené metody nebo

.2 certifikace motoru, která potvrzuje, že motor pracuje v mezích stanovených v odstavcích 3, 4 nebo 5.1.1 tohoto pravidla, a odpovídající oznámení o certifikaci motoru v lodním Mezinárodním osvědčení o zamezení znečištění ovzduší.

7.2 Odstavec 7.1 tohoto pravidla bude použit nejpozději při první obnovovací inspekci, která proběhne ve lhůtě 12 a více měsíců po uložení oznámení uvedeného v odstavci 7.1. Pokud může majitel lodi, na níž má být instalována schválená metoda, prokázat ke spokojenosti správního orgánu, že schválená metoda nebyla komerčně dostupná, navzdory nejlepší snaze ji získat, potom musí být tato schválená metoda nainstalována na lodi nejpozději při příští výroční inspekci dané lodě, která připadne na dobu, kdy bude příslušná schvalovací metoda komerčně dostupná.

7.3 S ohledem na námořní vznětové motory s výkonem vyšším než 5000 kW a s obsahem jednoho válce 90 l nebo více nainstalované na lodích postavených 1. ledna 1990 či později, ale zároveň před datem 1. ledna 2000, musí Mezinárodním osvědčení o zamezení znečištění ovzduší, u námořních vznětových motorů, na které se vztahuje odstavec 7.1 tohoto pravidla, uvádět, že byla použita schválená metoda v souladu s odstavcem 7.1.1 tohoto pravidla nebo že motor nese osvědčení podle odstavce 7.1.2 tohoto pravidla nebo že schválená metoda dosud neexistuje nebo že tato metoda není dosud komerčně dostupná tak, jak je popsáno v odstavci 7.2 tohoto pravidla.

7.4 Na základě pravidla 3 této přílohy je provoz námořního vznětového motoru, který je popsán v odstavci 7.1 tohoto pravidla, zakázán, a to s výjimkou případů, kdy se emise oxidů dusíku z motoru (vypočítáno jako celkový objem vážených emisí NO_2) pohybují v následujících mezích, přičemž n = jmenovité otáčky motoru (otáčky klikového hřídele za minutu):

.1 17,0 g/kWh, kdy n je menší než 130 ot./min.;

.2 $45 \cdot n^{(-0,2)}$ g/kWh, kdy hodnota n je 130 a vyšší a zároveň nižší než 2000 ot./min. a

.3 9,8 g/kWh, kdy je hodnota n 2000 ot./min. a vyšší.

7.5 Certifikace schválené metody musí být v souladu s kapitolou 7 upravených Technických pravidel NO_x z roku 2008. Certifikace musí obsahovat příslušné ověření:

.1 od projektanta základu námořního vznětového motoru, u něhož se používá příslušná schválená metoda, která říká, že vypočtený účinek schválené metody nesníží výkon motoru o více než 1,0 %, nezvýší spotřebu paliva o více než 2,0 % v rámci měření podle příslušného zkušebního cyklu uvedeného v upravených Technických pravidlech NO_x z roku 2008 nebo nebude znamenat nepříznivé ovlivnění životnosti nebo spolehlivosti motoru a

.2 že náklady na schválené metody nebudou příliš vysoké, což je určeno srovnáním množství NO_x sníženého pomocí schválené metody s cílem dosáhnout normy uvedené v odstavci 7.4 tohoto pravidla a nákladů na pořízení a instalaci této schválené metody.*[*]

[*] Náklady na schválenou metodu nesmějí překročit 375 zvláštních práv čerpání/metrickou tunu NO_x, podle výpočtu v souladu s níže uvedeným vzorcem nákladové efektivnosti (Ce):

Ce = Náklady na schválenou metodu · 10^6 / Výkon (kW) · 0,768 · 6.000 (hodin/rok) · 5 (let) - ΔNO_x (g/kWh)

Viz MEPC.1/Circ.678 - Definice pro vzorec nákladové efektivity v pravidle 13.7.5 Přílohy VI k MARPOL.

Vydávání osvědčení

8 Upravená Technická pravidla NO_x z roku 2008 nelze použít při vydávání osvědčení, zkoušení a měření v rámci norem stanovených v tomto pravidle.

9 Postupy pro stanovení emisí NO_x uvedené v upravených Technických pravidlech NO_x z roku 2008 jsou reprezentativním vzorkem pro běžný provoz motoru. Ochranný vypínač a strategie nestandardní regulace emisí tento záměr podkopávají a proto nesmějí být povoleny. Toto pravidlo nesmí bránit v používání pomocných ovládacích zařízení, která se používají k ochraně motoru anebo jeho pomocných zařízení před provozními podmínkami, které by mohly vést k poškození nebo selhání nebo která jsou používána k usnadnění spuštění motoru.

Přehodnocení

10 Počínaje rokem 2012 a konče nejpozději do roku 2013 musí Organizace přezkoumat stav technologického vývoje a zavést normy uvedené v odstavci 5.1.1 tohoto pravidla. V případě potřeby tato Organizace rovněž provede úpravu časového harmonogramu (datum účinnosti) uvedeného v tomto odstavci.

Pravidlo 14
Oxidy síry (SO_x) a prachové částice

Všeobecné požadavky

1 Obsah síry v jakékoli pohonné ropné látce používané na lodích nesmí překročit následující limity:

.1 4,50% m/m před datem 1. ledna 2012;

.2 3,50 % m/m 1. ledna 2012 či později a

.3 0,50 % m/m 1. ledna 2020 a později.

2 Celosvětový průměr obsahu síry ve zbytkové ropné látce dodávané pro použití na lodích musí být monitorován, a to s přihlédnutím k pokynům vypracovaným Organizací.[*]

Požadavky v oblastech s regulací emisí

3. Pro účely tohoto pravidla budou oblasti s regulací emisí tyto následující oblasti:

.1 oblast Baltského moře podle definice v pravidle 1.11.2 Přílohy I a oblast Severního moře podle definice v pravidle 1.14.6 Přílohy V;

.2 oblast Severní Ameriky, což znamená oblast popsanou souřadnicemi uvedenými v Dodatku VII této přílohy;

.3 Karibská oblast Spojených států amerických, což znamená oblast popsanou souřadnicemi uvedenými v Dodatku VII této přílohy a

.4 jakákoli další mořská oblast, včetně oblastí přístavů, kterou Organizace určí v souladu s kritérii a postupy stanovenými v Dodatku III k této příloze.

4 Pokud jsou lodě provozovány v oblasti s regulací emisí, nesmí obsah síry v pohonné ropné látce

[*] Viz usnesení MEPC.192(61) z roku 2010 – Pokyny pro monitorování celosvětového průměrného obsahu síry zbytkových pohonných ropných látek dodávaných pro použití na lodích.

používané na palubách lodí přesahovat následující limity:

.1 1,50% % m/m před 1. lednem 2010;

.2 1,00% m/m 1. července 2010 či později;

.3 0,10% % m/m 1. ledna 2015 a později.

.4 Před 1. lednem 2020 se obsah síry v pohonné ropné látce uvedené v odstavci 4 tohoto pravidla nesmí používat u lodí působících v oblasti Severní Ameriky nebo v oblasti Spojených států v Karibském moři, podle definice v odstavci 3. Jedná se o lodě, které byly postavené dne 1. srpna 2011 nebo před tímto datem a které jsou poháněny pomocí kotlů, které nebyly původně určeny pro trvalý provoz na námořní destilovaná paliva nebo zemní plyn.

5 Obsah síry pohonné ropné látky uvedené v odstavci 1 a v odstavci 4 tohoto pravidla musí být dodavatelem dokumentován, a to podle požadavků pravidla 18 této přílohy.

6 Lodě, které používají samostatné pohonné ropné látky v rámci dodržování odstavce 4 tohoto pravidla a které připlouvají do oblastí s regulací emisí uvedených v odstavci 3 tohoto pravidla (nebo tyto oblasti opouštějí), musejí mít k dispozici písemný postup výměny pohonné ropné látky. Přitom musí být dostatek času věnován tomu, aby byl servisní systém pohonné ropné látky plně vyprázdněn. Musí být odčerpána všechna pohonná ropná látka, která přesahuje příslušný obsah síry uvedený v odstavci 4 tohoto pravidla, a to ještě před připlutím do oblasti s regulovanými emisemi. Objem pohonné ropné látky s nízkým obsahem síry v každé nádrži, stejně jako datum, čas a pozice lodi v době, kdy je výměna pohonné ropné látky dokončena před připlutím lodi do oblasti s regulací emisí, anebo zahájena po vyplutí z této oblasti, musejí být zaznamenány v lodním deníku tak, jak je předepsáno správním orgánem.

7 Během prvních 12 měsíců bezprostředně po zahájení platnosti dodatku označujícího specifické oblasti s regulací emisí podle odstavce 3 tohoto pravidla jsou lodě působící v těchto oblastech s regulací emisí osvobozeny od požadavků uvedených v odstavcích 4 a 6 tohoto pravidla a od požadavků odstavce 5 tohoto pravidla, pokud jsou předmětem ustanovení odstavce 4 tohoto pravidla.*

Ustanovení o přehodnocení

8 Přehodnocení normy uvedené v odstavci 1.3 tohoto pravidla musí být provedeno do roku 2018, aby mohla být určena dostupnost pohonné ropné látky s cílem dosažení souladu s normou pro pohonné ropné látky uvedenou v tomto odstavci. Přitom je třeba brát v úvahu následující prvky:

.1 celosvětová nabídka a poptávka po pohonné ropné látce musí být v souladu s odstavcem 1.3 tohoto pravidla, které je platné v době, kdy kontrola probíhá;

.2 analýza trendů na trzích s pohonnými ropnými látkami a

.3 jakékoli další relevantní otázky.

9 Organizace musí vytvořit skupinu odborníků složenou ze zástupců s vhodnou kvalifikací na trhu s pohonnými ropnými látkami a s příslušnou kvalifikací v oborech námořní dopravy, životního prostředí, vědy a právního poradenství. Tento tým musí provést kontrolu podle odstavce 8 tohoto pravidla. Tato skupina odborníků vypracuje příslušné informace o rozhodnutích, která mají být přijata smluvními stranami.

* 12-měsíční výjimka stanovená v odstavci 7 platí pro oblast emisní kontroly Severní Ameriky, a to 1. srpna 2012. 12-měsíční výjimka stanovená v odstavci 7 platí pro Spojené státy a jejich oblast Karibiku, a to do 1. ledna 2014.

10 Smluvní strany se na základě informací vypracovaných skupinou odborníků mohou rozhodnout, zda je možné, aby lodě dodržely datum stanovené v bodě 1.3 tohoto pravidla. Pokud bude přijato rozhodnutí o tom, že to možné není, pak norma v tomto odstavci nabývá účinnosti dnem 1. ledna 2025.

Pravidlo 15
Těkavé organické látky (VOC)

1 Pokud mají být emise VOC z tankeru regulovány v přístavu nebo přístavech (případně v terminálu nebo terminálech) pod pravomocí smluvní strany, musejí být tyto emise regulovány v souladu s ustanoveními tohoto pravidla.

2. Smluvní strana, která tuto regulaci tankerů v rámci emisí VOC provádí, musí v tomto smyslu informovat Organizaci. Toto oznámení musí obsahovat informace o velikosti tankerů určených ke kontrole, nákladech vyžadujících systém omezení emisí a datech účinnosti pro tyto kontroly. Toto oznámení musí být předloženo nejméně šest měsíců před datem účinnosti.

3 Smluvní strana, která určuje přístavy nebo terminály, ve kterých bude probíhat regulace emisí těkavých organických sloučenin z tankerů, musí zajistit, že systémy pro omezování těchto emisí, jež jsou touto stranou schváleny s přihlédnutím k bezpečnostním normám pro takové systémy vyvinuté v Organizací[*], budou k dispozici ve všech určených přístavech a terminálech a že budou provozovány bezpečným způsobem a tak, aby nedocházelo k nepřiměřenému zpoždění lodí.

4 Organizace rozešle seznam přístavů a terminálů určených smluvními stranami, a to na adresy dalších smluvních stran a členských států Organizace.

5 Tanker, který je předmětem ustanovení odstavce 1 tohoto pravidla, musí být vybaven systémem sběru emisí výparů. Tento systém musí být schválen správním orgánem s přihlédnutím k bezpečnostním normám pro tyto systémy vypracovaným Organizací*. Tento systém musí být používán při nakládání příslušných nákladů. Přístav nebo terminál, ve kterém byl instalován systém pro omezování emisí výparů v souladu s tímto pravidlem, může přijímat takové tankery, které nejsou vybaveny systémem sběru výparů, a to po dobu tří let po nabytí účinnosti uvedeném v odstavci 2 tohoto pravidla.

6 Tanker přepravující surovou ropu musí mít na palubě k dispozici Plán řízení VOC schválený správním orgánem[†]. Tento plán musí být patřičně realizován. Takový plán musí být připraven s ohledem na pokyny vypracované Organizací. Plán musí být specifický pro každou loď a musí alespoň:

.1 poskytovat písemné postupy pro minimalizaci emisí VOC během nakládky, plavby po moři a vypouštění nákladu;

.2 umožnit zvážení dodatečných emisí VOC generovaných při vymývání zbytků surové ropy;

.3 identifikovat osobu odpovědnou za provádění plánu a

.4 u lodí na mezinárodních plavbách musí být tento dokument napsán v pracovním jazyce kapitána lodi a důstojníků. Pokud není pracovním jazykem kapitána lodi a důstojníků angličtina, francouzština nebo španělština, musí být k dispozici překlad do jednoho z těchto jazyků.

