06-470

RULES FOR MARINE POLLUTION PREVENTION SYSTEMS

GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS

Rules for Marine Pollution Prevention Systems
2007 AMENDMENT NO.1
Guidance for Marine Pollution Prevention Systems 2007 AMENDMENT NO.1

Rule No.13 / Notice No.11 1st February 2007
Resolved by Technical Committee on 17th November 2006
Approved by Board of Directors on 19th December 2006

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NIPPON KAIJI KYOKAI

RULES FOR MARINE POLLUTION PREVENTION SYSTEMS

RULES

2007 AMENDMENT NO.1

Rule No.13 1st February 2007
Resolved by Technical Committee on 17th November 2006
Approved by Board of Directors on 19th December 2006

Rule No.13 1st February 2007
AMENDMENT TO THE RULES FOR MARINE POLLUTION PREVENTION SYSTEMS

“Rules for marine pollution prevention systems” has been partly amended as follows:

Part 2 SURVEYS

Chapter 2 REGISTRATION SURVEYS

2.1 Registration Surveys during Construction

2.1.2 Submission of Plans and Documents for Approval

Sub-paragraphs -1(1) to (5) have been renumbered to -1(2) to (6) respectively, and sub-paragraph -1(1) has been added as follows.

(1) For ships with the ship’s total volume of oil fuel “*C*” as defined in **1.2.3-10(10) in Part 3**, of 600 m^3 and above, calculation for the requirements of oil fuel tank protection

Part 3 CONSTRUCTION AND EQUIPMENT FOR THE PREVENTION OF POLLUTION BY OIL

Chapter 1 GENERAL

1.1 Application and Terminology

1.1.1 Application

Sub-paragraphs -2 to -5 have been renumbered to -3 to -6 respectively, and sub-paragraph -2 has been added as follows.

2 The requirements of **1.2.3** are to apply to ships with an aggregated oil fuel capacity of “C” as defined in **1.2.3-10(10)**, of 600 m^3 and above:
(1) for which the building contract is placed on or after 1 August 2007, or
(2) in the absence of a building contract, which are at beginning stage of construction on or after 1 February 2008, or
(3) the delivery of which is on or after 1 August 2010, or
(4) which have undergone a major conversion:
(a) for which the contract is placed after 1 August 2007,
(b) in the absence of a contract, the construction work of which is begun after 1 February 2008, or
(c) which is completed after 1 August 2010.

1.2 General Rules

Paragraph 1.2.3 has been added as follows.

1.2.3 Oil Fuel Tank Protection (*Regulation* 12A of *Annex* I)
1 For ships with an aggregated oil fuel capacity of “C” as defined in **1.2.3-10(10)**, of 600 m^3 and above, the location of oil fuel tanks is to comply with the provisions of following **-4** to **-10**. Notwithstanding the above, small oil fuel tanks as defined in **-3(9)** need not to comply with the provisions of **-4** to **-10**, provided that the aggregate capacity of such excluded small tanks is not greater than 600 m^3.
2 The application of this paragraph in determining the location of tanks used to carry oil fuel does not govern over the provisions of **3.2.4 in Part 3**.
3 For the purpose of this paragraph, the following definitions are to apply:
(1) “Load line draught (d_S)” is the vertical distance, in *m*, from the moulded baseline at mid-length to the waterline corresponding to the summer freeboard draught to be assigned to the ship.
(2) “Light ship draught” is the moulded draught amidships corresponding to the lightweight.
(3) “Partial load line draught (d_P)” is the light ship draught plus 60% of the difference between the light ship draught and the load line draught d_S. The partial load line draught (d_P) shall be measured in *m*.

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

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

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

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

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

(9) "Small oil fuel tank" is an oil fuel tank with a maximum individual capacity not greater than 30 m^3.

(10) "C" is the ship's total volume of oil fuel, including that of the small oil fuel tanks, in m^3, at 98% tank filling.

(11) "Oil fuel capacity" means the volume of a tank in m^3, at 98% filling.

