

# TRACTATENBLAD

VAN HET

KONINKRIJK DER NEDERLANDEN

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JAARGANG 1993 Nr. 53

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A. TITEL

*Protocol van 1978 bij het Internationaal Verdrag ter voorkoming van  
verontreiniging door schepen, 1973, met Bijlage;  
Londen, 17 februari 1978*

B. TEKST

De Engelse en de Franse tekst van het Protocol, met Bijlage, zijn geplaatst in *Trb.* 1978, 188. Voor de ondertekeningen zie ook *Trb.* 1983, 127.

De Bijlage is een aantal malen gewijzigd; zie rubriek J van *Trb.* 1985, 136, van *Trb.* 1986, 121, van *Trb.* 1988, 143, van *Trb.* 1990, 168, van *Trb.* 1992, 29 en rubriek J hieronder.

C. VERTALING

Zie *Trb.* 1978, 188.

D. PARLEMENT

Zie *Trb.* 1983, 127.

E. BEKRACHTIGING

Zie *Trb.* 1983, 127, *Trb.* 1985, 136, *Trb.* 1986, 121 en *Trb.* 1988, 143.

Behalve de aldaar genoemde Staten heeft de volgende Staat in overeenstemming met artikel IV, eerste lid, letter b, juncto het tweede lid van het Protocol een akte van bekrachtiging bij de Secretaris-Generaal van de Internationale Maritieme Organisatie nedergelegd:

Mexico<sup>1)</sup>) . . . . . 23 april 1992

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<sup>1)</sup> Onder de mededeling dat Mexico zich niet gebonden acht aan de Facultatieve Bijlagen III, IV en V van het Verdrag.

## F. TOETREDING

Zie *Trb.* 1983, 127, *Trb.* 1985, 136, *Trb.* 1986, 121, *Trb.* 1988, 143, *Trb.* 1990, 168 en *Trb.* 1992, 29.

Behalve de aldaar genoemde hebben nog de volgende Staten in overeenstemming met artikel IV, eerste lid, letter c, juncto het tweede lid van het Protocol een akte van toetreding bij de Secretaris-Generaal van de Internationale Maritieme Organisatie nedergelegd:

Letland . . . . .	20 juli 1992
Monaco . . . . .	20 augustus 1992
Canada <sup>1)</sup> . . . . .	16 november 1992
Kenya . . . . .	15 december 1992
Cuba <sup>2)</sup> . . . . .	21 december 1992
Kongo . . . . .	7 januari 1993

<sup>1)</sup> Met de volgende verklaringen:

"1. *'Optional Annexes'*

In accordance with article 14 of the Convention Canada declare that it does not accept Annexes III, IV and V of the Convention at this time.

2. *Arctic waters*

Canada makes the following declarations based on Article 234 of the 1982 United Nations Convention on the Law of the Sea, signed by Canada on December 10, 1982:

a) The Government of Canada considers that it has the right in accordance with international law to adopt and enforce special non-discrimination laws and regulations for the prevention, reduction and control of marine pollution from vessels in ice-covered waters where particularly severe climatic conditions and the presence of ice covering such waters for most of the year create obstructions or exceptional hazards to navigation, and pollution of the marine environment could cause major harm to or irreversible disturbance of the ecological balance.

b) Consequently, Canada considers that its accession to the Protocol of 1978, as amended, Relating to the International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL 73/78) is without prejudice to such Canadian laws and regulations as are now or may in the future be established in respect of arctic waters within or adjacent to Canada."

<sup>2)</sup> Onder de mededeling dat Cuba voorlopig de Facultatieve Bijlagen van het Verdrag niet aanvaardt.

*Verklaringen van voortgezette gebondenheid*

De volgende Staten hebben nog een verklaring afgelegd waarin zij zich gebonden verklaren aan het Protocol te rekenen vanaf de datum van hun onafhankelijkheid:

Kroatië . . . . .	27 juli 1992
(met effect vanaf 8 oktober 1991)	
Slovenië . . . . .	12 november 1992
(met effect vanaf 25 juni 1991)	

## G. INWERKINGTREDING

Zie *Trb.* 1983, 127, *Trb.* 1985, 136, *Trb.* 1986, 121, *Trb.* 1988, 143, *Trb.* 1990, 168 en *Trb.* 1992, 29.

## H. TOEPASSELIJKVERKLARING

Zie *Trb.* 1985, 136, *Trb.* 1986, 121, *Trb.* 1988, 143 en *Trb.* 1990, 168.

Op 27 juli 1992 heeft de Regering van het Verenigd Koninkrijk van Groot-Brittannië en Noord-Ierland verklaard dat de Facultatieve Bijlage V bij het Verdrag vanaf 1 augustus 1992 tevens van toepassing is op het eiland Man.

## J. GEGEVENS

Zie *Trb.* 1978, 188, *Trb.* 1983, 127, *Trb.* 1985, 136, *Trb.* 1986, 121, *Trb.* 1988, 143, *Trb.* 1990, 168 en *Trb.* 1992, 29.

## **Bijlagen**

Bijlage III bij het Verdrag zoals gewijzigd door het Protocol is voorts nog aanvaard door de volgende Staten:

Letland . . . . .	20 mei 1992
Bahamas . . . . .	11 augustus 1992
Estland . . . . .	18 augustus 1992
Monaco . . . . .	20 augustus 1992
Slovenië <sup>1)</sup> . . . . .	12 november 1992

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<sup>1)</sup> Met effect vanaf 25 juni 1991.

