



MINISTRY OF TRANSPORT AND COMMUNICATIONS

DEPARTMENT OF MARINE ADMINISTRATION

**No-363/421, Corner of Merchant & Theinbyu Road,
Botataung Township, Yangon, Myanmar**

E-mail: dgdma.mm@gmail.com; dma.myan@gmail.com

Tel: 095 -1- 397640

P.O.Box: 194

Fax: 095 -1- 397641

Date: 17th October 2017

Directive (25/2017)

**National Requirements for the Prevention of Pollution by Oil from Myanmar Ships
of less than 400 GT but more than 100 GT engaged in Myanmar Waters**

Applicable to: Ship owners, Recognized Organizations, Shipping Companies, Flag State
Surveyors

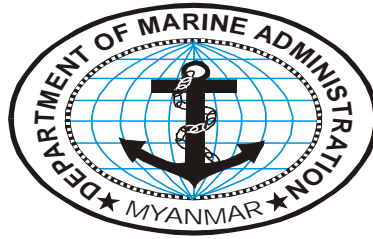
1. The Department of Marine Administration circulated this notification in the exercise of the power of Section 294(B), paragraph (b) of Myanmar Merchant Shipping Act.
2. Comply to the provision of section 213 of Myanmar Merchant Shipping Act and the International Convention for Prevention of Pollution from Ships, 1973 (Regulation for the Prevention of Pollution by oil from Ships), the Department of Marine Administration provided this prepared directive to be used as national requirements for the prevention of pollution by oil from Myanmar ships of less than 400 GT but more than 100 GT engaged in Myanmar waters whilst the draft regulation is being legislated in process.
3. The purpose of this directive is the prevention of pollution by oil from Myanmar ships of less than 400 GT but more than 100 GT engaged in Myanmar waters to be complied with the requirements of the MARPOL Annex I (Regulation for the Prevention of Pollution by oil from Ships).

Maung Maung Oo

Director General

Department of Marine Administration

THE REPUBLIC OF THE UNION OF MYANMAR



**MINISTRY OF TRANSPORT AND COMMUNICATIONS
DEPARTMENT OF MARINE ADMINISTRATION**

**National Requirement for the Prevention of
Pollution from Myanmar Ships of less than 400
GT but more than 100 GT Engaged in
Myanmar Waters**

Date 18.1.2018

Resvise-00

National Requirements for the Prevention of Pollution by Oil from Myanmar ships , less than 400 GT , above more than 100 GT Engaged on Myanmar Waters

**PART I
GENERAL**

1. Purpose

The purpose this requirements is the prevention of pollution by oil from Myanmar ships of less than 400 GT but more than 100 GT engaged in Myanmar waters.

The pollution prevention certificate shall be issued to the vessel which is comply with the requirement for the prevention of pollution by oil and sewage.

2. Citation

These requirements may be cited as the National Requirement for Oil Pollution Prevention of Myanmar ships, less than 400 GT but more than 100 GT engaged in Myanmar waters only.

3. Definition

In these National Requirements, except where the context otherwise requires-

"amidships" means at the middle of the length (L);

"Annex I" means Annex I to the Convention (which sets out national requirements for the prevention of pollution by oil);

"anniversary date" means the day and month in each year corresponding to the day and month of expiry of the IOPP Certificate;

"approved" means approved by the Minister with responsibility for the The Department of Marine Administration or by a Certifying Authority;

"area" in relation to a ship shall be calculated in all cases to moulded lines;

"Myanmar ship" has the same meaning as in paragraph 3 (a) of this national requirements.

"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, measured in metres;

"centre tank" means any tank inboard of a longitudinal bulkhead;

"Certificate" has the same meaning as "IOPP Certificate" as defined within these national requirements;

"Certifying Authority" means the Minister with responsibility for the The Department of Marine Administration or any person authorized by the Minister and includes in particular (if so authorized) Lloyd's Register, Bureau Veritas, Det Norske Veritas, Germanischer Lloyd , the American Bureau of Shipping, RINA and Class NK;

"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;

"clean ballast" means the ballast in a tank which, since oil was last carried therein, has been so cleaned that the effluent there from, 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 approved oil discharge monitoring and control system, evidence based on such a system 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 referred to above;

" **combination carrier**" means a ship designed to carry either oil or solid cargoes in bulk;

"**controlled waters**" means the waters specified as areas within which the jurisdiction and rights of Myanmar are exercisable by the Merchant Shipping (Prevention of Pollution) (Limits) Regulations 2007;