[*] Viz MSC/Circ. 585, normy pro systémy regulace emisí výparů.

[†] Viz usnesení MEPC.185(59), Pokyny pro přípravu Plánu řízení VOC. Viz také MEPC. 1/Circ.680 – Technické informace o systémech a provozu nutných pro vytvoření Plánu řízení VOC a MEPC.1/Circ.719 – Technické informace o systému omezení tlaku výparů pro usnadnění přípravy a aktualizace Plánů řízení VOC.

7 Toto pravidlo se vztahuje rovněž na přepravu plynu, a to pouze tehdy, pokud typy systémů nakládky a uchovávání umožňují bezpečné uchovávání jiných než metanových látek VOC na palubě nebo jejich bezpečné vrácení na břeh*.

Pravidlo 16
Spalování na palubě lodi

1. Vyjma případů uvedených v odstavci 4 tohoto pravidla je spalování na palubě lodi povoleno pouze v lodní spalovně.

2 Spalování následujících látek je na palubě lodi zakázáno:

.1 zbytky nákladu, které jsou předmětem Příloh I, II, III nebo související kontaminované obalové materiály;

.2 polychlorované bifenyly (PCB);

.3 odpady, jež jsou definovány v Příloze V a které obsahují vyšší množství těžkých kovů;

.4 rafinované ropné produkty obsahující halogenové sloučeniny;

.5 kanalizační kaly a ropný kal, které nejsou generovány na palubě lodi a

.6 zbytky ze systému čištění spalin.

3 Spalování polyvinyl chloridů (PVC) na palubě je zakázáno, s výjimkou spalování těchto látek v lodních spalovnách, pro které byly vydána Schvalovací osvědčení† typu IMO[1].

4 Spalování kanalizačních kalů a ropných kalů, vytvořených během normálního provozu lodi, na palubě se může uskutečnit také v hlavním nebo pomocném zařízení nebo v kotli, ale v těchto případech se tento proces nesmí provádět v přístavech, přístavištích a u ústí řek.

5 Žádný bod tohoto pravidla nesmí:

.1 mít vliv na zákaz, nebo jiné požadavky, úmluvy o prevenci proti znečišťování moří prostřednictvím ukládání odpadů a jiných látek, 1972, ve znění pozdějších pravidel, a příslušného Protokolu z roku 1996,

.2 bránit vývoji, instalaci a provozu alternativních zařízení pro tepelné zpracování odpadu na lodi, která splňují požadavky tohoto pravidla.

6.1 S výjimkou případů uvedených v odstavci 6.2 tohoto pravidla musí každá spalovna na lodi, jež byla postavena 1. ledna 2000 či později, nebo spalovna, jež byla nainstalována na palubě lodi 1. ledna 2000 či později, splňovat požadavky uvedené v Dodatku IV k této příloze. Každá spalovna podléhající tomuto odstavci musí být schválena správním orgánem, a to s ohledem na standardní specifikaci pro lodní spalovny vypracovanou v Organizací‡ nebo

6.2 Správní orgán může povolit výjimku z použití odstavce 6.1 tohoto pravidla pro veškeré spalovny

* Viz usnesení MSC.30(61), Mezinárodní pravidla pro stavbu a vybavení lodí pro hromadnou přepravu zkapalněných plynů.
† Osvědčení o schválení typu vydaná v souladu s usnesením MEPC.59(33), Upravené pokyny pro realizaci Přílohy V k MARPOL 73/78, ve znění usnesení MEPC.92(45) nebo MEPC.76(40), Standardní specifikace pro lodní spalovny, ve znění usnesení MEPC.93(45).
‡ Viz usnesení MEPC.76(40), ve znění usnesení MEPC.93(45), Standardní specifikace pro lodní spalovny.

nainstalované na palubě lodi před 19. květnem 2005, a to za předpokladu, že loď je provozována pouze ve vodách podléhajících svrchovanosti nebo pravomoci státu vlajky, pod kterou je loď oprávněna plout.

7 Spalovny instalované v souladu s požadavky bodu 6.1 tohoto pravidla musí být vybaveny manuálem výrobce. Tento manuál musí být uchováván v příslušné jednotce. Musí specifikovat způsob provozování spalovny v mezích uvedených v odstavci 2 Dodatku IV této přílohy.

8 Personál odpovědný za provoz spalovny instalované v souladu s požadavky bodu 6.1 tohoto pravidla musí být vyškolen k provádění pokynů uvedených v návodu k obsluze poskytovaném výrobcem přesně tak, jak to vyžaduje odstavec 7 tohoto pravidla.

9 U spaloven nainstalovaných v souladu s požadavky odstavce 6.1 tohoto pravidla musí být výstupní teplota plynu u spalovací komory monitorována po celou dobu provozu jednotky. Pokud se jedná o spalovnu s kontinuálním podáváním, nesmí být odpad podáván do jednotky, pokud je výstupní teplota plynu u spalovací komory nižší než 850 °C. Pokud se jedná o spalovnu s nakládáním po dávkách, musí být přístroj navržen tak, aby výstupní teplota plynu u spalovací komory dosáhla 600 °C během pěti minut po zapnutí a aby se tato teplota poté ustálila na hodnotě ne nižší než 850 °C.

Pravidlo 17
Zařízení pro odevzdávání látek z lodí

1 Každá účastnická strana se zavazuje k tomu, že zajistí taková zařízení, které budou splňovat následující požadavky:

.1 potřeby lodí používajících přístavy určené k opravám za účelem příjmu látek poškozujících ozónovou vrstvu a zařízení obsahujících tyto látky po jejich vyjmutí z lodi;

.2 potřeby lodí, které využívají tyto přístavy, terminály nebo opravárenské přístavy za účelem příjmu zbytků po čištění spalin z příslušného čisticího systému;
bez nechtěného zpoždění lodí a

.3 potřeby zařízení pro rozbíjení lodí určených pro příjem látek poškozujících ozón a zařízení obsahujících tyto látky po vyjmutí z lodi.

2. Pokud se konkrétní přístav nebo terminál smluvní strany, s ohledem na příslušné pokyny, jež mají být vypracovány Organizací*, nachází na vzdáleném místě od průmyslové infrastruktury potřebné pro manipulaci a zpracování látek uvedených v odstavci 1 tohoto pravidla, a proto nemůže tyto látky přijmout, pak musí smluvní strana o těchto přístavech nebo terminálech informovat Organizaci, a to takovým způsobem, aby mohly být tyto informace rozeslány všem smluvním stranám a členským státům Organizace, za účelem informovanosti a provedení příslušných opatření. Každá smluvní strana, která poskytla Organizaci tyto informace, musí tuto Organizaci informovat také o svých přístavech a terminálech, ve kterých jsou k dispozici zařízení pro příjem odpadu a pro jeho manipulaci a zpracování.

3 Každá smluvní strana musí podat Organizaci oznámení, a to za účelem předání informací dotčeným smluvním vládám, tedy oznámení o všech případech, kdy se zařízení poskytované podle tohoto pravidla zdá být nedostupné nebo pravděpodobně nedostatečné.

* Viz usnesení MEPC.199(62)z roku 2011 – Pokyny pro zařízení pro odevzdávání látek z lodí podle Přílohy VI k MARPOL.

Pravidlo 18
Dostupnost pohonné ropné látky a její kvalita

Dostupnost pohonné ropné látky

1. Každá smluvní strana musí přijmout veškerá přiměřená opatření na podporu dostupnosti pohonných ropných látek, které splňují podmínky této přílohy. Každá smluvní strana bude rovněž informovat Organizaci o dostupnosti vyhovujících pohonných ropných látek ve svých přístavech a terminálech.

2.1 Pokud smluvní strana shledá, že loď není v souladu s normami pro kompatibilní pohonné ropné látky uvedenými v této příloze, je příslušný správný orgán smluvní strany oprávněn požadovat, aby zástupci lodní posádky:

.1 předložili záznam o opatřeních přijatých ve snaze dosáhnout shody a

.2 doložit, že se pokusili zakoupit vyhovující pohonnou ropnou látku v souladu se svým plánem plavby a jelikož tato pohonná ropná látka nakonec nebyla na plánovaném místě dostupná, byly učiněny pokusy o nalezení alternativních zdrojů této pohonné ropné látky a i přes snahu o získání vyhovujícího pohonné ropné látky nebyly žádné takové pohonné ropné látky k dispozici.

2.2 Nemělo by být požadováno, aby se loď vychýlila od své zamýšlené plavby nebo nechtěně odložila svou plavby s cílem dosáhnout shody.

2.3 Pokud zástupci posádky lodi poskytnou informace uvedené v odstavci 2.1 tohoto pravidla, musí smluvní strana vzít v úvahu všechny relevantní okolnosti a důkazy, jež byly předloženy, a to za účelem přijetí vhodného opatření, včetně kontrolních opatření.

2.4 Pokud není možné zakoupit vyhovující pohonnou ropnou látku, musí loď informovat svůj správní orgán a také kompetentní orgán příslušného cílového přístavu.

2.5 Smluvní strana musí organizaci poskytnout informaci o tom, kdy loď předložila důkazy o nedostupnosti vyhovující pohonné ropné látky.

Kvalita pohonné ropné látky

3 Pohonná ropná látka určená pro účely spalování, která je dodávána na loď a na lodi používána a k níž se také vztahují ustanovení této přílohy, musí splňovat tyto požadavky:

.1 s výjimkou ustanovení uvedeného v odstavci 3.2 tohoto pravidla:

.1.1 pohonná ropná látka musí být tvořena směsí uhlovodíků získaných z rafinace ropy. To nesmí být překážkou pro začlenění malých množství přísad určených ke zlepšení některých aspektů výkonu;

.1.2 pohonná ropná látka nesmí obsahovat anorganické kyseliny a

.1.3 pohonná ropná látka nesmí obsahovat žádnou přísadu nebo chemický odpad, které:

.1.3.1 ohrožují bezpečnost lodi nebo nepříznivě ovlivňují výkon strojního zařízení nebo

.1.3.2 jsou škodlivé pro personál nebo

.1.3.3 celkově přispívají k dalšímu znečištění ovzduší.

.2 pohonná ropná látka pro účely spalování získaná jinými metodami než rafinací ropy nesmí:

.2.1 překročit platný obsah síry stanovený v pravidle 14 této přílohy;

.2.2 způsobit, aby motor překročil platné limity emisí NO_x stanovené v odstavcích 3, 4, 5.1.1 a 7.4 pravidla 13;

.2.3 obsahovat anorganické kyseliny nebo

.2.4.1 ohrožovat bezpečnost lodi nebo nepříznivě ovlivňovat výkon strojního zařízení nebo

.2.4.2 působit škodlivě na personál nebo

.2.4.3 celkově přispívat k dalšímu znečištění ovzduší.

4 Toto pravidlo se nevztahuje na uhlí v tuhé formě nebo na jaderná paliva. Odstavce 5, 6, 7.1, 7.2, 8.1, 8.2, 9.2, 9.3 a 9.4 tohoto pravidla se nevztahují na plynná paliva, jako například na zkapalněný zemní plyn, stlačený zemní plyn nebo zkapalněný ropný plyn. Obsah síry v plynových palivech dodávaných na loď speciálně pro účely spalování na dané lodi musí být doložen dodavatelem.

5. U každé lodi, která je předmětem pravidel 5 a 6 této přílohy, musejí být podrobnosti o pohonné ropné látce určené pro účely spalování na lodi zaznamenány prostřednictvím příslušného dodacího listu dodávky. Tento dodací list musí obsahovat minimálně informace uvedené v Dodatku V této přílohy.

6 Dodací list dodávky musí být uložen na takovém místě, aby byl vždy v přiměřené době a snadno dostupný ke kontrole. Je třeba jej uschovávat po dobu tří let po dodání pohonné ropné látky na palubu.

7.1 Příslušný orgán smluvní strany úmluvy může provést kontrolu dodacích listů dodávek na palubě jakékoli lodi, na kterou se vztahuje tato příloha, když je tato loď ve svém přístavu nebo příbřežním terminálu a může pořídit kopii libovolného dodacího listu a může požádat kapitána lodi nebo osobu pověřenou velením lodi, aby potvrdil, že tato kopie představuje věrnou kopii tohoto dodacího listu dodávky. Kompetentní správní orgán může rovněž provést ověření obsahu každého listu, a to pomocí konzultací se zástupci přístavu, ve kterém byl tento list vystaven.

7.2 Kontrola dodacích listů dodávek, stejně jako pořízení ověřené kopie příslušným správním orgánem podle odstavce 7.1., musí být provedeny co možná nejrychleji, aby nedošlo ke zbytečnému zpoždění lodi.

8.1 Dodací list dodávky musí být doplněn reprezentativním vzorkem dodávané pohonné ropné látky, s přihlédnutím k pokynům vypracovaným Organizací[*]. Vzorek je třeba po doplnění paliva utěsnit a musí být podepsán zástupcem dodavatele a kapitánem lodi nebo pověřeným důstojníkem, který je odpovědný za provoz zásobníku. Vzorek musí být uchováván až do úplného vyčerpání pohonné ropné látky, v každém případě však ne méně než po dobu 12 měsíců od okamžiku dodání.

8.2 Pokud správní orgán vyžaduje rozbor tohoto reprezentativního vzorku, musí být tak být provedeno v souladu s postupem ověřování stanoveným v Dodatku VI, aby bylo možné určit, zda tato pohonná ropná látka splňuje požadavky této přílohy.

9 Smluvní strany se zavazují, že zajistí, aby jimi určené správní orgány provedly následující úkony:

[*] Viz MEPC.182(59) – Pokyny pro odběr vzorků pohonné ropné látky pro stanovení souladu s upravenou Přílohou VI k MARPOL.