Bijlage V bij het Verdrag zoals gewijzigd door het Protocol is voorts nog aanvaard door de volgende Staten:

Zuid-Afrika . . . . .	13 mei 1992
Letland . . . . .	20 mei 1992
Estland . . . . .	18 augustus 1992
Slovenië <sup>1)</sup> . . . . .	12 november 1992
Monaco . . . . .	20 augustus 1992

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<sup>1)</sup> Met effect vanaf 25 juni 1991.

## Wijzigingen

### *Resolutie MEPC 36 (28)*

De vertaling in het Nederlands van Resolutie MEPC 38(26) d.d. 17 oktober 1989, waarvan de Engelse en Franse tekst zijn afgedrukt in rubriek J van *Trb.* 1992, 29 luidt als volgt:

## Bijlage

### **Wijzigingen op Voorschriften van Bijlage V bij MARPOL 73/78**

(Voorschrift 5 – *Storten van vuilnis binnen bijzondere gebieden*  
„Aanwijzing van de Noordzee als bijzonder gebied”  
en Voorschrift 6

#### *Uitzonderingen)*

#### Voorschrift 5

#### *Storten van vuilnis binnen bijzondere gebieden*

De inleiding van het eerste lid wordt als volgt gewijzigd:

„1. Voor toepassing van deze Bijlage worden onder bijzondere gebieden verstaan de gebieden van de Middellandse Zee, de Oostzee, de Zwarte Zee, de Rode Zee, de Perzische Golf en de Noordzee, die als volgt worden omschreven:”

Er wordt een nieuwe letter f. toegevoegd, die als volgt luidt:

„f. Onder het gebied van de Noordzee wordt verstaan de Noordzee zelf met inbegrip van de zeeën daarin, waarbij de grens wordt gevormd door:

- i. de Noordzee ten zuiden van 62° noorderbreedte en ten oosten van 4° westerlengte;
- ii. het Skagerrak, waarvan de zuidelijke grens wordt bepaald ten oosten van Kaap Skagen door 57° 44.8' noorderbreedte; en
- iii. het Kanaal en de toegangen daartoe ten oosten van 5° westerlengte en ten noorden van 48° 30' noorderbreedte.”

#### Voorschrift 6

#### *Uitzonderingen*

Letter c. wordt als volgt gewijzigd:

„2c. het toevallige verlies van synthetische visnetten, mits alle redelijke voorzorgen zijn genomen om dit verlies te voorkomen.”

**Aanneming van wijzigingen op de Bijlage bij het Protocol van 1978 bij het  
Internationaal Verdrag ter voorkoming van verontreiniging door  
schepen, 1973**

**BIJLAGE I**

**Voorschriften ter voorkoming van verontreiniging door olie**

Voorschrift 10 wordt als volgt gewijzigd:

**Voorschrift 10**

*Methoden ter voorkoming van verontreiniging door olie door in bedrijf  
zijnde schepen in bijzondere gebieden*

1. Voor de toepassing van deze Bijlage worden onder bijzondere gebieden verstaan de gebieden van de Middellandse Zee, de Oostzee, de Zwarte Zee, de Rode Zee, de „Golf”, de Golf van Aden en het Antarctisch gebied, die als volgt worden omschreven:

a. t/m f. Ongewijzigd.

g. „Onder het Antarctisch gebied wordt verstaan het zeegebied ten zuiden van 60° zuiderbreedte.”

2. Onverminderd de bepalingen van Voorschrift 11 van deze Bijlage:

a. is elke lozing in zee verboden van olie of oliehoudende mengsels door alle olietankschepen en door alle schepen geen olietankschepen zijnde met een bruto tonnage van 400 ton en meer, wanneer deze zich in een bijzonder gebied bevinden. Wat het Antarctisch gebied betreft, is elke lozing in zee verboden van olie of oliehoudende mengsels door alle schepen.

b. behoudens het in het tweede lid, letter a. van dit Voorschrift bepaalde met betrekking tot het Antarctisch gebied, is elke lozing in zee verboden van olie of oliehoudende mengsels door schepen geen olietankschepen zijnde met een bruto tonnage van minder dan 400 ton, wanneer zij zich in een bijzonder gebied bevinden, behalve indien de geloosde onverdunde vloeistof niet meer dan 15 eenheden olie per miljoen eenheden oliehoudend mengsel bevat, ofwel indien wordt voldaan aan alle onderstaande voorwaarden:

2, letter b, onder i, ii en iii. Ongewijzigd.

3. t/m 7. Ongewijzigd.

8. Niettegenstaande het bepaalde in het zevende lid van dit Voorschrift zijn de volgende regels van toepassing op het Antarctisch gebied:

a. De Regering van elke Partij bij het Verdrag waarvan de havens worden gebruikt door schepen op weg naar of komend uit het

Antarctisch gebied, verbindt zich ertoe zo spoedig mogelijk de aanleg te verzekeren van toereikende inrichtingen bestemd voor de ontvangst van alle oliehoudend slijk, vuil ballast- en tankwaswater en andere oliehoudende residuen en mengsels van alle schepen zonder aan deze schepen onnodig oponthoud te veroorzaken en naar de behoeften van de schepen die daarvan gebruik maken.

b. De Regering van elke Partij bij het Verdrag verzekert dat alle schepen die gerechtigd zijn haar vlag te voeren, alvorens het Antarctisch gebied binnen te varen zijn uitgerust met een tank of tanks van voldoende capaciteit aan boord voor het aan boord houden van alle oliehoudend slijk, vuil ballast- en tankwaswater en andere oliehoudende residuen en mengsels terwijl zij in bedrijf zijn in het gebied en regelingen hebben gesloten om deze oliehoudende residuen af te geven aan een ontvangstinrichting na het verlaten van het gebied.