4 Individual oil fuel tanks are not to have a capacity of over 2,500 m^3.

5 For ships, other than self-elevating drilling units, oil fuel tanks are to be located above the moulded line of the bottom shell plating nowhere less than the distance h as specified below. In the turn of the bilge area and at locations without a clearly defined turn of the bilge, the oil fuel tank boundary line is to run parallel to the line of the midship flat bottom as shown in **Figure 3-1**.

$h = B/20$ (m) or,

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

The minimum value of $h = 0.76$ (m)

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

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

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

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

$w = 0.5 + C/20{,}000$ (m) or

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

The minimum value of $w = 1.0$ (m)

8 Lines of oil fuel piping located at a distance from the ship's bottom of less than h, as defined in **-5**, or from the ship's side less than w, as defined in **-6** and **-7** are to be fitted with valves or similar closing devices within or immediately adjacent to the oil fuel tank. These valves are to be capable of being brought into operation from a readily accessible enclosed space the location of which is accessible from the navigation bridge or propulsion machinery control position without traversing exposed freeboard or superstructure decks. The valves are to close in case of remote control system failure (fail in a closed position) and shall be kept closed at sea at any time when the tank contains oil fuel except that they may be opened during oil fuel transfer operations.

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

10 Notwithstanding the provisions of **-5** to **-7**, oil fuel tanks may be located so as to border on the ship's outer shell, provided that ships are to comply with the accidental oil fuel outflow performance standard specified below:

(1) The level of protection against oil fuel pollution in the event of collision or grounding is to be assessed on the basis of the mean oil outflow parameter (O_M) as follows:

$O_M \leq 0.0157 - 1.14 \times 10^{-6} \cdot C$ for $600 \leq C < 5{,}000$ (m^3)

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

O_M : Mean oil outflow parameter

C : Total volume of oil fuel, in m^3, at 98% tank filling

(2) The following general assumptions are to apply when calculating the mean oil outflow parameter specified in **(1)** and **(2)** above.

(a) The ship is to be assumed loaded to the partial load line draught d_P without trim or heel.

(b) All oil fuel tanks are to be assumed loaded to 98% of their volumetric capacity.

(c) The nominal density of the oil fuel (ρ_n) is generally to be taken as 1,000 *kg/m*^{3}. If the density of the oil fuel is specially restricted to a lesser value, the lesser value may be applied.

(e) For the purposes of these outflow calculations, the permeability of each oil fuel tank is to be taken as 0.99, unless proven otherwise.

(3) The following assumptions are to be used when combining the oil outflow parameters.

(a) The mean oil outflow is to be calculated independently for side damage and bottom damage and then combined into the non-dimensional oil outflow parameter O_M, as follows:

$O_M = (0.4 \cdot O_{MS} + 0.6 \cdot O_{MB})/C$

O_{MS} : Mean outflow for side damage (m^3)

O_{MB} : Mean outflow for bottom damage (m^3)

(b) For bottom damage, independent calculations for mean outflow are to be for 0 *m* and minus 2.5 *m* tide conditions, and then combined as follows:

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

$O_{MB(0)}$: Mean outflow for 0 *m* tide condition (m^3)

$O_{MB(2.5)}$: Mean outflow for minus 2.5 *m* tide condition (m^3)

(4) The mean outflow for side damage O_{MS} is to be calculated as follows:

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

i : Represents each oil fuel tank under consideration

n : Total number of oil fuel tanks

$P_{S(i)}$: The probability of penetrating oil fuel tank i from side damage, calculated in accordance with **(6)**

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

(5) The mean outflow for bottom damage is to be calculated for each tidal condition as follows:

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

i : Represents each oil fuel tank under consideration

n : Total number of oil fuel tanks

$P_{B(i)}$: The probability of penetrating oil fuel tank i from bottom damage, calculated in accordance with **(7)**

$O_{B(i)}$: The outflow, in m^3, from side damage to oil fuel tank i, calculated in accordance with **(c)** and **(d)**

$C_{DB(i)}$: Factor to account for oil capture as defined in **(e)**

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

i, n, $P_{B(i)}$ and $C_{DB(i)}$: As defined in **(a)**

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

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

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

ii) The oil fuel level after damage is to be calculated as follows:

$h_F = \{(d_S + t_C - Z_l)(\rho_S)\}/\rho_n$

h_F : The height of the oil fuel surface above Z_l (m)

t_C : The tidal change, in *m*. Reductions in tide are to be expressed as negative values.