.1 vedení seznamu místních dodavatelů pohonné ropné látky;

.2 požádání místních dodavatelů o poskytnutí dodacího listu dodávky a vzorku, podle požadavku tohoto pravidla. Dodavatel musí poskytnout potvrzení o tom, že pohonná ropná látka splňuje požadavky pravidel 14 a 18 této přílohy;

.3 požádání místních dodavatelů o uchování kopie dodacího dodávky zásobníku na minimální dobu tří let, a to pro inspekci a ověření ze strany státních orgánů;

.4 přijetí vhodných opatření proti dodavatelům pohonných ropných látek, kteří dodávají takové pohonné ropné látky, které nejsou v souladu s materiálem uvedeným na dodacím listu dodávky;

.5 předání informace správnímu orgánu u jakékoli lodi, která obdržela pohonnou ropnou látku, jež byla shledána jako nesplňující požadavky pravidla 14 nebo 18 této přílohy a

.6 předání informace Organizaci za účelem předání této informace smluvním stranám a členským státům Organizace, tedy předání této informace, která se týká všech případů, kdy dodavatelé pohonné ropné látky nesplnili požadavky uvedené v pravidlech 14 a 18 této přílohy.

10 V souvislosti se kontrolami ze strany přístavního státu prováděné smluvními stranami se tyto smluvní strany dále zavazují k následujícím úkonům:

.1 informovat smluvní stranu nebo nesmluvní stranu, pod jejíž pravomocí byl vydán dodací list dodávky, o všech případech dodávek nevyhovující pohonné ropné látky, včetně poskytnutí všech relevantních informací a

.2 zajistit, že budou přijata vhodná opravná opatření pro změnu nevyhovující pohonné ropné látky na vyhovující.

11. U každé lodi o hrubé prostornosti 400 tun a více, která je provozována na pravidelných linkách s častými a pravidelnými zastávkami v přístavech, může správní orgán po požádání a konzultaci s dotčenými smluvními státy rozhodnout o tom, že splnění odstavce 6 tohoto pravidla musí být zdokumentován alternativním způsobem, který přináší podobnou jistotu splnění pravidel 14 a 18 této přílohy.

Kapitola 4 - Ustanovení o energetické účinnosti lodí

Pravidlo 19
Aplikace

1 Tato kapitola se týká všech lodí s hrubou prostorností 400 a vyšší.

2 Pravidla této kapitoly se nevztahují na následující případy:

.1 lodě provozované výhradně ve vodách podléhajících svrchovanosti nebo jurisdikci státu, pod jehož vlajkou je loď oprávněna plout. Nicméně, každá strana musí zajistit, přijetím vhodných opatření, aby tyto lodě byly konstruovány a provozovány v souladu s požadavky kapitoly 4 této přílohy, pokud je to tedy vhodné a proveditelné.

3 Pravidla 20 a 21 této přílohy se nevztahují na plavidla, která jsou vybavena diesel-elektrickým

pohonem, turbínovým pohonem nebo hybridním systémem pohonu.

4. Bez ohledu na ustanovení odstavce 1 tohoto pravidla může správní orgán upustit u lodí o hrubé prostornosti 400 a vyšší od požadavku na dodržování pravidel 20 a 21 této přílohy.

5 Ustanovení odstavce 4 tohoto pravidla se nepoužívá u lodí o hrubé prostornosti 400 a vyšší:

.1 Jedná se o takovou loď, pro kterou byla zadaná smlouva o stavbě dne 1. ledna 2017 nebo po tomto datu; nebo

.2 V případě neexistence smlouvy o stavbě lodi, podle které byl položen lodní kýl nebo která se nachází v podobném stádiu stavby ke dni 1. července 2017; nebo

.3 Jejíž dodávka je provedená dne 1. července 2019 nebo po tomto datu; nebo

.4 V případě zásadních konverzí u nových nebo stávajících lodí, podle definice v pravidle 2.24 této přílohy, nebo po 1. lednu 2017, a také v případech, ve kterých platí pravidla 5.4.2 a 5.4.3 této přílohy.

6 Správní orgán účastnické strany této úmluvy, který umožňuje použití odstavce 4, nebo který může toto použití také pozastavit, odstupuje od tohoto odstavce nebo jej odmítá, pokud se jedná o loď oprávněnou plout pod jeho vlajkou, která neprodleně informuje Organizaci o podrobnostech z Protokolu, za účelem rozeslání informací účastnickým stranám.

Pravidlo 20
Index dosažené hodnoty energetické účinnosti (dosažená hodnota EEDI)

1 Dosažená hodnota EEDI se vypočte pro:

.1 každou novou loď;

.2 každou novou loď, na které byla provedena zásadní konverze; a

.3 každou novou nebo stávající loď, která prošla zásadní konverzí, jež byla tak rozsáhlá, že loď je nyní považována správním orgánem za novou loď,

která spadá do jedné nebo více z kategorií uvedených v pravidlech 2.25 - 2.35 této přílohy. Dosažená hodnota EEDI musí být specifická pro každou konkrétní loď. Musí uvádět předpokládaný výkon lodi, pokud jde o energetickou účinnost. Musí být doplněna EEDI souborem technické dokumentace, který obsahuje informace nezbytné pro výpočet dosažené hodnoty EEDI a který dokládá proces výpočtu. Dosažená hodnota EEDI musí být ověřena na základě EEDI technické dokumentace, a to buď správním orgánem nebo jakoukoli pověřenou organizací[*].

2 Dosažená hodnota EEDI musí být vypočtena s ohledem na pokyny[†] vypracované Organizací.

Pravidlo 21
Požadovaná hodnota EEDI

1 Pro každou:

[*] Prostudujte si Pokyny pro autorizaci organizací jednajících jménem správního orgánu, tedy pokyny přijaté Organizací prostřednictvím usnesení A.739 (18), ve znění usnesení MSC.208 (81), a pak také Specifikace kontrol a funkce certifikačního procesu u uznaných organizací jednajících jménem správního orgánu, jež byly přijaty Organizací prostřednictvím rezoluce A.789 (19). Organizace může tyto dokumenty měnit a upravovat.

[†] Pokyny k metodě výpočtu indexu dosažené hodnoty energetické účinnosti pro nové lodě.

.1 novou loď;

.2 novou loď, na které byla provedena zásadní konverze; a

.3 novou nebo stávající loď, která prošla zásadní přeměnou, jež byla tak rozsáhlá, že loď je nyní považována správním orgánem za nově postavenou loď, která spadá do jedné z kategorií definovaných v pravidlech 2.25 - 2.31 této přílohy, loď, o níž hovoří tato kapitola. U této lodi musí být hodnota EEDI vypočtena takto:

Dosažená hodnota EEDI ≤ Požadovaná hodnota EEDI = (1 – X/100) · Hodnota referenční přímky

X je redukční součinitel pro požadovanou hodnotu EEDI, specifikovaný v tabulce 1, ve srovnání s referenční přímkou.

2. U každé nové a stávající lodi, která prošla zásadní přeměnou, jež byla tak rozsáhlá, že loď je nyní považována správním orgánem za loď nově postavenou, musí být vypočtena dosažená hodnota EEDI. Tato hodnota musí splňovat požadavky odstavce 21.1,, pokud jde o redukční faktor odpovídající typu lodi a velikosti přestavěné lodi, a to k datu smlouvy o převodu, nebo k datu zahájení přeměny v případě neexistence smlouvy.

Tabulka č. 1 - *Redukční faktory (v procentech) pro EEDI vzhledem k referenční přímce EEDI*

Typ lodi	**Velikost**	**Fáze 0 1. leden 2013 - 31. prosinec 2014**	**Fáze 1 1. leden 2015 - 31. prosinec 2019**	**Fáze 2 1. leden 2020 - 31. prosinec 2024**	**Fáze 3 1. leden 2025 a dále**
Přeprava hromadného nákladu	20,000 DWT a více	0	10	20	30
	10000-20000 DWT	Údaj není k dispozici	0-10-'	0-20a	0-30a
Přeprava plynu	10000 DWT a výše	0	10	20	30
	2 000-10 000 DWT	Údaj není k dispozici	0-10a	0-20a	0-3 0a
Tanker	20 000 DWT a výše	0	10	20	30
	4000 - 20000 DWT	Údaj není k dispozici	0-10a	0-20a	0-3 0a
Kontejnerová loď	15 000 DWT a výše	0	10	20	30
	10000 - 15000 DWT	Údaj není k dispozici	0-10[a]	0-2 0[a]	0-30[a]
Lodě s všeobecným nákladem	15 000 DWT a výše	0	10	15	30
	3 000 - 15000 DWT	Údaj není k dispozici	0-10[a]	0-15[a]	0-30[a]
Přeprava zmraženého nákladu	5 000 DWT a výše	0	10	15	30
	3 000 - 5 000 DWT	Údaj není k dispozici	0-10[a]	0-15[a]	0-30[a]
Kombinovaná přeprava nákladu	20 000 DWT a výše	0	10	20	30
	4000 - 20000 DWT	Údaj není k	0-10[a]	0-20[a]	0-30[a]
		dispozici			

[a]Redukční činitel určený pro lineární interpolaci mezi oběma hodnotami, v závislosti na velikosti lodi. Nižší hodnota redukčního faktoru bude použita u menších lodí.
Údaj není k dispozici (n/a) znamená, že neplatí žádná hodnota EEDI.

3 Hodnoty referenční přímky se vypočítávají takto:

Hodnota referenční přímky = $a \cdot b^{-c}$
a, b a c jsou parametry uvedené v tabulce 2.

Tabulka 2 - *Parametry pro stanovení referenčních hodnot pro jednotlivé typy lodí*

Typ lodi definovaný v pravidle 2	a	b	c
2.25 Přeprava hromadného nákladu	961,79	Hodnota DWT u lodi	0,477
2.26 Přeprava plynu	1120,00	Hodnota DWT u lodi	0,456
2.27 Tanker	1218,80	Hodnota DWT u lodi	0,488
2.28 Kontejnerová loď	174,22	Hodnota DWT u lodi	0,201
2.29 Loď se všeobecným nákladem	107,48	Hodnota DWT u lodi	0,216
2.30 Přeprava zmraženého nákladu	227,01	Hodnota DWT u lodi	0,244
2.31 Kombinovaná přeprava nákladu	1219,00	Hodnota DWT u lodi	0,488

4 Pokud konstrukce lodi umožňuje klasifikaci do více než jedné z výše uvedených definic typů lodí uvedených v tabulce 2, musí být požadovaná hodnota EEDI pro loď nejpřísnější (nejnižší hodnota EEDI).

5 U každé lodi, které se týká toto pravidlo, nesmí být instalovaný hnací výkon nižší než hnací síla potřebná k udržení ovladatelnosti lodi za nepříznivých podmínek, podle definice v pokynech vypracovaných v Organizaci.

6 Na začátku fáze 1 a uprostřed fáze 2 musí Organizace zkontrolovat stav technologického vývoje a pokud se to ukáže jako nezbytné, musí rovněž upravit časová období, parametry referenční přímky EEDI pro příslušné typy lodí a redukční sazby stanovené v tomto pravidle.

Pravidlo 22
Plán energetické účinnosti lodí (SEEMP)

1 Každá loď musí mít na své palubě svůj specifický Plán energetické účinnosti lodí (SEEMP). Tento plán může být součástí Lodního systému bezpečného řízení provozu (SMS).

2 Dokument SEEMP musí být vypracován s přihlédnutím k pokynům přijatým Organizací.

Pravidlo 23
Podpora technické spolupráce a transferu technologií týkajících se zdokonalování energetické účinnosti lodí

1 Správní orgány budou, ve spolupráci s Organizací a dalšími mezinárodními organizacemi, podle potřeby poskytovat podporu příslušným státům, a to přímo nebo prostřednictvím Organizace. Zejména rozvojovým státům, které požadují technickou pomoc.

2 Správní orgán účastnické strany bude aktivně spolupracovat s ostatními stranami, podle vnitrostátních právních předpisů a postupů, na zajišťování podpory rozvoje a přenosu technologií a výměny informací směrem ke státům, které požádají o technickou pomoc. Jedná se především o

rozvojové státy, a to s ohledem na realizaci opatření ke splnění požadavků kapitoly 4 této přílohy, zejména pravidel 19.4 - 19.6.

Dodatky k příloze VI

Dodatek I
Forma Mezinárodního osvědčení o zamezení znečištění ovzduší (IAPP) (Pravidlo 8)

MEZINÁRODNÍ OSVĚDČENÍ O ZAMEZENÍ ZNEČIŠTĚNÍ OVZDUŠÍ

Vydáno na základě ustanovení Protokolu z roku 1997 ve znění usnesení MEPC.176(58) z roku 2008, které upravuje Mezinárodní úmluvu o zamezení znečištění ovzduší z roku 1973 ve znění Protokolu z roku 1978 (dále jen „úmluva“) na základě pověření vlády státu:

.....
(úplné označení státu)

kým
.....
(úplné označení příslušné osoby nebo Organizace
oprávněné podle ustanovení této úmluvy)

Údaje o lodi[*]

Jméno lodi .....
Volací znak nebo čísla .....
Číslo IMO[†] .....
Rejstříkový přístav .....
Hrubá prostornost .....

TÍMTO SE POTVRZUJE:

1 Že loď podstoupila inspekci v souladu s pravidlem 5 Přílohy VI úmluvy a

2 Že tato inspekce prokazuje, že jsou vybavení, systémy, armatury, zařízení a materiál plně v souladu s příslušnými požadavky Přílohy VI úmluvy.