### **Bijlage V**

#### **Voorschriften ter voorkoming van verontreiniging door vuilnis van schepen**

Voorschrift 5 wordt als volgt gewijzigd:

#### **Voorschrift 5**

##### *Storten van vuilnis binnen bijzondere gebieden*

1. Voor de toepassing van deze Bijlage worden onder bijzondere gebieden verstaan de gebieden van de Middellandse Zee, de Oostzee, de Zwarte Zee, de Rode Zee, de „Golf”, de Noordzee en het Antarctisch gebied, die als volgt worden omschreven:

a. t/m f. Ongewijzigd.

g. Onder het Antarctisch gebied wordt verstaan het zeegebied ten zuiden van 60° zuiderbreedte.

2. t/m 4. Ongewijzigd.

5. Niettegenstaande het vierde lid van dit Voorschrift zijn de volgende regels van toepassing op het Antarctisch gebied:

a. De Regering van elke Partij bij het Verdrag waarvan de havens worden gebruikt door schepen op weg naar of komend uit het Antarctisch gebied, verbindt zich ertoe zo spoedig mogelijk de aanleg te verzekeren van toereikende inrichtingen bestemd voor de ontvangst van alle vuilnis van alle schepen zonder aan deze schepen onnodig oponthoud te veroorzaken en naar de behoeften van de schepen die daarvan gebruik maken.

b. De Regering van elke Partij bij het Verdrag verzekert dat alle schepen die gerechtigd zijn haar vlag te voeren, alvorens het Antarctisch gebied binnen te varen zijn uitgerust met een tank of tanks

van voldoende capaciteit aan boord voor het aan boord houden van alle vuilnis terwijl zij in bedrijf zijn in het gebied en regelingen hebben gesloten om dit vuilnis af te geven aan een ontvangstinrichting na het verlaten van het gebied.

Bij brieven van 22 mei 1992 is de wijziging medegedeeld aan de Eerste en de Tweede Kamer der Staten-Generaal en aan de Staten van de Nederlandse Antillen en van Aruba.

*Resoluties MEPC 47(31) en 48(31)*

Op 4 juli 1991 heeft de Commissie voor de Bescherming van het Mariene Milieu in overeenstemming met artikel VI van het Protocol, juncto artikel 16 van het Verdrag, twee resoluties aangenomen houdende wijzigingen van de Bijlage bij het Protocol.

In overeenstemming met artikel 16, tweede lid, letter f (iii), van het Verdrag zijn de wijzigingen aanvaard op 4 oktober 1991. Ingevolge artikel 16, tweede lid, letter g (ii), van het Verdrag zijn de wijzigingen op 4 april 1993 in werking getreden. Wat het Koninkrijk der Nederlanden betreft, gelden de wijzigingen voor het gehele Koninkrijk.

De Engelse tekst van Resolutie MEPC 47(31), waarbij de wijzigingen zijn aangenomen, alsmede de Engelse en de Franse tekst van de wijzigingen luiden als volgt:

**Resolution MEPC.47(31)**

**adopted on 4 July 1991**

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

(New regulation 26 and other amendments to Annex I of MARPOL 73/78)

The Marine Environment Protection Committee,

Recalling Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Committee,

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 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),

Noting also that the Conference on International Co-operation on Oil Pollution Preparedness and Response convened by the Organization in November 1990, has adopted the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 which requires, *inter alia*, all ships to have a shipboard oil pollution emergency plan,

Having considered, at its thirty-first session, amendments to the 1978 Protocol proposed and circulated in accordance with article 16(2)(a) of the 1973 Convention,

1. Adopts, in accordance with article 16(2)(d) of the 1973 Convention, amendments to the Annex of the 1978 Protocol, the text of which is set out in the 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 4 October 1992, unless prior to this date one third or more of the Parties, or the Parties the combined merchant fleets of which constitute fifty per cent or more of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objections to the amendments;

3. Invites the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the amendments shall enter into force on 4 April 1993 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. Further requests the Secretary-General to transmit copies of the resolution and its Annex to the Members of the Organization which are not Parties to MARPOL 73/78.

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**Annex****Amendments to Annex I of MARPOL 73/78**

1. The seventh sentence of regulation 15(3) (a) is replaced with the following two sentences:

“A manually operated alternative method shall be provided and may be used in the event of such failure, but the defective unit shall be made operable as soon as possible. The port State authority may allow the tanker with a defective unit to undertake one ballast voyage before proceeding to a repair port”.

2. New paragraph (3) is added to regulation 17 as follows:

“3. Piping to and from sludge tanks shall have no direct connection overboard, other than the standard discharge connection referred to in regulation 19”.

3. The following new chapter IV is added to the existing text:

**“CHAPTER IV****PREVENTION OF POLLUTION ARISING FROM AN OIL POLLUTION  
INCIDENT****Regulation 26*****Shipboard Oil Pollution Emergency Plan***

1. Every oil tanker of 150 tons gross tonnage and above and every ship other than an oil tanker of 400 tons gross tonnage and above shall carry on board a shipboard oil pollution emergency plan approved by the Administration. In the case of ships built before 4 April 1993 this requirement shall apply 24 months after that date.