"**the Convention**" means the International Convention for the Prevention of Pollution from Ships 1973, including its protocols, Annex I (but no other Annex) and appendices thereto, as amended by the Protocol of 1978 to that Convention and includes all the amendments adopted by the Organization's Marine Environment Protection Committee;

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

- (a) crude oil from which certain distillate fractions may have been removed; and
- (b) crude oil to which certain distillate fractions may have been added;

"**crude oil tanker**" means an oil tanker engaged in the trade of carrying crude oil;

"**deadweight**" (**DW**) means the difference in metric tons 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;

"**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; but does not include--

- (a) dumping within the meaning of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter signed in London on 13 November 1972; or
- (b) release of harmful substances directly arising from the exploration, exploitation and associated off-shore processing of sea-bed mineral resources; or
- (c) release of harmful substances for purposes of legitimate scientific research into pollution abatement or control,

and "to discharge" shall be constructed accordingly;

"**existing ship**", without prejudice to paragraph 24, means a ship which is not a new ship;

"**filtering equipment**" means filters or any combination of separators and filters which are designed to produce effluent containing not more than 15ppm of oil;

"**flag state**" means the state whose flag a ship is entitled to fly;

"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;

"Government ship" has the same meaning as in section 3(c) of this national requirements.

"GT" means gross registered tonnage and the gross registered tonnage of a ship having alternative gross registered tonnages shall be taken to be the larger of those tonnages;

"Guidelines and Specifications for oil discharge monitoring and control systems for oil tankers" means Resolution A496 (XII) or the revised Guidelines and specifications for oil discharge control and monitoring 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;

"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 interfere with other legitimate uses of the sea, and includes any substance subject to control by the present Convention;

"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;

"IOPP Certificate" means the International Oil Pollution Prevention Certificate issued in accordance with the Convention;

"International Bulk Chemical Code" means the International Code for Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk;

"length" (L) means 96 per cent of the total length on a waterline at 85 per cent 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;

"lightweight" means the displacement of a ship in metric tons without cargo, fuel, lubricating oil, ballast water, fresh water and feed water in tanks, consumable stores, and passengers and crew and their effects;

"major conversion" means a conversion of an existing ship--

- (a) which substantially alters the dimensions or carrying capacity of the ship; or
- (b) which changes the type of the ship; or
- (c) the intent of which, in the opinion of the finisher with responsibility for the Department Maritime Administration, is substantially to prolong its life; or
- (d) which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of the Protocol not applicable to it as an existing ship; but conversion of-
- (e) an existing oil tanker of 20,000 tons deadweight and above to meet the

requirements.

- (f) an existing oil tanker to meet the requirements of paragraph 31, shall not be deemed to constitute a major conversion;

"Merchant Shipping Notice " means a notice described as such and issued by the Department of Marine Administration and any reference to a particular Merchant Shipping Notice includes a reference to any Merchant Shipping Notice amending or replacing that Notice;

"mile" means an international nautical mile that is to say a distance of 1,852 metres;

"Minister" means the Minister with responsibility for the Department of Maritime Administration;

"nearest land": in relation to all land other than the part of Australia specified below

"from the nearest land" means from the nearest base-line from which the territorial sea of any territory is established in accordance with the United Nations Convention on the Law of the Sea.

"new ship", except as provided in paragraph 24, means a ship--

- (a) for which the building contract was placed after 31 December 2019.
- (b) in the absence of a building contract, the keel of which was laid, or which was at a similar stage of construction after 31 December 2020; or
- (c) the delivery of oil tanker built in Myanmar which was after 31 December 2021.
- (d) the delivery of tanker imported on board which was after 31 December 2019.
- (e) which has undergone a major conversion-
 - (i) for which the contract was placed after 31 December 2019; or
 - (ii) in the absence of a contract, the construction work of which was begun after 31 December 2020; or
 - (iii) which was completed after 1 January 2021,

"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 Convention and, without limiting the generality of the foregoing, includes the substances listed in appendix I of Annex I of the Convention;

"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;

"oil tanker" means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes a combination carrier or 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;

"oily mixture" means a mixture with any oil content;

"**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;

"**ppm**" means parts per million;

"**product carrier**" means an oil tanker engaged in the trade of carrying oil other than crude oil;

"**proper officer**" has the same meaning as in the Merchant Shipping Act 2007;