Platnost tohoto osvědčení trvá do (dd/mm/rrrr)[‡] .....
na základě inspekcí v souladu s pravidlem 5 Přílohy VI úmluvy.

Datum dokončení inspekce, jež tvoří základ tohoto osvědčení (dd/mm/rrrr) .....

Místo vydání .....
(místo vydání osvědčení)

Datum (dd/mm/rrrr) ....
(datum vydání) *(podpis řádně pověřeného úředníka vydávajícího toto osvědčení)*

(pečeť nebo razítko orgánu, podle potřeby)

[*] Alternativně lze údaje o lodi vpisovat do polí vodorovně.
[†] V souladu se Schématem identifikačního čísla lodi IMO přijatým usnesením Organizace A.600(15).
[‡] Vyplňte datum ukončení platnosti tak, jak je specifikováno správním orgánem v souladu s pravidlem 9.1 Přílohy VI úmluvy. Den a měsíc tohoto data odpovídají výročnímu datu tak, jak je definováno v pravidle 2.3 Přílohy VI úmluvy, pokud není upraveno v souladu s pravidlem 9.8 Přílohy VI úmluvy.

POTVRZENÍ PRO ROČNÍ A MIMOŘÁDNÉ KONTROLY

TÍMTO SE POTVRZUJE, že při inspekci v souladu s pravidlem 5 Přílohy VI úmluvy bylo zjištěno, že loď splňuje příslušná ustanovení této úmluvy:

Výroční inspekce

Podpis.....
(podpis řádně pověřeného úředníka)
Místo.....
Datum (dd/mm/rrrr).....

(pečeť nebo razítko orgánu, podle potřeby)

Výroční/průběžná* inspekce

Podpis.....
(podpis řádně pověřeného úředníka)
Místo.....
Datum (dd/mm/rrrr).....

(pečeť nebo razítko orgánu, podle potřeby)

Výroční/průběžná* inspekce

Podpis.....
(podpis řádně pověřeného úředníka)
Místo.....
Datum (dd/mm/rrrr).....

(pečeť nebo razítko orgánu, podle potřeby)

Výroční inspekce

Podpis.....
(podpis řádně pověřeného úředníka)
Místo.....
Datum (dd/mm/rrrr).....
(pečeť nebo razítko orgánu, podle potřeby)

VÝROČNÍ/PRŮBĚŽNÁ INSPEKCE V SOULADU S PRAVIDLEM 9.8.3

TÍMTO SE POTVRZUJE, že výroční/průběžné při inspekci v souladu s pravidlem 9.8.3 Přílohy VI úmluvy bylo zjištěno, že loď splňuje příslušná ustanovení této úmluvy:

Podpis.....
(podpis řádně pověřeného úředníka)
Místo.....
Datum (dd/mm/rrrr).....

(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ K PRODLOUŽENÍ PLATNOSTI OSVĚDČENÍ, JE-LI PLATNÉ NA MÉNĚ NEŽ 5 LET V PŘÍPADECH, NA KTERÉ SE VZTAHUJE PRAVIDLO 9.3

Loď splňuje příslušná ustanovení této úmluvy, a toto osvědčení musí být přijato, v souladu s pravidlem 9.3 Přílohy VI úmluvy, jako platné do (dd/mm/rrrr) .....

* Nehodící se škrtněte.

Podpis.....
(podpis řádně pověřeného úředníka)
Místo.....
Datum (dd/mm/rrrr).....

(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO PŘÍPADY, VE KTERÝCH BYLA DOKONČENA OBNOVOVACÍ INSPEKCE A PLATÍ PRAVIDLO 9.4

Loď splňuje příslušná ustanovení této přílohy, a toto osvědčení musí být přijato, v souladu s pravidlem 9.4 Přílohy VI úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis.....
(podpis řádně pověřeného úředníka)
Místo.....
Datum (dd/mm/rrrr).....

(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO PRODLOUŽENÍ PLATNOSTI OSVĚDČENÍ PRO DOPLUTÍ DO INSPEKČNÍHO PŘÍSTAVU NEBO NA BODU ODKLADU, KDY PLATÍ PRAVIDLO 9.5 NEBO 9.6

Toto osvědčení musí být přijato, v souladu s pravidlem 9.5 nebo 9.6* Přílohy VI úmluvy, jako platné do (dd/mm/rrrr) .....

Podpis.....
(podpis řádně pověřeného úředníka)
Místo.....
Datum (dd/mm/rrrr).....

(pečeť nebo razítko orgánu, podle potřeby)

POTVRZENÍ PRO POSUNUTÍ VÝROČNÍHO DATA V PŘÍPADECH, VE KTERÝCH PLATÍ PRAVIDLO 9.8

V souladu s pravidlem 9.8 Přílohy VI úmluvy bude nové výroční datum
dne (dd/mm/rrrr) .....

Podpis.....
(podpis řádně pověřeného úředníka)
Místo.....
Datum (dd/mm/rrrr).....

(pečeť nebo razítko orgánu, podle potřeby)

* Nehodící se škrtněte.

V souladu s pravidlem 9.8 Přílohy VI úmluvy bude nové výroční datum dne (dd/mm/rrrr) .....

Podpis.....
(podpis řádně pověřeného úředníka)
Místo.....
Datum (dd/mm/rrrr).....

(pečeť nebo razítko orgánu, podle potřeby)

DODATEK K MEZINÁRODNÍMU OSVĚDČENÍ O ZAMEZENÍ ZNEČIŠTĚNÍ OVZDUŠÍ (OSVĚDČENÍ IAPP)

ZÁZNAM O STAVBĚ A VYBAVENÍ

Poznámky:

1 Záznam musí být trvale připojen k osvědčení IAPP. Osvědčení IAPP se musí vždy nacházet na palubě lodi.

2 Záznamy musejí být uváděny alespoň v angličtině, francouzštině nebo španělštině. Pokud je také použit úřední jazyk vystavujícího státu, bude mít tento v případě sporu nebo nesrovnalosti přednost.

3 Záznamy v kolonkách se musí podle potřeby provádět vepsáním buď křížku (x) u odpovědí „ano“ a „platí“ nebo pomlčky (-) u odpovědí „ne“ a „neplatí“.

4 Není-li uvedeno jinak, pravidla uvedená v tomto Záznamu odkazují na pravidla Přílohy VI Úmluvy a usnesení nebo oběžníky odkazují na usnesení přijatá Mezinárodní námořní Organizací.

1 Údaje o lodi

1.1 Jméno lodi.....

1.2 Číslo IMO.....

1.3 Datum, kdy byl položen kýl nebo kdy byla loď v podobném stádiu stavby (dd/mm/rrrr).....

1.4 Délka (L)[*] (metry).....

2 Regulace emisí z lodí

2.1 Látky poškozující ozónovou vrstvu (pravidlo 12)

2.1.1 Následující hasicí systémy, další systémy a zařízení obsahující látky poškozující ozónovou vrstvu, s výjimkou hydrochlorfluorouhlovodíků (HCFC), jež jsou nainstalovány před 19. květnem 2005, mohou být i nadále provozovány:

[*] Bude provedeno pouze v případě lodí postavených 1. ledna 2016 či později, tedy u těchto lodí, které jsou speciálně navržené a používané výhradně pro rekreační účely a na které se v souladu s pravidlem 13.5.2.1 nebude používat limit emisí NOx daný pravidlem 13.5.1.1.

Systém nebo zařízení	Umístění na palubě	Látka

2.1.2 Následující systémy obsahující látky HCFC, jež jsou nainstalovány před 1. lednem 2020, mohou být i nadále provozovány:

Systém nebo zařízení	Umístění na palubě	Látka

2.2 Oxidy dusíku (NO_x) (pravidlo 13)

2.2.1 Následující námořní vznětové motory instalované na lodi jsou v plném souladu s platnými emisními limity pravidla 13 a v plném souladu s upravenými Technickými pravidly NO_x z roku 2008:

	Motor 1	Motor 2	Motor 3	Motor 4	Motor 5	Motor 6
Výrobce a model						
Výrobní číslo						
Použití						
Výkon (kW)						
Jmenovité otáčky (ot./min.)						
Datum instalace (dd/mm/rrrr)						
Datum velké přestavby	Podle pravidla 13.2.2					
(dd/mm/rrrr)	Podle pravidla 13.3.2					
Osvobození na základě pravidla 13.1.1.2	□	□	□	□	□	□
Úroveň I, pravidlo 13.3	□	□	□	□	□	□
Úroveň II, pravidlo 13.4	□	□	□	□	□	□
Úroveň II, pravidlo 13.2.2 nebo 13.5.2	□	□	□	□	□	□
Úroveň III, pravidlo 13.5.1.1	□	□	□	□	□	□
Schválená metoda existuje	□	□	□	□	□	□
Schválená metoda komerčně nedostupná	□	□	□	□	□	□
Schválená metoda nainstalována	□	□	□	□	□	□

2.3 Oxidy síry (SOx) a prachové částice (pravidlo 14)

2.3.1 Pokud je loď provozována mimo oblast s regulací emisí uvedenou v pravidle 14.3, tato loď používá:

.1 pohonnou ropnou látku s takovým obsahem síry, který odpovídá údajům v dodacích listech dodávky a který nepřekračuje mezní hodnotu:

• 450 % m/m (nevztahuje se na lodě postavené 1. ledna 2012 či později) nebo □

• 3,50 % m/m (nevztahuje se na lodě postavené 1. ledna 2020 či později) nebo □

• 0,50 % m/m, anebo □

.2 ekvivalentní zařízení schválené v souladu s pravidlem 4.1, podle údaje v bodě 2.6., které je nejméně stejně účinné, pokud jde o omezení emisí SO_x ve srovnání s použitím pohonné ropné látky s limitní hodnotou obsahu síry:

• 4,50 % m/m (nevztahuje se na lodě postavené 1. ledna 2012 či později) nebo □

• 3,50 % m/m (nevztahuje se na lodě postavené 1. ledna 2020 či později) nebo □

• 0,50 % m/m □

2.3.2 Pokud je loď provozována v oblasti s regulací emisí uvedenou v pravidle 14.3, tato loď používá:

.1 pohonnou ropnou látku s takovým obsahem síry, který odpovídá údajům v dodacích listech dodávky a který nepřekračuje mezní hodnotu:

• 1,00 % m/m (nevztahuje se na lodě postavené 1. ledna 2015 či později) nebo □
•0,10 % m/m, anebo □

.2 ekvivalentní zařízení schválené v souladu s pravidlem 4.1, podle údaje v bodě 2.6., které je nejméně stejně účinné, pokud jde o omezení emisí SO_x ve srovnání s použitím pohonné ropné látky s limitní hodnotou obsahu síry:

• 1,00 % m/m (nevztahuje se na lodě postavené 1. ledna 2015 či později) nebo □

• 0,10 % m/m □

2.4 *Těkavé organické látky (VOC)* (pravidlo 15)

2.4.1 Tanker je vybaven systémem sběru výparů, který je nainstalován a schválen v souladu s MSC/Circ.585 □
2.4.2.1 Pro tanker přepravující surovou ropu existuje schválený Plán řízení VOC □
2.4.2.2 Odkaz na schválení Plánu řízení VOC: □

2.5 Spalování na palubě (pravidlo 16)

Loď je vybavena spalovnou:

.1 nainstalovanou 1. ledna 2000 či později, která splňuje podmínky usnesení MEPC.76 (40)* □

.2 nainstalovanou před 1. lednem 2000, která splňuje podmínky:
.2.1 usnesení MEPC.59(33)† □

* Ve znění usnesení MEPC.93(45).
† Ve znění usnesení MEPC.92(45).

.2.2 usnesení MEPC.76(40)* □

2.6 *Ekvivalenty* (Pravidlo 4)

Loď může používat následující montážní prvky, materiál, zařízení nebo přístroje pro instalaci na lodi nebo jiné postupy, alternativní pohonné ropné látky nebo metody pro dosažení shody používané jako alternativa k požadovaným prostředkům této přílohy:

Systém nebo zařízení	Používaný ekvivalent	Odkaz na schvalovací doklad

TÍMTO SE POTVRZUJE, že tento záznam je ve všech ohledech správný.

Místo vydání.....
(místo vydání Záznamu)

Datum (dd/mm/rrrr)..... .....
(datum vydání) *(podpis řádně pověřeného úředníka vydávajícího tento Záznam)*

(pečeť nebo razítko orgánu, podle potřeby)

Dodatek II

Zkušební cykly a váhové faktory
(Pravidlo 13)

Následující zkušební cykly a váhové faktory se používají pro ověření shody lodních vznětových motorů s platnými limity NO_x, v souladu s pravidlem 13 této přílohy a za použití zkušebního postupu a metody výpočtu, jež jsou uvedeny v upravených Technických pravidlech NO_x z roku 2008.

.1 U lodních motorů s konstantními otáčkami určených pro lodě s hlavním pohonem, včetně diesel-elektrického pohonu, se používá zkušební cyklus E2;

.2 Pro sady vrtulí s ovladatelným úhlem nastavení se používá zkušební cyklus E2;

.3 U hlavních vrtulových a přídavných vrtulových motorů se používá zkušební cyklus E3;

.4 U pomocných motorů s konstantními otáčkami se používá zkušební cyklus D2 a

.5 U pomocných motorů s proměnnými otáčkami a proměnným zatížením, jež nepatří k výše uvedeným skupinám, se používá zkušební cyklus C1.