2. Such a plan shall be in accordance with Guidelines\* developed by the Organization and written in the working language of the master and officers. The plan shall consist at least of:

a) the procedure to be followed by the master or other persons having charge of the ship to report an oil pollution incident, as

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\* Reference is made to “Guidelines for the development of the shipboard oil pollution emergency plans” to be developed by the Organization.

## Annexe

### Amendements à l'Annexe I de MARPOL 73/78

1. La septième phrase de la règle 15 3) a) est remplacée par les deux phrases suivantes:

«Il est prévu une méthode manuelle de secours qui peut être utilisée lorsqu'un tel défaut de fonctionnement se produit, mais le dispositif défectueux doit être réparé dès que possible. L'autorité de l'État du port peut autoriser le pétrolier dont un dispositif est défectueux à entreprendre un voyage sur lest avant de se rendre dans un port de réparation.»

2. le nouveau paragraphe 3) suivant est ajouté à la règle 17:

«3. Les tuyautages qui desservent les citernes à boues ne doivent avoir aucun raccordement direct avec la mer autre que le raccord de jonction normalisé visé à la règle 19.»

3. Le nouveau chapitre IV ci-après est ajouté au texte actuel:

#### «CHAPITRE IV

#### PRÉVENTION DE LA POLLUTION RÉSULTANT D'UN ÉVÉNEMENT DE POLLUTION PAR LES HYDROCARBURES

#### Règle 26

#### *Plan de lutte de bord contre la pollution par les hydrocarbures*

1. Tout pétrolier d'une jauge brute égale ou supérieure à 150 tonneaux et tout navire autre qu'un pétrolier d'une jauge brute égale ou supérieure à 400 tonneaux doit avoir à bord un plan d'urgence de bord contre la pollution par les hydrocarbures approuvé par l'Administration. Dans le cas des navires construits avant le 4 avril 1993, la présente prescription s'applique 24 mois après cette date.

2. Un tel plan doit se présenter conformément aux directives\* mises au point par l'Organisation et doit être rédigé dans la langue de travail du capitaine et des officiers. Il doit comporter au moins:

a) la procédure que le capitaine ou d'autres personnes responsables du navire doivent suivre pour signaler un événement de pollution

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\* Il convient de se reporter aux «Directives pour l'élaboration de plans d'urgence de bord contre la pollution par les hydrocarbures» qui doivent être élaborées par l'Organisation.

required in article 8 and Protocol I of the present Convention, based on the guidelines developed by the Organization\*\*;

b) the list of authorities or persons to be contacted in the event of an oil pollution incident;

c) 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

d) the procedure and point of contact on the ship for co-ordinating shipboard action with national and local authorities in combating the pollution”.

### Revised Forms of Supplements to the IOPP Certificate

Forms A and B Supplements to the IOPP Certificate are replaced by those reproduced in the following pages.

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\*\*Reference is made to “General principles for ship reporting system 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.648(16).

par les hydrocarbures, conformément aux dispositions de l'article 8 et du Protocole I de la présente Convention, en se fondant sur les directives établies par l'Organisation\*;

b) la liste des autorités ou personnes à contacter en cas d'événement de pollution par les hydrocarbures;

c) un exposé détaillé des mesures que doivent prendre les personnes à bord afin de réduire ou de maîtriser le rejet d'hydrocarbures; et

d) les procédures et le point de contact à bord du navire pour la coordination des mesures à bord avec les autorités nationales et locales en vue de lutter contre la pollution.

### Modèles révisés des suppléments au Certificat IOPP

Les modèles A et B de suppléments au Certificat IOPP sont remplacés par ceux qui sont reproduits dans les pages ci-après.

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\* Il convient de se reporter aux «Principes généraux applicables aux systèmes de comptes rendus de navires et aux prescriptions en matière de notification, y compris les directives concernant la notification des événements mettant en cause des marchandises dangereuses, des substances nuisibles et/ou des polluants marins» adoptés par l'Organisation par la résolution A.648(16).

De Engelse tekst van het gewijzigde certificaat luidt als volgt:

Form A  
(Revised 1991)

## 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. "ships other than any of the above". For oil tankers and ships other than oil tankers with cargo tanks coming under regulation 2(2) of Annex I of the Convention, Form B shall be used.
2. This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.
3. If the language of the original Record is neither English nor French, the text shall include a translation into one of these languages.
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 Status of ship:
  - 1.7.1 New ship in accordance with regulation 1(6)
  - 1.7.2 Existing ship in accordance with regulation 1(7)
  - 1.7.3 The ship has been accepted by the Administration as an "existing ship" under regulation 1(7) due to unforeseen delay in delivery
- 2. *Equipment for the control of oil discharge from machinery space bilges and oil fuel tanks*(regulations 10 and 16)
  - 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 separating/filtering equipment fitted:
    - 2.2.1 Oily-water separating equipment (100 ppm equipment)
    - 2.2.2 Oil filtering equipment (15 ppm equipment)
  - 2.3 Type of control system:
    - 2.3.1 Discharge monitoring and control system (regulation 16(5))
      - .1 with automatic stopping device
      - .2 with manual stopping device
    - 2.3.2 15 ppm alarm (regulation 16(7))
    - 2.3.3 Automatic stopping device for discharges in special areas (regulation 10(3)(b)(vi))
    - 2.3.4 Oil content meter (resolution A.444(XI))
      - .1 with recording device
      - .2 without recording device
  - 2.4 Approval standards:
    - 2.4.1 The separating/filtering equipment:
      - .1 has been approved in accordance with resolution A.393(X)
      - .2 has been approved in accordance with resolution A.233(VII)
      - .3 has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII)
      - .4 has not been approved
    - 2.4.2 The process unit has been approved in accordance with resolution A.444(XI)
    - 2.4.3 The oil content meter has been approved in accordance with resolution A.393(X)
  - 2.5 Maximum throughput of the system is .....m<sup>3</sup>/h
  - 2.6 Waiver of regulation 16
    - 2.6.1 The requirements of regulation 16(1) or (2) are waived in



with a standard discharge connection in accordance with regulation 19

5. *Shipboard oil pollution emergency plan*(regulation 26)