"**Recommendations on International Performance and Test Specifications for Oily Water Separating Equipment and Oil Content Meters**" means Resolution A393(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 Revised guidelines and specifications for pollution prevention equipment for machinery space bilges of ships adopted by the Marine Environment Protection Committee by resolution MEPC.107(49);

"**sea**" includes any estuary or arm of the sea;

"**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;

"**separating equipment**" means either separators or filters, or any combination of them, which are approved in accordance with the "Recommendations on International Performance and Test Specifications for Oily Water Separating Equipment and Oil Content Meters";

"**ship**" means a vessel of any type whatsoever operating in the marine environment including waters navigable by sea-going vessels and includes submersible craft, floating craft and a structure which is a fixed or floating platform but excludes hovercraft;

"**special area**" means a sea area where, for recognized technical reasons in relation to its oceanographically 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.

"**Specifications for Oil Tankers with Dedicated Clean Ballast Tanks**" means the International Maritime Organization's Resolution Number A495(Pill);

"**Specifications for Oil/Water Interface Detectors**" means the International Maritime Organization's Resolution Number MEPC S(}QII);

"**Specifications for the Design, Operation and Control of Crude Oil Washing Systems**", means the International Maritime Organization's Resolution Number A446(1) as amended by Resolutions A.497(XII) and A.897(21);

"**surveyor**" means a surveyor appointed by the The Department of Marine Administration;

"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;

"volume" in relation to a ship shall be calculated in all cases to moulded lines;

"wing tank" means any tank adjacent to the side shell plating.

4. Applications

Unless expressly provided otherwise, these national requirements apply to Myanmar ships of less than 400 GT but more than 100 GT engaged on Myanmar Waters only.

5. Exemptions

- (1) These national requirements do 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.
- (2) The Director General may exempt a ship of a new type whose constructional features are such as to render the application of any of the provisions of paragraph 15 to 17 relating to construction and equipment unreasonable or impracticable from those 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.

6. Exceptions

This National Requirement for Oil Pollution Prevention 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:
 - (i) 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
 - (ii) 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. Such discharge in above cases shall be subjected to the approval of Myanmar Government.

7. Equivalent

The Director General may permit any fitting, material, appliance or apparatus to be fitted in a ship as an alternative to that required by these requirements if such fitting, material, appliance or apparatus is at least as effective as that required by these national requirements.

PART II

SURVEYS, CERTIFICATES AND OIL RECORD BOOK

8. Surveys

- (1) A Myanmar ships of size as less than 400 GT, but more than 100 GT shall be subjected this prevention of pollution and certification only. This survey shall be consumed not only for load line but also safety construction and on prevention of pollution by oil and sewage from Myanmar ships engaged on Myanmar waters.
- (2) The surveyor shall examine and record for the construction and equipment relating to the prevention of pollution by oil and sewage.
- (3) In the case of any deficiency relating to the prevention of pollution by oil and sewage shall lead to the suspension of issuing a document of compliance for pollution prevention to comply with National requirements.
- (2) A Myanmar ships of of less than 400 GT but more than 100 GT, shall be subject to the following surveys -
 - (a) an initial survey shall be carried out before the ship is put in service, or before a document of compliance for pollution prevention is first issued in relation to the ship.
 - (b) a renewal survey shall be carried out within five years of the first issue of an a document of compliance for pollution prevention .
 - (c) an additional survey shall be carried out after a repair resulting from investigations, or whenever any important repairs or renewals are made.
 - (d) an intermediate survey shall be carried out within three months before or after the second or third anniversary date of a document of compliance for pollution prevention being issued; and
 - (e) an annual survey shall be carried out within three months before or after each anniversary date of the issue of the ship's a document of compliance for pollution prevention.

9. *Form of certificate*

An document of compliance for pollution of prevention shall be drawn up by the Administration in English.

10. Responsibilities of owner and master

- (1) The owner and master of every ship shall ensure that the condition of the ship and its equipment shall be maintained to conform-
 - (a) in the case of a Myanmar ship, or any ship surveyed, comply to the provision of these requirements.
 - (b) in the case of any other ship, 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.

- (2) The owner and master of every ship shall ensure that after any survey of the ship required by these standard, no change shall be made in the structure, equipment, systems, fittings, arrangements or material covered by the survey without the approval of Department of Marine Administration.
- (3) The owner and master of every ship shall ensure that whenever an accident occurs to a ship or a defect is discovered which, in either case, substantially affects the integrity of the ship or the efficiency or completeness of its equipment, shall be reported at the earliest opportunity to the Department of Marine Administration.
- (4) Whenever an accident or defect is reported to the Department of Marine Administration investigations to be initiated to determine whether or not a survey by a surveyor is necessary, and if a survey is found to be necessary require that survey to be carried out.