Zkušební cyklus pro *aplikace s hlavním pohonem s konstantními otáčkami*
(včetně diesel-elektrického pohonu a všech zařízení s vrtulí s ovladatelným úhlem nastavení)

Zkušební cyklus typu E2	Otáčky	100%	100%	100%	100%
	Výkon	100%	75%	50%	25%
	Váhový faktor	0,2	0,5	0,15	0,15

Zkušební cyklus pro *aplikaci s hlavními vrtulovými a přídavnými vrtulovými motory*.

Zkušební cyklus typu E3	Otáčky	100 %	91 %	80 %	63 %
	Výkon	100 %	75 %	50 %	25 %
	Váhový faktor	0,2	0,5	0,15	0,15

Zkušební cyklus pro *aplikace s pomocným motorem s konstantními otáčkami*

Zkušební cyklus typu D2	Otáčky	100 %	100 %	100 %	100 %	100 %
	Výkon	100 %	75 %	50 %	25 %	10 %
	Váhový faktor	0,05	0,25	0,3	0,3	0,1

Zkušební cyklus pro *aplikace s motorem s proměnnými otáčkami a proměnným zatížením*

Zkušební cyklus typu C1	Otáčky	Jmenovité				Střední			Volnoběh
	Točivý moment	100 %	75 %	50 %	10 %	100 %	75 %	50 %	0 %
	Váhový faktor	0,15	0,15	0,15	0,1	0,1	0,1	0,1	0,15

V případě, že má být motor certifikován podle odstavce 5.1.1 pravidla 13, nesmí specifické emise v každém jednotlivém bodu režimu překročit příslušnou mezní hodnotu emisí NO_x o více než 50 %, s výjimkou následujících případů:

.1 10 % bodu režimu ve zkušebním cyklu D2.

.2 10 % bodu režimu ve zkušebním cyklu C1.

.3 Bod volnoběhu ve zkušebním cyklu C1.

Dodatek III

Kritéria a postupy pro určení oblastí s regulací emisí (Pravidla 13.6 a 14.3)

1 Cíle

1.1 Účelem tohoto dodatku je poskytnout smluvním stranám kritéria a postupy pro formulování a předložení návrhů na určení oblastí s regulací emisí a také pro uvedení faktorů, které je třeba zohlednit tehdy, když bude Organizace tyto návrhy posuzovat.

1.2 Emise NO_x, SO_x a prachových částic z oceánských lodí přispívají ke koncentrovanému znečištění ovzduší ve městech a pobřežních oblastech na celém světě. Nežádoucí účinky na zdravotní stav veřejnosti a dopady na životní prostředí spojené se znečištěním ovzduší zahrnují případy předčasné úmrtnosti, kardio-pulmonálních onemocnění, rakoviny plic, chronických respiračních onemocnění, acidifikace a eutrofizace.

1.3 Organizace by měla zvážit zavedení oblastí s regulací emisí tehdy, když existuje prokázaná potřeba prevence, snižování a regulace emisí NO_x nebo SO_x a prachových částic, nebo všech tří typů emisí (dále jen emise) z lodí.

2 Postup spojený s určováním oblastí s regulací emisí

2.1 Návrhy pro Organizaci pro určování oblastí s regulací emisí NO_x nebo SO_x a prachových částic, nebo všech tří typů emisí mohou předkládat pouze smluvní strany. Pokud dvě smluvní strany nebo více účastnických stran mají svůj společný zájem v konkrétní oblasti, měly by formulovat koordinovaný návrh.

2.2 Návrh na prohlášení dané oblasti jako oblasti s regulací emisí by měl být předložen Organizaci v souladu s pravidly a postupy stanovenými touto Organizací.

3 Kritéria pro určování oblastí s regulací emisí

3.1 Návrh musí obsahovat:

.1 jasné vymezení navrhované oblasti související se žádostí, společně s referenční mapou, na níž je oblast vyznačena;

.2 typ nebo typy emisí, které jsou předmětem návrhu na regulaci (např. NO_x nebo SO_x a prachové částice, nebo všechny tři typy emisí);

.3 popis obyvatelstva a životního prostředí ohrožených dopady emisí z lodí;

.4 posudek zaměřený na to, že emise z lodí provozovaných v navrhované oblasti související s žádostí přispívají ke koncentrovanému znečišťování ovzduší nebo nepříznivým dopadům na životní prostředí. Takové posouzení musí obsahovat popis dopadů příslušných emisí na lidské zdraví a životní prostředí, například tedy nepříznivých dopadů na suchozemské a vodní ekosystémy, oblasti přirozené produktivity, kritická stanoviště, kvalitu vody, lidské zdraví a oblast kulturního a vědeckého významu (v případě potřeby). Zdroje relevantních údajů, včetně použitých metodik, musejí být označeny;

.5 relevantní informace, vztahující se k meteorologickým podmínkám v navrhované oblasti použití a týkající se lidské populace a životního prostředí v ohrožených oblastech, zejména informace o převládajících směrech větru nebo informace o topografických, geologických, oceánografických, morfologických či jiných podmínkách, které přispívají ke koncentraci znečištění ovzduší či k nepříznivým dopadům na životní prostředí;

.6 popis povahy lodní dopravy v navrhované oblasti pro regulaci emisí, včetně vzorů a údajů o hustotě takového provozu;

.7 popis regulačních opatření přijatých navrhující smluvní stranou (nebo smluvními stranami), která se týkají pozemních zdrojů emisí NO_x, SO_x a prachových částic, které mají vliv na lidskou populaci a životní prostředí v ohrožených oblastech. Jedná se o aktuální opatření a příbuzná opatření, jež mají být přijata v souvislosti s ustanoveními pravidel 13 a 14 Přílohy VI a

.8 relativní náklady na snížení emisí z lodí ve srovnání s regulací na pevnině a ekonomické dopady na přepravu v oblasti mezinárodního obchodu.

3.2 Zeměpisné hranice oblasti s regulací emisí budou založeny na výše uvedených kritériích, včetně případů emisí a depozice z lodí plujících v navrhované oblasti, dopravních vzorů a údajů o hustotě a větrných podmínkách.

4 Postupy pro posuzování a přijímání oblastí s regulací emisí ze strany Organizace

4.1 Organizace musí zvážit každý návrh jí předložený smluvní stranou (nebo smluvními stranami).

4.2 Při posuzování návrhu musí Organizace brát v úvahu kritéria, která musejí být zahrnuta v každém návrhu na přijetí podle výše uvedeného odstavce 3.

4.3 Oblast s regulací emisí musí být určena prostřednictvím dodatku k této příloze, a to po zvážení, přijetí a uvedení v platnost v souladu s článkem 16 této úmluvy.

5 Provoz oblastí s regulací emisí

5.1 Smluvním stranám, které provozují v této oblasti své lodě, se doporučuje, aby informovaly Organizaci o jakýchkoli případných problémech týkajících se provozu v těchto oblastech.

Dodatek IV

Limity pro schválení typu a provozování lodních spaloven
(Pravidlo 16)

1 Palubní spalovny popsané v pravidle 16.6.1 musí být certifikovány IMO typovým osvědčením ke schválení, a to u každé jednotlivé spalovny. Za účelem získání takového osvědčení musí být spalovna navržena a postavena podle schválených norem, viz pravidlo 16.6.1. Každý model musí být předmětem určité zkoušky pro schválení typu, která probíhá v továrně nebo ve schváleném zkušebním zařízení. V rámci odpovědnosti správního orgánu a za použití následujících specifikací pro standardní paliva/odpady určených pro schvalovací zkoušky, pomocí nichž bude určeno, zda spalovna funguje v rámci limitů stanovených v odstavci 2 tohoto dodatku:

Ropný kal se skládá z:

75 % ropného kalu z těžké pohonné ropné látky (HFO);
5 % odpadní mazacího oleje a
20 % emulgované vody.

Tuhý odpad se skládá z:

50 % potravinového odpadu;
50 % odpadů obsahujících

cca 30 % papíru,
cca 40 % lepenky,
cca 10 % hadrů,
cca 20 % plastů

Směs bude dosahovat až 50 % vlhkosti a obsahovat 7 % nehořlavých pevných látek.

2 Spalovny popsané v pravidle 16.6.1 musí být provozovány v rámci těchto limitů:

0_2 ve spalovací komoře:	6-12 %
Max. CO ve spalinách	200 mg/MJ v průměru:
Max. množství sazí	Bacharach 3 nebo
průměr.	Ringelman 1 (20 % neprůhlednost) (vyšší množství sazí je přijatelné pouze během velmi krátké doby, například při startu)
Nespálené složky	v maximální hodnotě 10 % hmotnostního zbytku popela:

Rozsah výstupní teploty spalin ze spalovací komory 850-1200 °C

Dodatek V

Informace obsažené v dodacím listu dodávky
(Pravidlo 18.5)

Jméno a číslo IMO přijímající lodi

Přístav

Datum zahájení dodávky

Jméno, adresa a telefonní číslo dodavatele námořní pohonné ropné látky

Název produktu (produktů)

Množství v metrických tunách

Hustota při 15 °C, kg/m^3*

Obsah síry (% m/m)†

Prohlášení podepsané a potvrzené zástupcem dodavatele pohonné ropné látky. Toto prohlášení potvrzuje, že dodaná pohonná ropná látka je v souladu s příslušným odstavcem pravidel 14.1 nebo 14.4 a 18.3 této přílohy.

Dodatek VI

Postup ověřování paliva u vzorků pohonné ropné látky pro Přílohu VI k MARPOL (Pravidlo 18.8.2)

Následující postup se používá pro zjištění, zdali je pohonná ropná látka, která se dodává a používá na lodích, v plném souladu s mezními hodnotami síry předepsanými v pravidle 14 Přílohy VI.

1 Všeobecné požadavky

1.1 Reprezentativní vzorek pohonné ropné látky, který je požadován v odstavci 8.1 pravidla 18 (dále jen „vzorek MARPOL“), se používá pro ověřování obsahu síry v pohonné ropné látce dodávané na loď.

1.2 Správní orgán řídí ověřovací postup prostřednictvím svého příslušného úřadu.

1.3 Laboratoře odpovědné za postupy ověřování stanovené v tomto dodatku musejí být plně akreditovány* pro účely provádění těchto zkoušek.

* Pohonná ropná látka musí být zkoušena v souladu s normami ISO 3675:1998 nebo ISO 12185:1996.
† Pohonná ropná látka musí být zkoušena v souladu s normou ISO 8754:2003.
* Akreditace se provádí v souladu s normou ISO 17025 nebo v souladu s ekvivalentní normou.

2 Postup ověřování - fáze 1

2.1 Vzorek MARPOL musí být doručen do laboratoře příslušným orgánem.

2.2 Laboratoř musí:

.1 zaznamenat údaje o čísle plomby a štítku vzorku do záznamu o zkoušce;

.2 poskytovat potvrzení o tom, že plomba na vzorku MARPOL není porušená a

.3 neakceptovat jakýkoli vzorek MARPOL, u něhož došlo k porušení plomby.

2.3 Pokud plomba vzorku MARPOL není porušená, bude laboratoř pokračovat v postupu ověřování. Laboratoř musí:

.1 zajistit, aby byl vzorek MARPOL důkladně homogenizován;

.2 vytvořit ze vzorku MARPOL dva dílčí vzorky a

.3 znovu utěsnit vzorek MARPOL a zaznamenat nové podrobnosti o zkušebním záznamu.

2.4 Dva dílčí laboratorní vzorky musejí být testovány po sobě, v souladu s předepsanou zkušební metodou uvedenou v Dodatku V (druhá poznámka pod čarou). Pro účely tohoto postupu ověřování musejí být výsledky analýzy označeny jako „A“ a „B“:

.1 Pokud se výsledky „A“ a „B“ pohybují v rámci opakovatelnosti (r) zkušební metody, musejí být považovány za platné.

.2 Pokud se výsledky „A“ a „B“ nepohybují v rámci opakovatelnosti (r) u zkušební metody, musí být oba tyto výsledky zamítnuty. V tomto případě musí laboratoř pořídit nové dílčí vzorky a provést jejich analýzu. Láhev vzorku by měla být zaplombována v souladu s výše uvedeným bodem 2.3.3, a to po pořízení nových dílčích vzorků.

2.5 Pokud jsou výsledky zkoušek „A“ a „B“ platné, musí průměr těchto dvou výsledků vypočítán tak, aby dával výsledek „X“:

.1 Pokud se výsledek „X“ rovná příslušné mezní hodnotě stanovené v Příloze VI (nebo nižší), znamená to, že pohonná ropná látka splňuje příslušné požadavky.

.2 Pokud je výsledek „X“ vyšší než příslušná mezní hodnota stanovená v Příloze VI, musí být provedena fáze 2 ověřovacího postupu; nicméně, pokud je výsledek „X“ vyšší než mezní hodnota specifikace o 0,59 R (kde R je reprodukovatelnost zkušební metody), musí být pohonná ropná látka považována za nevyhovující. Potom není nutné žádné další zkoušení.

3 Postup ověřování - fáze 2

3.1 Pokud je nutné provést fázi 2 ověřovacího postupu, v souladu s odstavcem 2.5.2, musí příslušný orgán zaslat vzorek MARPOL do druhé akreditované laboratoře.

3.2 Po obdržení vzorku MARPOL provede laboratoř následující úkony:

.1 zaznamenat údaje o čísle nového zaplombování uplatňovaný v souladu s výše uvedeným

bodem 2.3.3 a o štítku na vzorku do záznamu o zkoušce;

.2 vytvořit ze vzorku MARPOL dva dílčí vzorky a

.3 znovu zaplombovat vzorek MARPOL a zaznamenat podrobnosti nového zaplombování do záznamu o zkoušce.