5.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 26

6. *Exemption*

6.1 Exemptions have been granted by the Administration from the requirements of chapter II of Annex I of the Convention in accordance with regulation 2(4)(a) on those items listed under paragraph(s) .....  
.....of this Record

7. *Equivalent*s(regulation 3)

7.1 Equivalent s have been approved by the Administration for certain requirements of Annex I 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)

.....19.....  
(Signature of duly authorized officer issuing the Record)

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

Form B  
(Revised 1991)

SUPPLEMENT TO INTERNATIONAL OIL POLLUTION  
PREVENTION CERTIFICATE (IOPP CERTIFICATE)

RECORD OF CONSTRUCTION AND EQUIPMENT FOR OIL  
TANKERS

in respect of the provisions 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. If the language of the original Record is neither English nor French, the text shall include a translation into one of these languages.
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. 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<sup>3</sup>)
- 1.6 Deadweight of ship..... (metric tons) (regulation 1(22))
- 1.7 Length of ship.....(m) (regulation 1(18))
- 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 Status of ship:
- 1.10.1 New ship in accordance with regulation 1(6)
- 1.10.2 Existing ship in accordance with regulation 1(7)
- 1.10.3 New oil tanker in accordance with regulation 1(26)
- 1.10.4 Existing oil tanker in accordance with regulation 1(27)
- 1.10.5 The ship has been accepted by the Administration as an "existing ship" under regulation 1(7) due to unforeseen delay in delivery
- 1.10.6 The ship has been accepted by the Administration as an

“existing oil tanker” under regulation 1(27) due to unforeseen delay in delivery

- 1.10.7 The ship is not required to comply with the provisions of regulation 24 due to the unforeseen delay in delivery

1.11 Type of ship

1.11.1 Crude oil tanker

1.11.2 Product carrier

1.11.3 Crude oil/product carrier

1.11.4 Combination carrier

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

1.11.6 Oil tanker dedicated to the carriage of products referred to in regulation 15(7)

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

1.11.8 The ship, being designated as a “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

1.11.9 Chemical tanker carrying oil

2. *Equipment for the control of oil discharge from machinery space bilges and oil fuel tanks* (regulations 10 and 16)

2.1 Carriage of ballast water in oil fuel tanks:

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

2.2 Type of separating/filtering equipment fitted:

2.2.1 Oily-water separating equipment (100 ppm equipment)

2.2.2 Oil filtering equipment (15 ppm equipment)

2.3 Type of control system

2.3.1 Discharge monitoring and control system (regulation 16(5))

.1 with automatic stopping device

.2 with manual stopping device

2.3.2 15 ppm alarm (regulation 16(7))

2.3.3 Automatic stopping device for discharges in special areas (regulation 10(3)(b)(vi))

2.3.4 Oil content meter (resolution A.444(XI))

.1 with recording device

.2 without recording device

2.4 Approval standards:

2.4.1 The separating/filtering system:

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

- .2 has been approved in accordance with resolution A.233(VII)
- .3 has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII)
- .4 has not been approved
- 2.4.2 The process unit has been approved in accordance with resolution A.444(XI)
- 2.4.3 The oil content meter has been approved in accordance with resolution A.393(X)
- 2.5 Maximum throughput of the system is .....m<sup>3</sup>/h
- 2.6 Waiver of regulation 16
- 2.6.1 The requirements of regulation 16(1) or (2) are waived in respect of the ship in accordance with regulation 16(3)(a). The ship is engaged exclusively on:
  - .1 Voyages within special area(s):.....
  - .....
  - .2 Voyages within 12 miles of the nearest land outside special area(s) restricted to:.....
  - .....
- 2.6.2 The ship is fitted with holding tank(s) having a volume of .....m<sup>3</sup> for the total retention on board of all oily bilge water
- 2.6.3 In lieu of the holding tank the ship is provided with arrangements to transfer bilge water to the slop tank
- 3. *Means for retention and disposal of oil residues (sludge) (regulation 17)*
  - 3.1 The ship is provided with oil residue (sludge) tanks as follows:

Tank identification	Tank Location		Volume ... m <sup>3</sup>
	Frames (from) – (to)	Lateral Position	
			Total volume ... m <sup>3</sup>

3.2 Means for the disposal of residues in addition to the provisions of sludge tanks:

3.2.1 incinerator for oil residues;

capacity .....l/h

3.2.2 auxiliary boiler suitable for burning oil residues

3.2.3 tank for mixing oil residues with fuel oil;

capacity .....m<sup>3</sup>

3.2.4 other acceptable means:

.....

