



Gibraltar Maritime Administration

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Shipping Guidance Notice – 082

MARPOL ANNEX I

To: Ship Owners, Operators, Master's, Classification Societies and Recognised Organisations

References:

- Gibraltar Merchant Shipping (Prevention of Pollution from Ships) Regulations 2009;
- MARPOL Annex I
- SGN 081 – Recognised Organisations
- IMO Resolutions MEPC.5(XIII) / MEPC.54(32) as amended by MEPC.86(44) / MEPC.60(33) MEPC.107(49) as amended by MEPC.285(70) / MEPC.108(49) as amended by MEPC.240(65) / A.393(X) / A.446(XI) as amended by A.497(XII) and A.897(21) / A.496(XII) / A.586(14) / A.911(22)
- IMO Circular MEPC.1/Circ.761/Rev.1
- IMO Circular MSC.1/Circ.1229
- IMO Circular MSC.1/Circ.1461
- International Code on Intact Stability, 2008 (2008 IS Code)
- Manual on Oil Pollution (2011 Edition)
- Manual on Oil Pollution, Section 1, Prevention', as amended and the ICS and OCIMF 'Ship-to Ship Transfer Guide, Petroleum, Fourth Edition, 2005'
- Manual on Oil Pollution, Section I, Prevention', 2011 Edition and the OCIMF ship to Ship Transfer Guide for Petroleum, Chemical and Liquefied Gases (2013)

1. Introduction

The International Convention for the Prevention of Pollution by Ships (MARPOL Annex I) entered into force in 1983 following a series of high profile oil pollution incidents including the Torrey Canyon and Amoco Cadiz oil spills.

It is given effect in Gibraltar by the Gibraltar Merchant Shipping (Prevention of Pollution from Ships) Regulations 2009.

The majority of the requirements of Annex I apply only to oil tankers ≥ 150 GT and for other vessels ≥ 400 GT. Annex I has special requirements for Oil Tankers, ships operating in Polar regions and oil tankers undertaking the transfer of oil cargo between vessels at sea.

2. Application

The MARPOL Annex I Regulations apply to all Gibraltar ships, and foreign ships when they are within British Gibraltar territorial waters, with the exception of the following:

- a) warships, naval auxiliary and government vessels not in commercial operation.

3. Survey & Certification

Although Annex I applies to most types of ship, only tankers ≥ 150 GT and other ships of ≥ 400 GT are required to be surveyed and certificated with an International Oil Pollution Prevention (IOPP) certificate, which shall be valid for a period not exceeding five years.

All Annex I surveys, approvals and issuance of IOPP certificates are currently delegated to the Recognised Organisations stated in SGN 81.

Any references to the administration within IMO resolutions should be read as including ROs unless otherwise stated.

4. Type Approval

All equipment requiring type approval must be accompanied by a type approval certificate issued by:

- a) A Recognised Organisation listed in SGN 81; or
- b) The GMA;

Equipment which has been certified under the Marine Equipment Directive (MED) is acceptable to be used on Gibraltar registered vessels.

5. Waivers, Exemptions & Equivalences

The GMA may permit equivalent arrangements, exemptions and waivers on a case by-case basis and they will only be valid if they are in writing and if any conditions stated are complied with. Further information on exemptions, equivalent arrangements and waivers are stated in the Gibraltar Merchant Shipping (Prevention of Pollution from Ships) Regulations 2009. It should be noted that waivers, exemptions and equivalences are only issued by the GMA and not by ROs.

6. Oil Record Book

For oil tankers ≥ 150 GT and other ships ≥ 400 GT, the GMA accepts any Oil Record Book that conform to the format prescribed in Appendix III to MARPOL Annex I. Such books can be purchased from the Stationary Office.

An Oil Record Book must also be maintained on fixed and floating platforms, including drilling rigs, floating production, storage and offloading facilities used for the offshore production and storage of oil, and floating storage units used for the offshore storage of produced oil.

This record book shall contain at least the records required by the Oil Record Book Part I. An Oil Record Book Part II should be applied as part of an oil production management system when on station and must be complied with on voyage.

Further guidance on ORBs can be found within SGN 075 Guidance/Requirements on Log Books.

7. Special Areas

A summary of Special Areas under MARPOL Annex I can be found on the IMO Website. "special area" means a sea area where for recognised 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 (please refer to paragraphs 11.1 to 11.9 of Regulation 1 of Annex I).

8. Oil Filtering Equipment (Regulation 14)

On Ships ≥ 400 GT, Oil Filtering Equipment is required under Regulation 14.1 or 14.2 and must be approved in accordance with Section 3 against the following standards:

- a) Equipment that is installed on or after 1st January 2005 must comply with the guidelines specified in MEPC.107(49) as amended by MEPC.285(70).
- b) Equipment installed between 30th April 1994 and 31st December 2004 must comply with the guidelines specified in MEPC.60(33).
- c) Equipment installed before 30th April 1994 must comply with A.393(X)

9. Stability Instrument for Oil Tankers (Regulation 28.6)

Regulation 28.6 requires all oil tankers to have an approved stability instrument on board, capable of verifying compliance with intact damage stability requirements approved by an RO, taking account of the following standards:

- a) Part B, Chapter 4 of the 2008 IS Code, as amended;
- b) Guidelines for the Approval of Stability Instruments (MSC.1/Circ.1229), Annex, Section 4, as amended;
- c) The Technical Standards Defined in Part I of the Guidelines for Verification of Damage Stability Requirements for Tankers (MSC.1/Circ.1461).