3.3 Dva dílčí laboratorní vzorky musejí být testovány po sobě, v souladu s předepsanou zkušební metodou uvedenou v Dodatku V (druhá poznámka pod čarou). Pro účely tohoto postupu ověřování musejí být výsledky analýzy označeny jako „C“ a „D“:

.1 Pokud se výsledky „C“ a „D“ pohybují v rámci opakovatelnosti (r) zkušební metody, musejí být považovány za platné.

.2 Pokud se výsledky „C“ a „D“ nepohybují v rámci opakovatelnosti (r) u zkušební metody, musí být oba tyto výsledky zamítnuty. V tomto případě musí laboratoř pořídit nové dílčí vzorky a provést jejich analýzu. Láhev vzorku by měla být zaplombována v souladu s výše uvedeným bodem 3.2.3, a to po pořízení nových dílčích vzorků.

3.4 Pokud jsou výsledky zkoušek „C“ a „D“ platné a pokud se výsledky „A“, „B“, „C“ a „D“ pohybují v rozsahu reprodukovatelnosti (R) zkušební metody, pak laboratoř tyto výsledky musí zprůměrovat, tento průměr bude označen jako hodnota „Y“:

.1 Pokud je výsledek „Y“ roven (nebo nižší) příslušné mezní hodnotě stanovené v příloze VI, znamená to, že pohonná ropná látka splňuje příslušné požadavky.

.2 Pokud je výsledek „Y“ vyšší než použitelná mezní hodnota stanovená v Příloze VI, pak tato pohonná ropná látka nesplňuje normy požadované Přílohou VI.

3.5 Pokud se výsledky „A“, „B“, „C“ a „D“ nepohybují v rozsahu reprodukovatelnosti (R) zkušební metody, pak může správní orgán anulovat všechny výsledky testů a na základě vlastního uvážení opakovat celý proces zkoušení.

3.6 Výsledky získané z ověřovacího postupu jsou konečné.

Dodatek VII

Oblasti s regulovanými emisemi (pravidlo 13.6 a 14.3)

1 Hranice oblastí s regulací emisí určené podle pravidla 13.6 a 14.3, tedy tyto hranice jiné než v oblasti Baltského moře a Severního moře, jsou uvedeny v této příloze.

2 Oblast Severní Ameriky zahrnuje:

.1 mořskou oblast u pobřeží Tichého oceánu (Spojené státy a Kanada), ohraničenou geodetickými čárami spojujícími následující souřadnice:

Bod	Zeměpisná šířka	Zeměpisná délka
1	32°32'.10 severní šířky	117°06'.11 západní délky
2	32°32'.04 severní šířky	117°07'.29 západní délky
3	32°31'.39 severní šířky	117°14'.20 západní délky
4	32°33'.13 severní šířky	117°15'.50 západní délky

5	32°34'.21 severní šířky	117°22'.01 západní délky
6	32°35'.23 severní šířky	117°27'.53 západní délky
7	32°37'.38 severní šířky	117°49'.34 západní délky
8	31°07'.59 severní šířky	118°36'.21 západní délky
9	30°33'.25 severní šířky	121°47'.29 západní délky
10	31°46'.11 severní šířky	123°17'.22 západní délky
11	32°21'58 severní šířky	123°50'.44 západní délky
12	32°56'.39 severní šířky	124°11'.47 západní délky
13	33°40'.12 severní šířky	124°27'.15 západní délky
14	34°31'.28 severní šířky	125°16'.52 západní délky
15	35°14'.38 severní šířky	125°43'.23 západní délky
16	35°43'.60 severní šířky	126°18'.53 západní délky
17	36°16'.25 severní šířky	126°45'.30 západní délky
18	37°01'.35 severní šířky	127°07'.18 západní délky
19	37°45'.39 severní šířky	127°38'.02 západní délky
20	38°25'.08 severní šířky	127°52'.60 západní délky
21	39°25'.05 severní šířky	128°31'.23 západní délky
22	40°18'.47 severní šířky	128°45'.46 západní délky
23	41°13'.39 severní šířky	128°40'.22 západní délky
24	42°12'.49 severní šířky	129°00'.38 západní délky
25	42°47'.34 severní šířky	129°05'.42 západní délky
26	43°26'.22 severní šířky	129°01'.26 západní délky
27	44°24'.43 severní šířky	128°41'.23 západní délky
28	45°30'.43 severní šířky	128°40'.02 západní délky
29	46°11'.01 severní šířky	128°49'.01 západní délky
30	46°33'.55 severní šířky	129°04'.29 západní délky
31	47°39'55 severní šířky	131°15'.41 západní délky
32	48°32',32 severní šířky	132°41'.00 západní délky

Bod	**Zeměpisná šířka**	**Zeměpisná délka**
33	48°57'.47 severní šířky	133°14'.47 západní délky
34	49°22'.39 severní šířky	134°15'.51 západní délky
35	50°01'.52 severní šířky	135°19'.01 západní délky
36	51°03'.18 severní šířky	136°45'.45 západní délky
37	51°54'.04 severní šířky	137°41'.54 západní délky
38	52°45'.12 severní šířky	138°20'.14 západní délky
39	53°29'.20 severní šířky	138°40'.36 západní délky
40	53°40'.39 severní šířky	138°48'.53 západní délky
41	54°13'.45 severní šířky	139°32'.38 západní délky
42	54°39'.25 severní šířky	139°56'.19 západní délky
43	55°20'.18 severní šířky	140°55'.45 západní délky
44	56°07'.12 severní šířky	141°36'.18 západní délky
45	56°28'.32 severní šířky	142°17'.19 západní délky
46	56°37'.19 severní šířky	142°48'.57 západní délky
47	58°51'.04 severní šířky	153°15'.03 západní délky

.2 mořské oblasti u břehů Atlantského oceánu - Spojené státy, Kanada a Francie (Saint- Pierre-et-Miquelon), stejně jako u břehů USA v Mexickém zálivu, ohraničené geodetickými čárami spojujícími následující souřadnice:

Bod	Zeměpisná šířka	Zeměpisná délka
1	60°00'.00 severní šířky	64°09'.36 západní délky
2	60°00'.00 severní šířky	56°43'.00 západní délky
3	58°54'.01 severní šířky	55°38'.05 západní délky
4	57°50'.52 severní šířky	55°03'.47 západní délky
5	57°35'.13 severní šířky	54°00'.59 západní délky
6	57°14'.20 severní šířky	53°07'.58 západní délky
7	56°48'.09 severní šířky	52°23'.29 západní délky
8	56°18'.13 severní šířky	51°49'.42 západní délky
9	54°23'.21 severní šířky	50°17'.44 západní délky
10	53°44'.54 severní šířky	50°07'.17 západní délky
11	53°04'.59 severní šířky	50°10'.05 západní délky
12	52°20'.06 severní šířky	49°57'.09 západní délky
13	51°34'.20 severní šířky	48°52'.45 západní délky
14	50°40'.15 severní šířky	48°16'.04 západní délky
15	50°02'.28 severní šířky	48°07'.03 západní délky
16	49°24'.03 severní šířky	48°09'.35 západní délky
17	48°39'.22 severní šířky	47°55'.17 západní délky
18	47°24'.25 severní šířky	47°46'.56 západní délky
19	46°35'.12 severní šířky	48°00'.54 západní délky
20	45°19'.45 severní šířky	48°43'.28 západní délky
21	44°43'.38 severní šířky	49°16'.50 západní délky
22	44°16'.38 severní šířky	49°51'.23 západní délky

Bod	Zeměpisná šířka	Zeměpisná délka
23	43°53'15 severní šířky	50°34'.01 západní délky
24	43°36'.06 severní šířky	51°20'.41 západní délky
25	43°23'.59 severní šířky	52°17'.22 západní délky
26	43°19'.50 severní šířky	53°20'.13 západní délky
27	43°21'.14 severní šířky	54°09'.20 západní délky
28	43°29'.41 severní šířky	55°07'.41 západní délky
29	42°40'.12 severní šířky	55°31'.44 západní délky
30	41°58'.19 severní šířky	56°09'.34 západní délky
31	41°20'.21 severní šířky	57°05'.13 západní délky
32	40°55'.34 severní šířky	58°02'.55 západní délky
33	40°41'.38 severní šířky	59°05'.18 západní délky
34	40°38'.33 severní šířky	60°12'.20 západní délky
35	40°45'.46 severní šířky	61°14'.03 západní délky
36	41°04'.52 severní šířky	62°17'.49 západní délky
37	40°36'.55 severní šířky	63°10'.49 západní délky
38	40°17'.32 severní šířky	64°08'.37 západní délky
39	40°07'.46 severní šířky	64°59'.31 západní délky
40	40°05'.44 severní šířky	65°53'.07 západní délky

41	39°58'.05 severní šířky	65°59'.51 západní délky
42	39°28'.24 severní šířky	66°21'.14 západní délky
43	39°01'.54 severní šířky	66°48'.33 západní délky
44	38°39'.16 severní šířky	67°20'.59 západní délky
45	38°19'.20 severní šířky	68°02'.01 západní délky
46	38°05'.29 severní šířky	68°46'.55 západní délky
47	37°58'.14 severní šířky	69°34'.07 západní délky
48	37°57'.47 severní šířky	70°24'.09 západní délky
49	37°52'.46 severní šířky	70°37'.50 západní délky
50	37°18'.37 severní šířky	71°08'.33 západní délky
51	36°32'.25 severní šířky	71°33'.59 západní délky
52	35°34'.58 severní šířky	71°26'.02 západní délky
53	34°33'.10 severní šířky	71°37'.04 západní délky
54	33°54'.49 severní šířky	71°52'.35 západní délky
55	33°19'.23 severní šířky	72°17'.12 západní délky
56	32°45'.31 severní šířky	72°54'.05 západní délky
57	31°55'.13 severní šířky	74°12'.02 západní délky
58	31°27'.14 severní šířky	75°15'.20 západní délky
59	31°03'.16 severní šířky	75°51'.18 západní délky
60	30°45'42 severní šířky	76°31'.38 západní délky
61	30°12'.48 severní šířky	77°18'.29 západní délky
62	29°25'.17 severní šířky	76°56'.42 západní délky
63	28°36'.59 severní šířky	76°47'.60 západní délky
64	28°17'.13 severní šířky	76°40'.10 západní délky

Bod	**Zeměpisná šířka**	**Zeměpisná délka**
65	28°17'.12 severní šířky	79°11'.23 západní délky
66	27°52'.56 severní šířky	79°28'.35 západní délky
67	27°26'.01 severní šířky	79°31'.38 západní délky
68	27°16'.13 severní šířky	79°34'.18 západní délky
69	27°11'.54 severní šířky	79°34'.56 západní délky
70	27°05'.59 severní šířky	79°35'.19 západní délky
71	27°00'.28 severní šířky	79°35'.17 západní délky
72	26°55'.16 severní šířky	79°34'.39 západní délky
73	26°53'.58 severní šířky	79°34'.27 západní délky
74	26°45'.46 severní šířky	79°32'.41 západní délky
75	26°44'.30 severní šířky	79°32'.23 západní délky
76	26°43'.40 severní šířky	79°32'.20 západní délky
77	26°41'.12 severní šířky	79°32'.01 západní délky
78	26°38'.13 severní šířky	79°31'.32 západní délky
79	26°36'.30 severní šířky	79°31'.06 západní délky
80	26°35'.21 severní šířky	79°30'.50 západní délky
81	26°34'.51 severní šířky	79°30'.46 západní délky
82	26°34'.11 severní šířky	79°30'.38 západní délky
83	26°31'.12 severní šířky	79°30'.15 západní délky
84	26°29'.05 severní šířky	79°29'.53 západní délky
85	26°25'.31 severní šířky	79°29'.58 západní délky

86	26°23'.29 severní šířky	79°29'.55 západní délky
87	26°23'.21 severní šířky	79°29'.54 západní délky
88	26°18'.57 severní šířky	79°31'.55 západní délky
89	26°15'.26 severní šířky	79°33'.17 západní délky
90	26°15'.13 severní šířky	79°33'.23 západní délky
91	26°08'.09 severní šířky	79°35'.53 západní délky
92	26°07'.47 severní šířky	79°36'.09 západní délky
93	26°06'.59 severní šířky	79°36'.35 západní délky
94	26°02'.52 severní šířky	79°38'.22 západní délky
95	25°59'.30 severní šířky	79°40'.03 západní délky
96	25°59'.16 severní šířky	79°40'.08 západní délky
97	25°57'.48 severní šířky	79°40'.38 západní délky
98	25°56'.18 severní šířky	79°41'.06 západní délky
99	25°54'.04 severní šířky	79°41'.38 západní délky
100	25°53'.24 severní šířky	79°41'.46 západní délky
101	25°51'.54 severní šířky	79°41'.59 západní délky
102	25°49'.33 severní šířky	79°42'.16 západní délky
103	25°48'.24 severní šířky	79°42'.23 západní délky
104	25°48'.20 severní šířky	79°42'.24 západní délky
105	25°46'.26 severní šířky	79°42'.44 západní délky
106	25°46'.16 severní šířky	79°42'45 západní délky