#### 4. *Standard discharge connection*(regulation 19)

4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in compliance with regulation 19

#### 5. *Construction*(regulations 13, 24 and 25)

5.1 In accordance with the requirements of regulation 13, the ship is

5.1.1 Required to be provided with SBT, PL and COW

5.1.2 Required to be provided with SBT and PL

5.1.3 Required to be provided with SBT

5.1.4 Required to be provided with SBT or COW

5.1.5 Required to be provided with SBT or CBT

5.1.6 Not required to comply with the requirements of regulations 13

5.2 Segregated ballast tanks (SBT)

5.2.1 The ship is provided with SBT in compliance with regulation 13

5.2.2 The ship is provided with SBT, in compliance with regulation 13, which are arranged in protective locations (PL) in compliance with regulation 13E

5.2.3 SBT are distributed as follows:

Tank	Volume (m <sup>3</sup> )	Tank	Volume (m <sup>3</sup> )
		Total	

5.3 Dedicated clean ballast tanks (CBT)

5.3.1 The ship is provided with CBT in compliance with regulation 13A, and may operate as a product carrier

## 5.3.2 CBT are distributed as follows:

Tank	Volume (m <sup>3</sup> )	Tank	Volume (m <sup>3</sup> )
		Total	

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 pump 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 13B

5.4.2 The ship is equipped with a COW system in compliance with regulation 13B except that the effectiveness of the system has not been confirmed in accordance with regulation 13(6) and paragraph 4.2.10 of the Revised COW specifications (resolution A.446(XI))

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 Revised COW Specifications (resolution A.446(XI))

5.5 Exemption from regulation 13:

5.5.1 The ship is solely engaged in trade between

.....  
in accordance with regulation 13C and is therefore exempted from the requirements of regulation 13

5.5.2 The ship is operating with special ballast arrangements in accordance with regulation 13D and is therefore exempted from the requirements of regulation 13

5.6 Limitation of size and arrangements of cargo tanks (regulation 24)

5.6.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 24

5.6.2 The ship is required to be constructed according to, and complies with, the requirements of regulation 24(4) (see regulation 2(2))

5.7 Subdivision and stability (regulation 25)

5.7.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 25

5.7.2 Information and data required under regulation 25(5) have been supplied to the ship in an approved form

## 6. *Retention of oil on board*(regulation 15)

### 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)

Footnote: \*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)

6.1.2 The system comprises:

- .1 control unit
- .2 computing unit
- .3 calculating unit

6.1.3 The system is:

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

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

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

6.1.5 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<sup>3</sup>, which is ....% of the oil carrying capacity, in accordance with:

- .1 regulation 15(2)(c)
- .2 regulation 15(2)(c)(i)
- .3 regulation 15(2)(c)(ii)
- .4 regulation 15(2)(c)(iii)

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 regulation 15

6.4.1 The ship is exempted from the requirements of regulation 15(1), (2) and (3) in accordance with regulation 15(7)

6.4.2 The ship is exempted from the requirements of regulation 15(1), (2) and (3) in accordance with regulation 2(2)

### 6.5 Waiver of regulation 15

6.5.1 The requirements of regulation 15(3) are waived in respect of the ship in accordance with regulation 15(5)(b). The ship is engaged exclusively on:

- .1 Specific trade under regulation 13C: .....
- .....
- .2 Voyages within special area(s): .....
- .....
- .3 Voyages within 50 miles of the nearest land outside special area(s) of 72 hours or less in duration restricted to: .....
- .....
- .....

## 7. *Pumping, piping and discharge arrangements*(regulation 18)

7.1 The overboard discharge outlets for segregated ballast are located:

7.1.1 above the waterline

7.1.2 below the waterline

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

7.2.1 above the waterline

7.2.2 below the waterline

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

7.3.1 above the waterline

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

7.3.3 below the waterline

7.4 Discharge of oil from cargo pumps and oil lines (regulation 18(4) and (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 pollution emergency plan*(regulation 26)

8.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 26

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

9. *Equivalent arrangements for chemical tankers carrying oil*

- 9.1. As equivalent arrangements for the carriage of oil by a chemical tanker, the ship is fitted with the following equipment in lieu of slop tanks (paragraph 6.2 above) and oil/water interface detectors (paragraph 6.3 above):
  - 9.1.1 oily-water separating equipment capable of producing effluent with oil content less than 100 ppm, with the capacity of .....m<sup>3</sup>/h
  - 9.1.2 a holding tank with the capacity of .....m<sup>3</sup>
  - 9.1.3 a tank for collecting tank washings which is:
    - .1 a dedicated tank
    - .2 a cargo tank designated as a collecting tank
  - 9.1.4 a permanently installed transfer pump for overboard discharge of effluent containing oil through the oily-water separating equipment
- 9.2 The oily-water separating equipment has been approved under the terms of resolution A.393(X) and is suitable for the full range of Annex I products
- 9.3 The ship holds a valid Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk

10. *Oil-like noxious liquid substances*

The ship is permitted in accordance with regulation 14 of Annex II of the Convention to carry the oil-like noxious liquid substances specified in the list\* attached.

11. *Exemption*

Exemptions have been granted by the Administration from the requirements of chapters II and III of Annex I of the Convention in accordance with regulation 2(4)(a) on those items listed under paragraph(s) .....  
 .....of this Record

12. *Equivalents (regulation 3)*

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

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\* The list of oil-like noxious substances permitted for carriage, signed, dated and certified by a seal or a stamp of the issuing authority shall be attached.



This is to certify that this Record is correct in all respects.

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

.....19....  
(Signature of duly authorized  
officer issuing the Record)

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

Appendix III of Annex I of MARPOL 73/78 is replaced by the following:

### **“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 tons gross tonnage and above and every ship of 400 tons 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 20 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, 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 space.

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

The Oil Record Book 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 should be considered accordingly.