10. Oil Discharge Monitoring and Control Systems (ODME) (Regulation 31)

Oil tankers ≥ 150 GT require discharge monitoring and control systems under Regulation 31 and 18.8.3.

This equipment shall be approved in accordance with Section 3 against the following standards:

10.1 Performance Standards for ODME

- a) ODME installed on oil tankers built prior to 2 October 1986 should comply with A.496(XII);
- b) ODME installed on oil tankers built on or after 2nd October 1986 but before 1st January 2005 should comply with A.586(14);
- c) ODME installed on oil tankers built on or after 1 January 2005 should comply with MEPC.108(49) as amended by MEPC.240(65)

10.2 Performance Standards for Oil Content Meters (OCM) as Part of ODME

- a) OCM installed on oil tankers built prior to 2 October 1986 should comply with A.393(X);
- b) OCM installed on oil tankers built on or after 2nd October 1986 but before 1st January 2005 should comply with A.586(14);
- c) OCM installed in oil tankers built on or after 1 January 2005 shall comply with MEPC.108(49) as amended by MEPC.240(65)

10.3 ODME for Biofuel Cargoes

MEPC.1/Circ.761/Rev.1 requires vessels carrying biofuel blends which are $\geq 75\%$ petroleum oil to have ODME that complies with section 9.1 above, and must also be type approved for the mixture being transported.

11. Oil/Water Interface (Regulation 32)

Oil tankers of 150 GT and above shall be provided with effective oil/water interface which shall be approved in accordance with MEPC.5(XIII).

12. Crude Oil Washing Requirements (Regulations 33 & 35)

Crude oil washing equipment and installations installed in accordance with Regulation 33 of MARPOL Annex I shall be approved in accordance with IMO Resolution A.446(XI) as amended by A.497(XII) and A.897(21).

ROs shall ensure that this regulation is complied with within one year from the date 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.

Every oil tanker operating with crude oil washing system shall be provided with an approved Operations and Equipment Manual. This may be in the Standard format provided by MEPC.3(XII), as amended by MEPC.81(43).

13. Shipboard Oil Pollution Emergency Plan (SOPEP) (Regulation 37)

Every oil tanker of 150 GT and above shall carry on board a SOPEP which shall be approved by the ship's RO in accordance with MEPC.54(32) as amended by MEPC.86(44).

14. Ship-to-Ship Transfer Operations Plan (Regulations 40 & 41)

ROs are authorised to approve STS Operations Plans in accordance with MARPOL Annex I, Regulations 40 & 41.

STS Operations Plans shall be approved by an RO taking into account the information in either:

- a) the Manual on Oil Pollution, Section 1, Prevention, as amended and the ICS and OCIMF 'Ship-to Ship Transfer Guide, Petroleum, Fourth Edition, 2005 ('the 2005 guidelines); or
- b) the Manual on Oil Pollution, Section I, Prevention, 2011 Edition and the OCIMF ship to Ship Transfer Guide for Petroleum, Chemical and Liquefied Gases (2013) ('the 2013 guidelines).

MARPOL 2017 Consolidated edition refers only to the 2013 guidelines as the applicable standard; however, the GMA considers the 2013 guidelines as non-mandatory if a vessel has a plan approved in accordance with the 2005 guidelines. This is because the amendment to MARPOL which replaced the 2005 guidelines with the 2013 guidelines was not enacted by an IMO Resolution in accordance with IMO Resolution A.911(22).

Nonetheless, it is recommended that existing plans approved to the 2005 guidelines are amended and re-approved in accordance with the 2013 guidelines at the next convenient opportunity. It is also recommended that all new plans are approved to the 2013 guidelines. Verification of an STS Operations Plan is to be conducted as part of the IOPPC periodical survey. Once an STS Operations Plan is approved, Form B of the IOPP must be updated.

15. Control of Discharge for Ships of Less Than 400 GT (Regulation 15.6)

MARPOL Annex I Regulation 15.6 applies to ships of under 400 GT (other than those operating in Arctic or Antarctic waters):

In the case of a ship of less than 400 GT, 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:

- a) the ship is proceeding en route;
- b) 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 parts per million;
- c) the oily mixture does not originate from cargo pump-room bilges on oil tankers; and
- d) the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

It is considered unlikely that such vessels registered with Gibraltar will have the oil filtering equipment referred to in point b above installed since this is not a requirement. Therefore the effect of this regulation is likely to be a total prohibition on the discharge of oily mixtures. Instead, oily mixtures must be retained onboard and discharged to a reception facility ashore.

If vessels <400 GT do have oil filtering equipment installed, it should be approved to the same standard specified in Section 8 above.

Dylan Cocklan
Maritime Administrator (Ag)

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