11. Issue and Endorsement of Certificates

- (1) Where the Department Of Marine Administration is satisfied after the completion of an initial or renewal survey carried out in accordance with this requirements , shall issue to any ship of less than 400 GT, but more than 100 GT_engaged in Myanmar voyages, a document of compliance for pollution prevention
- (2) Where the Department of Marine Administration is satisfied after the completion of an intermediate or annual survey in accordance with the provisions of these requirements, shall so endorse the document of compliance for pollution prevention issued to the ship.
- (3) If any ship of less than 400 GT but more than 100 GT which was previously under the flag of another State becomes a Myanmar registered ship engaged on Myanmar waters, the Department of Marine Administration shall issue a document of compliance for pollution prevention to that ship if it is fully satisfied in compliance with the requirements of these requirements.

12. Duration and validity of Certificates

- (1) An IOPP Certificate shall be issued-
 - (a) on the date of the completion of the relevant survey;
 - (b) as being valid from the date of issue; and
 - (c) for a period of validity not exceeding five years.
- (2) Where a renewal survey required under paragraph 8(2)(b) above has been completed within a period of three months before the date of expiry of a document of compliance for pollution prevention , the new Certificate shall be issued as being valid from the date of expiry of the existing Certificate.
- (3) Where a renewal survey required under paragraph 8(2)(b) above has been completed after the expiry of a document of compliance for pollution prevention, the new document shall be issued as being valid from the date of expiry of that expired document.
- (4) Where an annual or intermediate survey is completed before the period prescribed for such a survey in paragraph 8(2) (e) and (d) above -

- (a) the anniversary date shown on the document of compliance for pollution prevention 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;
 - (b) subsequent annual or intermediate surveys required under paragraph 8(2) (e) and (d) shall be completed at the intervals prescribed by those requirements using the new anniversary date; and
 - (c) 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 paragraph 8(2) (e) and (d) are not exceeded.
- (5) An IOPP Certificate shall cease to be valid-
- (a) if its period of validity has been exceeded and the Certificate has either not been extended by the Department of Marine Administration in accordance with paragraph 8 or the period of any such extension has expired;
 - (b) if the relevant surveys have not been completed within the periods specified in paragraph 8 and the Certificate endorsed in accordance with paragraph 11; or
 - (c) upon transfer of the ship to the flag of another State.
 - (d) Vessel Oil Sailing out of Myanmar waters

13. Extension of validity of Certificates

- (1) Where a document of compliance for pollution prevention has been issued for a period of validity of less than five years and the intermediate and annual surveys required under paragraph 8(2) (e) and (d) above have been completed, the Department Of Marine Administration may extend the validity of that Certificate so that the Certificate is valid for a maximum period of five years.
- (2) Where a renewal survey required under paragraph 8(2)(b) has been completed before the expiry of a document of compliance for pollution prevention but the new Certificate cannot be issued or placed on board the ship before the expiry of the existing Certificate, the Department Of Marine Administration may endorse the existing Certificate as valid for a period not exceeding five months from the expiry date of the existing Certificate.
- (3) Where a renewal survey required under paragraph 8(2)(b) has not been completed before the expiry of a document of compliance for pollution prevention and at the time of expiry the ship is not in a port in which it is to be surveyed, the Department of Marine Administration may, where it appears to it proper and reasonable to do so, extend the validity of the Certificate, solely for the purpose of allowing the ship to complete its voyage to its port of survey, for a period of no more than three months.
- (4) Where no other extension has been granted, The Department Of Marine Administration may extend the validity of the document of compliance for pollution prevention of a ship used solely on short international voyages for a period of no more than one month.
- (5) An extension of validity under paragraph (3) or (4) above shall be disregarded for the

purposes of determining the date of expiry of an existing IOPP Certificate under paragraph 8(1).

- (6) In special circumstances as determined by the Director General, where a renewal survey required under paragraph 8(2)(b)-
- (a) has been completed after the expiry of the document of compliance for pollution prevention ;
 - (b) has been completed during the period for which the validity of the document of compliance for pollution prevention has been extended in accordance with paragraph (3); or
 - (c) has been completed during the period for which the validity of the document of compliance for pollution prevention Certificate has been extended in accordance with paragraph (4) ,

the new Certificate may be issued as being valid from the date of the completion of the renewal survey.