#### **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);
  - .3 identity of tank(s) into which cleaning water was transferred.
4. Ballasting:
  - .1 position of ship and time at start and end of ballasting;
  - .2 quantity of ballast if tanks are not cleaned;
  - .3 position of ship at start of cleaning;
  - .4 position of ship at start of ballasting.

##### **(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 100 ppm equipment;
  - .2 through 15 ppm equipment;
  - .3 to reception facilities.
10. Quantity discharged.

##### **(C) Collection and disposal of oil residues (sludge)**

11. Collection of oil residues

Quantity of oil residues (sludge) retained on board at the end of a voyage, but not more frequently than once a week. When ships are on short voyages, the quantity should be recorded weekly<sup>1)</sup>:

- .1 separated sludge (sludge resulting from purification of fuel and lubricating oils) and other residues, if applicable:
  - identity of tank(s) .....
  - capacity of tank(s) ..... m<sup>3</sup>
  - total quantity of retention ..... m<sup>3</sup>
- .2 other residues (such as oil residues resulting from drainages, leakages, exhausted oil, etc., in the machinery spaces), if applicable due to tank arrangement in addition to .1:
  - identity of tank(s) .....
  - capacity of tank(s) ..... m<sup>3</sup>
  - total quantity of retention ..... m<sup>3</sup>

12. Methods of disposal of residue

State quantity of oil residues disposed of, the tank(s) emptied and the quantity of contents retained:

- .1 to reception facilities (identify port)<sup>2)</sup>;
- .2 transferred 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 discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces

13. Quantity discharged or disposed of.

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

15. Method of discharge or disposal:

- .1 through 100 ppm equipment (state position at start and end);
- .2 through 15 ppm equipment (state position at start and end);
- .3 to reception facilities (identify port)<sup>2)</sup>;

<sup>1)</sup> Only in tanks listed in item 3 of Form A and B of the Supplement to the IOPP Certificate.

<sup>2)</sup> Ships' masters should obtain from the operator of the reception facilities which include barges and tank trucks a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book, 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.

- .4 transfer to slop tank or holding tank (indicate tank(s); state quantity transferred and the total quantity retained in tank(s)).
- (E) Automatic discharge overboard 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.
  - 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 to manual operation.
  - 19. Method of discharge overboard:
    - .1 through 100 ppm equipment;
    - .2 through 15 ppm equipment.
- (F) Condition of oil discharge monitoring and control system
  - 20. Time of system failure.
  - 21. Time when system has been made operational.
  - 22. Reasons for failure.
- (G) Accidental or other exceptional discharges of oil
  - 23. Time of occurrence.
  - 24. Place or position of ship at time of occurrence.
  - 25. Approximate quantity and type of oil.
  - 26. Circumstances of discharge or escape, the reasons therefor and general remarks.
- (H) Bunkering of fuel or bulk lubricating oil
  - 27. Bunkering
    - .1 Place of bunkering.
    - .2 Time of bunkering.
    - .3 Type and quantity of fuel oil and identity of tank(s) (state quantity added and total quantity of tank(s)).
    - .4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added and total content of tank(s)).

(I) Additional operational procedures and general remarks

Name of ship .....

Distinctive number  
or letters .....

Cargo/ballast operations (oil tankers)\* / machinery space operations  
(all ships)\*



# 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 tons 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 the tanks	Capacity
Depth of slop tank(s);	

(Give the capacity of each tank and the depth of slop tank(s)).

## Oil Record Book – Part II

### 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 in accordance with regulation 20 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, 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 13C of Annex I of MARPOL 73/78, appropriate entry in the Oil Record Book shall be endorsed by the competent Port State authority\*.

The Oil Record Book 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 should be considered accordingly.

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\* This sentence should only be inserted for the Oil Record Book of a tanker engaged in a specific trade.

### 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 and the total content of tank(s)).

#### (B) Internal transfer of oil cargo during voyage

4. Identity of the tank(s)
  - .1 From:
  - .2 To: (state quantity transferred and total quantity of tank(s)).
5. Was (were) the tank(s) in 4.1 emptied? (If not, state the quantity retained)

(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)

(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<sup>1)</sup>.
11. Number of machines in use.
12. Time of start of washing.
13. Washing pattern employed<sup>2)</sup>.
14. Washing line pressure.
15. Time washing was completed or stopped.
16. State method of establishing that tank(s) was (were) dry.
17. Remarks<sup>3)</sup>.

---

<sup>1)</sup> 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.

<sup>2)</sup> 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.

<sup>3)</sup> If the programmes given in the Operations and Equipment Manual are not followed, then the reasons must be given under 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.

(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 the total quantity.
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.

(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<sup>4)</sup>.
31. Tank washings transferred to:
  - .1 reception facilities (state port and quantity<sup>5)</sup>;
  - .2 slop tank(s) or cargo tank(s) designated as slop tank(s) (identify tank(s); state quantity transferred and total quantity).

---

<sup>4)</sup> Hand-hosing, machine washing and/or chemical cleaning. Where chemically cleaned, the chemical concerned and amount used should be stated.

<sup>5)</sup> Ships' masters should obtain from the operator of the reception facilities which include barges and tank trucks a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book, 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.

(H) Discharge of dirty ballast

32. Identity of tank(s).
33. Position of ship at start of discharge into the sea.
34. Position of ship on completion of discharge into the sea.
35. Quantity discharged into the sea.
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).