Z_l : The height of the lowest point in the oil fuel tank above baseline (m)

ρ_S : Density of seawater, to be taken as 1.025 kg/m^3

ρ_n : Nominal density of the oil fuel, as defined in **(2)(c)**

(d) The oil outflow $O_{B(i)}$ for any tanks bounding the bottom shell is to be taken not less than the following formula, but no more than the tank capacity:

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

H_W is to be taken as follows:

i) $H_W = 1.0$ (m), when $Y_B = 0$

ii) $H_W = B_B/50$ but not greater than 0.4 *m*, when Y_B is greater than $B_B/5$ or 11.5 *m*, whichever is less. For Y_B values outboard $B_B/5$ or 11.5 *m*, whichever is less, H_W is to be linearly interpolated. (See **Figure 3-3**)

iii) "H_W" is to be measured upwards from the midship flat bottom line. In the turn of the bilge area and at locations without a clearly defined turn of the bilge, H_W is to be measured from a line parallel to the midship flat bottom, as shown for distance "h" in **Figure 3-1**.

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

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

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

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

$C_{DB(i)} = 1.0$ for otherwise.

(6) The probability P_S of breaching a compartment from side damage is to be calculated as follows:

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

$P_{SL} = 1 - P_{Sf} - P_{Sa}$: Probability the damage will extend into the longitudinal zone bounded by X_a and X_f

$P_{SV} = 1 - P_{Su} - P_{Sl}$: Probability the damage will extend into the vertical zone bounded by Z_l and Z_u

$P_{ST} = 1 - P_{Sy}$: Probability the damage will extend transversely beyond the boundary defined by y

P_{Sa}, P_{Sf}, P_{Sl} and P_{Su} : Probabilities defined as the follows, are to be determined by linear interpolation from the table of probabilities for side damage provided in **Table 3-1**.

P_{Sa} : The probability the damage will lie entirely aft of location X_a / L_f

P_{Sf} : The probability the damage will lie entirely forward of location X_f / L_f

P_{Sl} : The probability the damage will lie entirely below the tank

P_{Su} : The probability the damage will lie entirely above the tank

P_{Sy} : The probability the damage will lie entirely outboard of the tank. P_{Sy} is to be calculated as follows. However, P_{Sy} is not to be taken greater than 1.

$P_{Sy} = (24.96 - 199.6\, y/B_S)(y/B_S)$ for $y/B_S \le 0.05$

$P_{Sy} = 0.749 + \{5 - 44.4(y/B_S - 0.05)\}(y/B_S - 0.05)$ for $0.05 < y/B_S < 0.1$

$P_{Sy} = 0.888 + 0.56(y/B_S - 0.1)$ for $y/B_S \ge 0.1$

X_a : The longitudinal distance from the aft terminal of L_f to the aftmost point on the compartment being considered (*m*)

X_f : The longitudinal distance from the aft terminal of L_f to the foremost point on the compartment being considered (*m*)

Z_l : The vertical distance from the moulded baseline to the lowest point on the compartment being considered (*m*). Where Z_l is greater than D_S, Z_l is to be taken as D_S.

Z_u : The vertical distance from the moulded baseline to the highest point on the compartment being considered (*m*). Where Z_u is greater than D_S, Z_u is to be taken as D_S.

y : The minimum horizontal distance measured at right angles to the centreline between the compartment under consideration and the side shell (*m*). In way of the turn of the bilge, y need not to be considered below a distance h above baseline, where h is lesser of $B/10$, 3 *m* or the top of the tank.

(7) The probability P_B of breaching a compartment from bottom damage is to be calculated as follows:

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

$P_{BL} = 1 - P_{Bf} - P_{Ba}$: Probability the damage will extend into the longitudinal zone bounded by X_a and X_f

$P_{BT} = 1 - P_{Bp} - P_{Bs}$: Probability the damage will extend into the transverse zone bounded by Y_p and Y_s

$P_{BV} = 1 - P_{Bz}$: Probability the damage will extend vertically beyond the boundary defined by z

P_{Ba}, P_{Bf}, P_{Bp} and P_{Bs} : Probabilities defined as the follows, are to be determined by linear interpolation from the table of probabilities for side damage provided in **Table 3-2**.