14. Oil Record Book

- (1) Every Myanmar ship of less than 400 GT, but more than 100 GT, engaged in Myanmar Waters shall be provided with an Oil Record Book, Part I (Machinery Space Operations). Every oil tanker of 150 GT and above shall also be provided with an Oil Record Book, Part II (Cargo/ Ballast Operations). The Oil Record Book shall be in the form prescribed by the Administration in English and National Languages.
- (2) The Oil Record Book shall be completed on each occasion , on a tank-to-tank basis if appropriate, whenever any of the following operations take place in the ship-
 - (a) for machinery space operations (all ships)-
 - (i) ballasting or cleaning of oil fuel tanks;
 - (ii) discharging ballast or cleaning water from oil fuel tanks;
 - (iii) disposing oily residues (sludge) ;
 - (iv) discharging overboard bilge water which has accumulated in machinery spaces;
- (3) In the event of a discharge of oil or oily mixture as is referred to in paragraph 16 or in the event of an accidental or other exceptional discharge of oil not excepted by that requirements, a statement shall be made in the Oil Record Book of the circumstances of, and the reasons for, the discharge.
- (4) Each operation described in this sub-paragraph (2) shall be fully recorded without delay in the Oil Record Book 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.
- (5) The Oil Record Book shall be kept in such a place as to be readily available for inspection at all reasonable times and, it shall be kept on board. It shall be preserved for

a period of three years after the last entry has been made.

- (6) The flag state Surveyor authorized by The Department Of Marine Administration may inspect shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

PART III

REQUIREMENT FOR MACHINERY SPACES OF ALL SHIPS

15. Construction

Tanks for oil residues (sludge)

Every ship of less than 400 GT but more than 100 GT may be fitted oil filtering equipment with the consideration of the Department of Marine Administration.

16. Oil Filtering Equipment

- (1) Myanmar ships of less than 400 GT but more than 100 GT shall be fitted oil filtering equipment which comply with the provision of paragraph 3.
 - (2) Oil filtering equipment referred to the above sub- paragraph 1 of this requirements 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.
 - (3) Oil filtering equipment referred to the above sub-paragraph 1 of this requirements shall comply with in this sub-paragraph 6 of this requirements. 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 oil mixtures is automatically stopped when the oil content of the effluent exceeds 15 ppm.
- 17.** The Director General may waive the requirements in paragraph 16.

Annex I
**Document of Compliance for Pollution
Prevention Certificate**

Document of Compliance for Pollution Prevention Certificate

RECORD OF CONSTRUCTION AND EQUIPMENT FOR THE PREVENTION OF POLLUTION FROM MYANMAR SHIPS ENGAGED IN MYANMAR WATERS

in respect of the provisions of Annex I and IV 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 shall be available on board the ship at all times.
3. If the language of the original Record is neither English nor French nor Spanish, 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. Particular 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 on 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
- 1.6.1 Major conversion (if applicable):.....
- 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 an "ship delivered on or before 31st 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).....
1. Manufacturer
2. Type and Model No as per Certificate of Type Test.....
-
- 2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (Regulation 14.7).....
- 2.2.2.1 Manufacture.....
-
-
- 2.2.2.2 Type and model number as per Certificate of Type Test.....
-
-
-
- 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(XII)
- 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 m³/ h
- 2.5 Waiver of regulation 14:
- 2.5.1 The requirements of regulation 14.1 and 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 hours.....

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. Oil fuel tank protection (regulation 12A)

2A.1 The ship is required to be constructed according to regulation 12A and complies with the requirements of:

paragraphs 6 and either 7 to 8 (double hull construction).....

paragraphs 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 bilge water holding tank(s)*

3.1 The ship is provided with oil residue (sludge) tanks as follows:

Tank identification	Tank location		Volume (m ³)
	Frames (from) – (to)	Lateral position	
			Total volume (m ³)

* 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 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 to reception facilities, fitted with a standard discharge connection in compliance 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 chapters 3 of Annex I of the Convention in accordance with regulation 3.1 on those items listed under paragraph(s)

 of this Record

7. Equivalentents (regulation 5)

7.1 Equivalentents 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 of Issue

.....
Signature of duly authorized officer issuing the Record

(Seal or Stamp)