40. Discharged to shore reception facilities (identify port and quantity involved)<sup>5)</sup>.

(I) Discharge of water from slop tanks into the sea

41. Identity of slop tank(s).
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 and rate of discharge.
48. Final quantity discharged and rate of discharge.
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.
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) Disposal of residues and oily mixtures not otherwise dealt with

55. Identity of tank(s).
56. Quantity disposed of from each tank. (State the quantity retained.)
57. Method of the disposal:
  - .1 to reception facilities (identify port and quantity involved)<sup>5)</sup>;
  - .2 mixed with cargo (state quantity);
  - .3 transferred to (an) other tank(s): identify tank(s); state quantity transferred and total quantity in tank(s);
  - .4 other method (state which); state quantity disposed of.
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?

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<sup>5)</sup> Ships' masters should obtain from the operator of the reception facilities which include barges and tank trucks a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book, 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.

(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:
  - .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 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.

Name of ship .....

Distinctive number

or letters .....

Cargo/ballast operations (oil tankers)\*/machinery space operations (all ships)\*

[illegible]

\*Delete as appropriate

Signature of master .....

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De Engelse tekst van Resolutie MEPC 48(31), waarbij de aanwijzing van het wijdere Caraïbische gebied als speciaal gebied ingevolge Bijlage V van MARPOL 73/78 is aangenomen, alsmede de Engelse en de Franse tekst van de aanwijzing zelf luiden als volgt:

**Resolution MEPC.48(31)  
adopted on 4 July 1991**

**Amendments to the annex of the Protocol of 1978 relating to the  
international convention for the prevention of pollution from ships, 1973**

(Designation of the Wider Caribbean area as a special area under  
Annex V of MARPOL 73/78)

The Marine Environment Protection Committee,

Recalling Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Committee,

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 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, at its thirty-first session, amendments to the 1978 Protocol proposed and circulated in accordance with article 16(2)(a) of the 1973 Convention,

1. Adopts, in accordance with article 16(2)(d) of the 1973 Convention, amendments to the Annex of the 1978 Protocol, the text of which is set out in the 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 4 October 1992, unless prior to this date one third or more of the Parties, or the Parties the combined merchant fleets of which constitute fifty per cent or more of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objections to the amendments;

3. Invites the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the amendments shall enter into force on 4 April 1993 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 Annex V of the 1978 Protocol certified copies of the present resolution and the text of the amendments contained in the Annex;

5. Further requests the Secretary-General to transmit to the Members of the Organization which are not Parties to Annex V of the 1978 Protocol copies of the resolution and its annex.

## Annex

**Amendments to Regulation 5 of Annex V of MARPOL 73/78 (Designation of the Wider Caribbean area as a special area)**

## Regulation 5

*Disposal of Garbage within Special Areas*

The introductory sentence in paragraph (1) is amended to read as follows:

"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:"

New subparagraph (h) is added to paragraph (1) as follows:

"(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 southwesterly to the eastern boundary of French Guiana".

New subparagraph (b) of paragraph (2) is amended to read as follows:

"(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."

New subparagraph (c) is added to paragraph (2) as follows:

"(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 subject to regulation 4 not less than 3 nautical miles from the nearest land. Such

## Annexe

### **Amendements à la règle 5 de l'Annexe V de MARPOL 73/78 (designation de la région des Caraïbes en tant que zone spéciale)**

#### Règle 5

#### Evacuation des ordures dans les zones spéciales

La phrase liminaire du paragraphe 1 est modifiée comme suit:

«1. Aux fins de la présente Annexe, les zones spéciales sont la zone de la mer Méditerranée, la zone de la mer Baltique, la zone de la mer Noire, la zone de la mer Rouge, la «zone des golfes», la zone de la mer du Nord, la zone de l'Antarctique et la région des Caraïbes comprenant le golfe du Mexique et la mer des Caraïbes, qui sont définies comme suit:»

Le nouvel alinéa g) suivant est ajouté au paragraphe 1:

«g) Par région des Caraïbes, telle qu'elle est définie au paragraphe 1 de l'article 2 de la Convention pour la protection et la mise en valeur du milieu marin dans la région des Caraïbes (Cartagena de Indias, 1983), on entend le golfe du Mexique et la mer des Caraïbes proprement dits avec les baies et les mers qu'il comprennent ainsi que la partie de l'océan Atlantique située à l'intérieur des limites constituées par la parallèle 30°N depuis la Floride vers l'est jusqu'au méridien 77°30'W, puis par une loxodromie jusqu'à l'intersection du parallèle 20°N et du méridien 59°W, une loxodromie jusqu'à l'intersection du parallèle 7°20'N et du méridien 50°W et une loxodromie vers le sud-ouest jusqu'à la limite orientale de la Guyane française.»

L'alinéa b) du paragraphe 2 est modifié comme suit:

«b) Sauf dans les conditions prévues à l'alinéa c) du présent paragraphe, l'évacuation dans la mer des déchets alimentaires se fait le plus loin possible de la côte, mais en aucun cas à moins de 12 milles de la terre la plus proche.»

Le nouvel alinéa c) suivant est ajouté au paragraphe 2:

«c) L'évacuation dans la région des Caraïbes des déchets alimentaires broyés ou concassés se fait aussi loin que possible de la terre et dans tous les cas non visés par la règle 4, à trois milles au moins de la terre la plus proche. Les déchets alimentaires ainsi broyés ou



comminuted or ground food wastes shall be capable of passing through a screen with openings no greater than 25 millimetres.”

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concassés doivent pouvoir passer à travers un tamis dont les ouvertures ne dépassent pas 25 millimètres.»

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Uitgegeven de *eerste* april 1993.

*De Minister van Buitenlandse Zaken,*

P. H. KOOIJMANS