P_{Ba} : The probability the damage will lie entirely aft of location X_a/L_f

P_{Bf} : The probability the damage will lie entirely forward of location X_f/L_f

P_{Bp} : The probability the damage will lie entirely to port of the tank

P_{Bs} : The probability the damage will lie entirely to starboard of the tank

P_{Bz} : The probability the damage will lie entirely below the tank. P_{Bz} is to be calculated as follows. However, P_{Bz} is not to be taken greater than 1.

$P_{Bz} = (14.5 - 67\,z/D_S)(z/D_S)$ for $z/D_S \le 0.1$

$P_{Bz} = 0.78 + 1.1(z/D_S - 0.1)$ for $z/D_S > 0.1$

D_S : The moulded depth, in *m*, measured at mid-length to the upper deck at side

X_a and X_f : As defined in **(6)**

Y_p : The transverse distance from the port-most point on the compartment located at or below the waterline d_B, to a vertical plane located $B_B/2$ to starboard of the ship's centerline (*m*).

Y_s : The transverse distance from the starboard-most point on the compartment located at or below the waterline d_B, to a vertical plane located $B_B/2$ to starboard of the ship's centerline (*m*)

z : The minimum value of z over the length of the compartment, where, at any given longitudinal location, z is the vertical distance from the lower point of the bottom shell at that longitudinal location to the lower point of the compartment at that longitudinal location (*m*).

(8) For the purpose of maintenance and inspection, any oil fuel tanks that do not border the outer shell plating are to be located no closer to the bottom shell plating than the minimum value of h in **-5** and no closer to the side shell plating than the applicable minimum value of w in **-6** or **-7**.

Figures 3-1 to 3-3 have been renumbered to Figures 3-4 to 3-6 respectively, and Figures 3-1 to 3-3 have been added as follows.

Figure 3-1 Oil Fuel Tank Boundary Lines (Bottom)

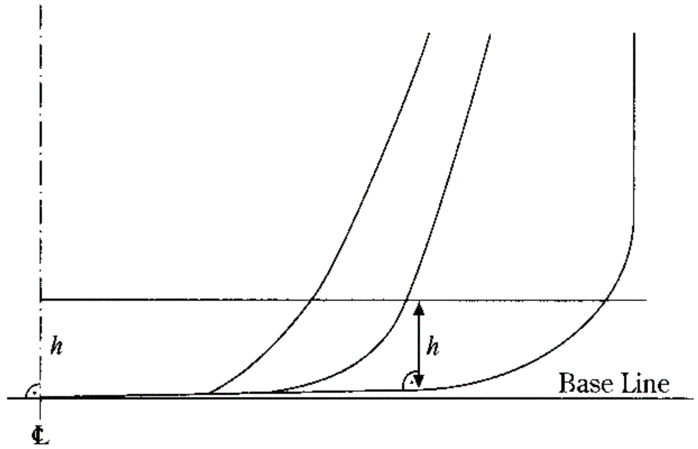


Figure 3-2 Oil Fuel Tank Boundary Lines of Oil Fuel Tank (Bilge Area)