Bod	**Zeměpisná šířka**	**Zeměpisná délka**
107	25°43'.40 severní šířky	79°42'.59 západní délky
108	25°42'.31 severní šířky	79°42'.48 západní délky
109	25°40'.37 severní šířky	79°42'.27 západní délky
110	25°37'.24 severní šířky	79°42'.27 západní délky
111	25°37'.08 severní šířky	79°42'.27 západní délky
112	25°31'.03 severní šířky	79°42'.12 západní délky
113	25°27'.59 severní šířky	79°42'.11 západní délky
114	25°24'.04 severní šířky	79°42'.12 západní délky
115	25°22'.21 severní šířky	79°42'.20 západní délky
116	25°21'.29 severní šířky	79°42'.08 západní délky
117	25°16'.52 severní šířky	79°41'.24 západní délky
118	25°15'.57 severní šířky	79°41'.31 západní délky
119	25°10'.39 severní šířky	79°41'.31 západní délky
120	25°09'.51 severní šířky	79°41'.36 západní délky
121	25°09'.03 severní šířky	79°41'.45 západní délky
122	25°03'.55 severní šířky	79°42'.29 západní délky
123	25°02'.60 severní šířky	79°42'.56 západní délky
124	25°00'.30 severní šířky	79°44'.05 západní délky
125	24°59'.03 severní šířky	79°44'.48 západní délky
126	24°55'.28 severní šířky	79°45'.57 západní délky
127	24°44'.18 severní šířky	79°49'.24 západní délky
128	24°43'.04 severní šířky	79°49'.38 západní délky
129	24°42'.36 severní šířky	79°50'.50 západní délky
130	24°41'.47 severní šířky	79°52'.57 západní délky

131	24°38'.32 severní šířky	79°59'.58 západní délky
132	24°36'.27 severní šířky	80°03'.51 západní délky
133	24°33'.18 severní šířky	80°12'.43 západní délky
134	24°33'.05 severní šířky	80°13'.21 západní délky
135	24°32'.13 severní šířky	80°15'.16 západní délky
136	24°31'.27 severní šířky	80°16'.55 západní délky
137	24°30'.57 severní šířky	80°17'.47 západní délky
138	24°30'.14 severní šířky	80°19'.21 západní délky
139	24°30'.06 severní šířky	80°19'.44 západní délky
140	24°29',38 severní šířky	80°21'.05 západní délky
141	24°28'.18 severní šířky	80°24'.35 západní délky
142	24°28'.06 severní šířky	80°25'.10 západní délky
143	24°27'.23 severní šířky	80°27'.20 západní délky
144	24°26'.30 severní šířky	80°29'.30 západní délky
145	24°25'.07 severní šířky	80°32'.22 západní délky
146	24°23'.30 severní šířky	80°36'.09 západní délky
147	24°22'.33 severní šířky	80°38'.56 západní délky
148	24°22'.07 severní šířky	80°39'.51 západní délky

Bod	**Zeměpisná šířka**	**Zeměpisná délka**
149	24°19'.31 severní šířky	80°45'.21 západní délky
150	24°19'.16 severní šířky	80°45'.47 západní délky
151	24°18'.38 severní šířky	80°46'.49 západní délky
152	24°18'.35 severní šířky	80°46'.54 západní délky
153	24°09'.51 severní šířky	80°59'.47 západní délky
154	24°09'.48 severní šířky	80°59'.51 západní délky
155	24°08'.58 severní šířky	81°01'.07 západní délky
156	24°08'.30 severní šířky	81°01'.51 západní délky
157	24°08'.26 severní šířky	81°01'.57 západní délky
158	24°07'.28 severní šířky	81°03'.06 západní délky
159	24°02'.20 severní šířky	81°09'.05 západní délky
160	23°59'.60 severní šířky	81°11'.16 západní délky
161	23°55'.32 severní šířky	81°12'.55 západní délky
162	23°53'.52 severní šířky	81°19'.43 západní délky
163	23°50'.52 severní šířky	81°29'.59 západní délky
164	23°50'.02 severní šířky	81°39'.59 západní délky
165	23°49'.05 severní šířky	81°49'.59 západní délky
166	23°49'.05 severní šířky	82°00'.11 západní délky
167	23°49'.42 severní šířky	82°09'.59 západní délky
168	23°51'.14 severní šířky	82°24'.59 západní délky
169	23°51'.14 severní šířky	82°39'.59 západní délky
170	23°49'.42 severní šířky	82°48'.53 západní délky
171	23°49'.32 severní šířky	82°51'.11 západní délky
172	23°49'.24 severní šířky	82°59'.59 západní délky
173	23°49'.52 severní šířky	83°14'.59 západní délky
174	23°51'.22 severní šířky	83°25'.49 západní délky
175	23°52'.27 severní šířky	83°33'.01 západní délky

176	23°54'.04 severní šířky	83°41'.35 západní délky
177	23°55'.47 severní šířky	83°48'.11 západní délky
178	23°58'.38 severní šířky	83°59'.59 západní délky
179	24°09'37 severní šířky	84°29'.27 západní délky
180	24°13'.20 severní šířky	84°38'.39 západní délky
181	24°16'.41 severní šířky	84°46'.07 západní délky
182	24°23'.30 severní šířky	84°59'.59 západní délky
183	24°26'.37 severní šířky	85°06'.19 západní délky
184	24°38'.57 severní šířky	85°31'.54 západní délky
185	24°44'.17 severní šířky	85°43'.11 západní délky
186	24°53'.57 severní šířky	85°59'.59 západní délky
187	25°10'.44 severní šířky	86°30'.07 západní délky
188	25°43'.15 severní šířky	86°21'.14 západní délky
189	26°13'.13 severní šířky	86°06'.45 západní délky
190	26°27'22 severní šířky	86°13'.15 západní délky

Bod	Zeměpisná šířka	Zeměpisná délka
191	26°33'.46 severní šířky	86°37'.07 západní délky
192	26°01'.24 severní šířky	87°29'.35 západní délky
193	25°42'.25 severní šířky	88°33'.00 západní délky
194	25°46'.54 severní šířky	90°29'41 západní délky
195	25°44'.39 severní šířky	90°47'.05 západní délky
196	25°51'.43 severní šířky	91°52'.50 západní délky
197	26°17'.44 severní šířky	93°03'.59 západní délky
198	25°59'.55 severní šířky	93°33'.52 západní délky
199	26°00'.32 severní šířky	95°39'.27 západní délky
200	26°00'.33 severní šířky	96°48'.30 západní délky
201	25°58'.32 severní šířky	96°55'.28 západní délky
202	25°58'.15 severní šířky	96°58'.41 západní délky
203	25°57'.58 severní šířky	97°01'.54 západní délky
204	25°57'.41 severní šířky	97°05'.08 západní délky
205	25°57'.24 severní šířky	97°08'.21 západní délky
206	25°57'.24 severní šířky	97°08'.47 západní délky

.3 mořská oblast u břehů Havajských ostrovů, Maui, Oahu, Moloka'i, Ni'ihau, Kaua'i, Lana'i a Kaho'olawe, ohraničená geodetickými čárami spojujícími následující souřadnice:

Bod	Zeměpisná šířka	Zeměpisná délka
1	22°32'.54 severní šířky	153°00'.33 západní délky
2	23°06'.05 severní šířky	153°28'.36 západní délky
3	23°32'.11 severní šířky	154°02'.12 západní délky
4	23°51'.47 severní šířky	154°36'.48 západní délky
5	24°21'.49 severní šířky	155°51'.13 západní délky
6	24°41'.47 severní šířky	156°27'.27 západní délky
7	24°57'.33 severní šířky	157°22'.17 západní délky
8	25°13'.41 severní šířky	157°54'.13 západní délky
9	25°25'.31 severní šířky	158°30'.36 západní délky

10	25°31'.19 severní šířky	159°09'.47 západní délky
11	25°30'.31 severní šířky	159°54'.21 západní délky
12	25°21'.53 severní šířky	160°39'.53 západní délky
13	25°00'.06 severní šířky	161°38'.33 západní délky
14	24°40'.49 severní šířky	162°13'.13 západní délky
15	24°15'.53 severní šířky	162°43'.08 západní délky
16	23°40'.50 severní šířky	163°13'.00 západní délky
17	23°03'.20 severní šířky	163°32'.58 západní délky
18	22°20'.09 severní šířky	163°44'.41 západní délky
19	21°36'.45 severní šířky	163°46'.03 západní délky
20	20°55'.26 severní šířky	163°37'.44 západní délky
21	20°13'.34 severní šířky	163°19'.13 západní délky

Bod	**Zeměpisná šířka**	**Zeměpisná délka**
22	19°39'.03 severní šířky	162°53'.48 západní délky
23	19°09'.43 severní šířky	162°20'.35 západní délky
24	18°39'.16 severní šířky	161°19'.14 západní délky
25	18°30'.31 severní šířky	160°38'.30 západní délky
26	18°29'.31 severní šířky	159°56'.17 západní délky
27	18°10'.41 severní šířky	159°14'.08 západní délky
28	17°31'.17 severní šířky	158°56'.55 západní délky
29	16°54'.06 severní šířky	158°30'.29 západní délky
30	16°25'.49 severní šířky	157°59'.25 západní délky
31	15°59'.57 severní šířky	157°17'.35 západní délky
32	15°40'.37 severní šířky	156°21'.06 západní délky
33	15°37'.36 severní šířky	155°22'.16 západní délky
34	15°43'.46 severní šířky	154°46'.37 západní délky
35	15°55'.32 severní šířky	154°13'.05 západní délky
36	16°46'.27 severní šířky	152°49'.11 západní délky
37	17°33'.42 severní šířky	152°00'.32 západní délky
38	18°30'.16 severní šířky	151°30'.24 západní délky
39	19°02'.47 severní šířky	151°22'.17 západní délky
40	19°34'.46 severní šířky	151°19'.47 západní délky
41	20°07'.42 severní šířky	151°22'.58 západní délky
42	20°38'.43 severní šířky	151°31'.36 západní délky
43	21°29'.09 severní šířky	151°59'.50 západní délky
44	22°06'.58 severní šířky	152°31'.25 západní délky
45	22°32'.54 severní šířky	153°00'.33 západní délky

3. Oblast Karibského moře u Spojených států zahrnuje:

.1 mořskou oblast, která se nachází u břehů Atlantiku a Karibského moře, v oblasti Společenství Puerto Rico a Amerických Panenských ostrovů. Tato oblast je ohraničená geodetickou čárou, která spojuje tyto souřadnice:

Bod	**Zeměpisná šířka**	**Zeměpisná délka**
1	17°18'.37 severní šířky	67°32'.14 západní délky

2	19°11'.14 severní šířky	67°26'.45 západní délky
3	19°30'.28 severní šířky	65°16'.48 západní délky
4	19°12'.25 severní šířky	65°06'.08 západní délky
5	18°45'.13 severní šířky	65°00'.22 západní délky
6	18°41'.14 severní šířky	64°59'.33 západní délky
7	18°29'.22 severní šířky	64°53'.51 západní délky
8	18°27'.35 severní šířky	64°53'.22 západní délky
9	18°25'.21 severní šířky	64°52'.39 západní délky
10	18°24'.30 severní šířky	64°52'.19 západní délky
11	18°23'.51 severní šířky	64°51'.50 západní délky
12	18°23'.42 severní šířky	64°51'.23 západní délky
13	18°23'.36 severní šířky	64°50'.17 západní délky

Bod	**Zeměpisná šířka**	**Zeměpisná délka**
14	18°23'.48 severní šířky	64°49'.41 západní délky
15	18°24'.11 severní šířky	64°49'.00 západní délky
16	18°24'.28 severní šířky	64°47'.57 západní délky
17	18°24'.18 severní šířky	64°47'.01 západní délky
18	18°23'.13 severní šířky	64°46'.37 západní délky
19	18°22'.37 severní šířky	64°45'.20 západní délky
20	18°22'.39 severní šířky	64°44'.42 západní délky
21	18°22'.42 severní šířky	64°44'.36 západní délky
22	18°22'.37 severní šířky	64°44'.24 západní délky
23	18°22'.39 severní šířky	64°43'.42 západní délky
24	18°22'.30 severní šířky	64°43'.36 západní délky
25	18°22'.25 severní šířky	64°42',58 západní délky
26	18°22'.26 severní šířky	64°42'.28 západní délky
27	18°22'.15 severní šířky	64°42'.03 západní délky
28	18°22'.22 severní šířky	64°38'.23 západní délky
29	18°21'.57 severní šířky	64°40'.60 západní délky
30	18°21'.51 severní šířky	64°40’.15 západní délky
31	18°21'.22 severní šířky	64°38'.16 západní délky
32	18°20'.39 severní šířky	64°38'.33 západní délky
33	18°19'.15 severní šířky	64°38'.14 západní délky
34	18°19'.07 severní šířky	64°38'.16 západní délky
35	18°17'.23 severní šířky	64°39'.38 západní délky
36	18°16'.43 severní šířky	64°39'.41 západní délky
37	18°11'.33 severní šířky	64°38'.58 západní délky
38	18° 03'.02 severní šířky	64°38'.03 západní délky
39	18°02'.56 severní šířky	64°29'.35 západní délky
40	18°02'.51 severní šířky	64°27'.02 západní délky
41	18°02'.30 severní šířky	64°21'.08 západní délky
42	18°02'.31 severní šířky	64°20'.08 západní délky
43	18°02'.03 severní šířky	64°15'.57 západní délky
44	18°00'.12 severní šířky	64°02'.29 západní délky
45	17°59'.58 severní šířky	64°01'.04 západní délky
46	17°58'.47 severní šířky	63°57'.01 západní délky

47	17°57'.51 severní šířky	63°53'.54 západní délky
48	17°56'.38 severní šířky	63°53'.21 západní délky
49	17°39'.40 severní šířky	63°54'.53 západní délky
50	17°37'.08 severní šířky	63°55'.10 západní délky
51	17°30'.21 severní šířky	63°55'.56 západní délky
52	17°11'.36 severní šířky	63°57'.57 západní délky
53	17°04'.60 severní šířky	63°58'.41 západní délky
54	16°59'.49 severní šířky	63°59'.18 západní délky
55	17°18'37 severní šířky	67°32',14 západní délky

Dodatek VIII

Forma Mezinárodní osvědčení o energetické účinnosti

MEZINÁRODNÍ OSVĚDČENÍ O ENERGETICKÉ ÚČINNOSTI

Vydané podle ustanovení Protokolu z roku 1997, ve znění rezoluce MEPC.203 (62), která doplňuje Mezinárodní úmluvu o zamezení znečištění moří z lodí (z roku 1973), ve znění protokolu z roku 1978 (dále jen „úmluva“), na základě pověření vlády:

.....
(úplné označení účastnické strany)

prostřednictvím.....
(úplné označení kompetentní osoby nebo organizace oprávněné podle ustanovení této úmluvy)

Údaje o lodi[*]

Jméno lodi .....

Volací znak nebo čísla .....

Číslo IMO[†] .....

Rejstříkový přístav .....

Hrubá prostornost .....

POTVRZUJEME NÁSLEDUJÍCÍ SKUTEČNOSTI:

1 Na této lodi byla provedena prohlídka podle pravidla 5,4 Přílohy VI úmluvy; a

2 Tato studie ukazuje, že loď splňuje příslušné požadavky pravidel 20, 21 a 22.

Termín dokončení kontroly, na které je založeno toto osvědčení .....(dd/mm/rrrr)

Vydáno.....
(místo vydání osvědčení)

Datum (dd/mm/rrrr)..... .....
(datum vydání) *(podpis řádně pověřeného úředníka, který tato osvědčení vydává)*

(pečeť nebo razítko orgánu, podle potřeby)

[*] *Alternativně mohou být dokumenty o lodi umístěny vodorovně v krabicích.*
[†] *Podle čísla identifikace lodí IMO přijatého Organizací v podobě rezoluce A.600 (15).*

Další informace

Dodatek k Mezinárodnímu certifikátu pro energetickou účinnost (certifikát IEE)

ZÁZNAM PRŮBĚHU STAVBY TÝKAJÍCÍ SE ENERGETICKÉ ÚČINNOSTI

Podle ustanovení Přílohy I Mezinárodní úmluvy o zamezení znečištění moří z lodí z roku 1973, ve znění protokolu z roku 1978, ve znění Protokolu z roku 1978 (dále jen „úmluva“).

Poznámky:

1 Tento záznam musí být trvale připojen k certifikátu IEE. Certifikát IEE musí být vždy k dispozici na palubě lodi.

2 Záznamy musejí být uváděny alespoň v angličtině, francouzštině nebo španělštině. Pokud se používá také úřední jazyk vydávající strany, bude mít tento jazyk přednost v případě sporu nebo nesrovnalosti.

3 Položky v kolonkách musí být zapsány prostřednictvím vložení křížku (x) pro odpovědi „ano“ a pro odpovědi „použitelné“, nebo prostřednictvím znaménka (-) pro odpovědi „ne“ a „nepoužitelné“.

4 Pokud není uvedeno jinak, se pravidla uvedená v tomto záznamu vztahují k pravidlům v příloze VI této úmluvy a příslušných rezolucí. Oběžníky odkazují na pravidla přijaté Mezinárodní námořní organizací.

1 Údaje o lodi

1.1 Jméno lodi .....

1.2 Číslo IMO .....

1.3 Datum stavební zakázky .....

1.4 Hrubá prostornost .....

1.5 Hrubá nosnost .....

1.6 Typ lodi* .....

2 Pohonný systém

2.1 Diesel pohon

..... □

2.2 Diesel-elektrický pohon

..... □

* Zadejte typ lodi v souladu s definicemi uvedenými v pravidle 2. Lodě spadající do více než jednoho z typů definovaných v pravidle 2 by měly být považovány za takový typ, u něhož je nejpřísnější (nejnižší) požadovaná hodnota EEDI. Pokud loď nepatří k žádnému z typů definovaných v pravidle 2, vložte větu „loď nepatřící k žádnému z typů definovaných v pravidle 2“.

2.3 Turbínový pohon

..... □

2.4 Hybridní pohon

..... □

2.5 Pohonný systém jiný než
kterýkoli z výše uvedených

..... □

3 Index dosažené hodnoty energetické účinnosti (dosažená hodnota (EEDI)

3.1 Dosažená hodnota EEDI, která odpovídá pravidlu 20.1, se vypočítá na základě informací obsažených v technické dokumentaci EEDI, která rovněž ukazuje proces
výpočtu dosaženého EEDI

..... □

Dosažená hodnota EEDI: ..... gramy $C0_2$/tuna-míle

3.2 Dosažená hodnota EEDI se nevypočítává, pokud:

3.2.1 je loď osvobozena podle pravidla 20.1, protože se nejedná o novou
loď podle definice v pravidle 2.23

..... □

3.2.2 typ pohonného systému podléhá osvobození v souladu s pravidlem 19.3

..... □

3.2.3 správní orgán odstupuje od požadavku pravidla 20, v souladu s pravidlem 19.4

..... □

3.2.4 typ lodi podléhá osvobození v souladu s pravidlem 20.1

..... □

4 Požadovaná hodnota EEDI

4.1 Požadovaná hodnota EEDI: ..... gramy $C0_2$/tuna-míle

4.2 Požadovaná hodnota EEDI se nepoužívá, pokud:

4.2.1 loď podléhá osvobození podle pravidlo 21.1, protože se nejedná o novou loď podle definice v pravidle 2.23

..... □

4.2.2 typ pohonného systému podléhá osvobození v souladu s pravidlem 19.3

..... □

4.2.3 správní orgán odstupuje od požadavku pravidla 21, v souladu s pravidlem 19.4

..... □

4.2.4 typ lodi podléhá osvobození v souladu s pravidlem 21.1

..... □

4.2.5 kapacita lodi je nižší než minimální prahová hodnota pro kapacitu uvedená
v tabulce 1 pravidla 21.2

..... □

Plán řízení energetické účinnosti lodí (SEEMP)

5.1 U plavidel je veden Plán řízení energetické účinnosti lodí (SEEMP), v souladu s pravidlem 22

..... □

6 Technická dokumentace EEDI

6.1 K certifikátu IEE patří také technická dokumentace EEDI, v souladu s pravidlem 20.1

..... □

6.2 číslo identifikace / verifikace EEDI technické dokumentace

..... □

6.3 číslo datové verifikace technické dokumentace EEDI

..... □

POTVRZUJEME, že tento záznam je ve všech ohledech správný.

Vydáno.....
(místo vydání osvědčení)

Datum (dd/mm/rrrr)..... .....
(datum vydání) *(podpis řádně pověřeného úředníka, který tato osvědčení vydává)*

(pečeť nebo razítko orgánu, podle potřeby)

5

2011 Pokyny pro přepravu směsí petrolejových látek a biopaliv

1 Výbor pro ochranu mořského prostředí, během svého 62. zasedání (11. až 15. července 2011), uznal, že je třeba vyjasnit, jak mohou být biopaliva související s Přílohou II (MARPOL), která jsou smíchána s petrolejovými látkami, viz Přílohu I úmluvy MARPOL, převážena ve formě hromadného nákladu, viz schválené Pokyny pro přepravu směsí petrolejových látek a biopaliv z roku 2011, které jsou připojeny v příloze.

2 Při schvalování pokynů v roce 2011 Výbor souhlasil s tím, že tyto pokyny by měly být funkční od 1. září 2011 a že do té doby by měly zůstat v platnosti stávající prozatímní pokyny.

3 Členské vlády a mezinárodní organizace vy měly doručit přiložené pokyny na adresy správního orgánu, uznaných organizací, přístavních orgánů, majitelů lodí, provozovatelů lodí a jiných relevantních stran.

Příloha
2011 Pokyny pro přepravu směsí petrolejových látek a biopaliv

1 Použití

1.1 Tyto pokyny se týkají lodí přepravujících hromadně směsi petrolejových látek a biopaliv, viz Přílohu I a Přílohu II MARPOL.

2 Rozsah

2.1 Tyto pokyny byly vytvořeny za účelem objasnění způsobu hromadné přepravy biopaliv, viz Přílohu II MARPOL, a to v případě, když jsou tato biopaliva smíchána s petrolejovými látkami, viz Přílohu I úmluvy MARPOL.

3. Definice

Používá se pro účely těchto pokynů:

3.1 Do skupiny *biopaliv* patří ethyl alkohol, methylestery mastných kyselin (FAME), rostlinné oleje (triglyceridy) a alkany (C10-C26), a to lineární a rozvětvené s bodem vzplanutí buď 60 °C nebo méně či více než 60 °C, jak je uvedeno v kapitolách 17 a 18 pravidla IBC nebo MEPC.2/Circular/tripartitní dohody[*]. Po distribuci těchto pokynů budou další biopaliva, jež jsou identifikována jako biopaliva spadající do oblasti působnosti těchto pokynů, zaznamenána v příloze 11 MEPC.2/ Circular, tedy v dokumentu, který se zabývá biopalivem / směsí petrolejové látky.

3.2 *Směsi biopaliv* jsou směsi vytvořené ze smíchání výrobků označených v bodě 3.1 s petrolejovými látkami.

[*] Publikace Sec IMO, prodejní číslo IC100E.

4. Přeprava směsí biopaliv

Ustanovení pro přepravu směsí biopaliv jsou založena na objemovém složení směsí, a to takto:

4.1 Směsi biopaliv obsahující 75 % (nebo více) petrolejové látky

4.1.1 Pokud směs biopaliv obsahuje 75 % (nebo více) petrolejové látky, je předmětem Přílohy I úmluvy MARPOL.

4.1.2 Při převážení těchto směsí biopaliv musí zařízení pro monitorování vypouštění ropných látek (ODME - viz usnesení MEPC.108(49)) odpovídat pravidlu 31 Přílohy I úmluvy MARPOL. Toto zařízení by mělo být schváleno pro danou přepravovanou směs.

4.1.3 Až do 1. ledna 2016 mohou být směsi biopaliv přepravovány i tehdy, když zařízení ODME neodpovídá odstavci 4.1.2, a to za předpokladu, že zbytky materiálu v nádrži a všechny splašky z nádrží budou odčerpány na břeh.

4.1.4 Při posuzování požadavků SOLAS pro palubní požární systém, v kapitole 11-2, pravidla 1.6.1 a 1.6.2, musí být při přepravě směsí biopaliv obsahujících metylalkohol používány pěny, které jsou vůči alkoholu odolné.

4.2 Směsi biopaliv obsahující více než 1 %, avšak méně než 75 %, petrolejové látky

4.2.1 Pokud směsi biopaliv obsahují více než 1 %, avšak méně než 75 % petrolejové látky, jsou předmětem Přílohy II MARPOL a měly by být provedeny za následujících podmínek:

a	c	d	e	f	g	h	i′	i″	i‴	j	k	l	n	o
Směsi biopaliv u diesel/plynové ropné látky a FAME (> 25 % ale < 99 % podle objemu)	X	S/P	2	2G	Kont.	Ne			Ano	C	T	ABC	Ne	15.12, 15.17, 15.19.6
Směsi biopaliv u diesel/plynové ropné látky a rostlinného oleje (> 25 % ale < 99 % podle objemu)	X	S/P	2	2G	Kont.	Ne			Ano	C	T	ABC	Ne	15.12, 15.17, 15.19.6
Směsi biopaliv z benzínu a etylalkoholu (> 25 % ale < 99 % podle objemu)	X	S/P	2	2G	Kont.	Ne	T3	IIA	Ne	C	F-T	AC	Ne	15.12, 15.17, 15.19.6
Směsi biopaliv z diesel/plynové ropné látky a alkanů (C10-C26), lineární a rozvětvené, s bodem vzplanutí > 60°C (> 25 % ale < 99 % podle objemu)	X	S/P	2	2G	Kont.	Ne			Ano	c	T	ABC	Ne	15.12, 15.17, 15.19.6
Směsi biopaliv z diesel/plynové ropné látky a alkanů (C10-C26), lineární a rozvětvené, s bodem vzplanutí > 60°C (> 25 % ale < 99 % podle objemu)	X	S/P	2	2G	Kont.	Ne	T3	IIA	Ne	c	F-T	ABC	Ne	15.12, 15.17, 15.19.6

4.2.2 S ohledem na nová biopaliva označená jako biopaliva spadající do oblasti působnosti těchto pokynů budou přepravní požadavky pro konkrétní biopaliva / petrolejové látky, které jsou přepravovány jako náklad podle Přílohy II MARPOL, začleněny do Seznamu 1 MEPC.2/Circ. jako vhodné.

4.3 Směsi biopaliv obsahující 1% (nebo méně) petrolejové látky

4.3.1 Pokud směsi biopaliv obsahují 1 % (nebo méně) petrolejové látky, jsou předmětem Přílohy II úmluvy MARPOL.

5 Míchání petrolejové látky a biopaliv na palubě

5.1 Míchání na palubě je popisováno jako proces smíchání dvou produktů do jednoho jediného výrobku (směs). Odráží pouze fyzické smísení, na rozdíl od jakéhokoli chemického zpracování. Takové míchací operace by měly být prováděny pouze tehdy, když je loď v oblasti přístavu.

5.2 Fyzické míchání petrolejové látky a biopaliv na palubě v průběhu plavby po moři (za účelem získání nových produktů) je zakázáno, viz MSC-MEPC.2/Circ. 8 - Zákaz míchání nákladů MARPOL na palubě během plavby po moři.

6 Požadavky certifikace

6.1 Certifikace pro směsi biopaliv určené pro přepravu by měly být v souladu s Přílohou I nebo Přílohou II MARPOL, podle potřeby.

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