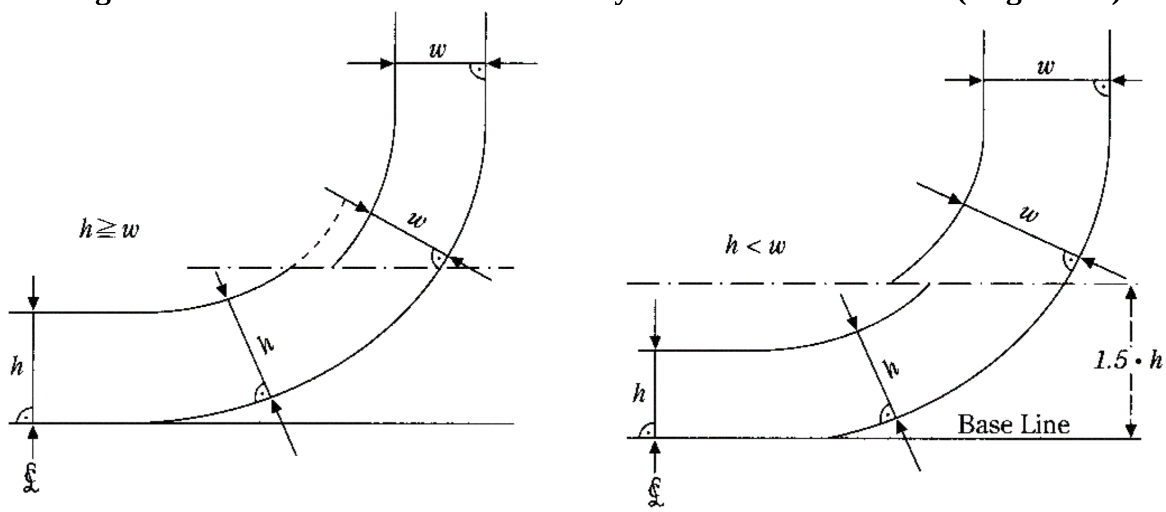
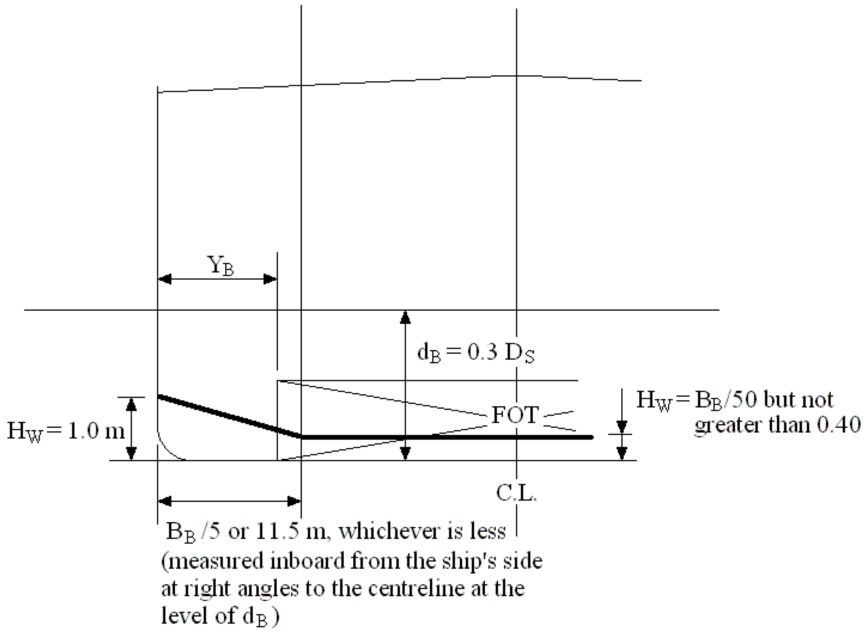


Figure 3-3 Values relating to the Minimum Outflow



Tables 3-1 to 3-12 have been renumbered to Tables 3-3 to 3-14 respectively, and Tables 3-1 and 3-2 have been added as follows.

Table 3-1 Probabilities for Side Damage

X_a/L_f	P_{Sa}	X_f/L_f	P_{Sf}	Z_l/D_S	P_{Sl}	Z_u/D_S	P_{Su}
0.00	0.000	0.00	0.967	0.00	0.000	0.00	0.968
0.05	0.023	0.05	0.917	0.05	0.000	0.05	0.952
0.10	0.068	0.10	0.867	0.10	0.001	0.10	0.931
0.15	0.117	0.15	0.817	0.15	0.003	0.15	0.905
0.20	0.167	0.20	0.767	0.20	0.007	0.20	0.873
0.25	0.217	0.25	0.717	0.25	0.013	0.25	0.836
0.30	0.267	0.30	0.667	0.30	0.021	0.30	0.789
0.35	0.317	0.35	0.617	0.35	0.034	0.35	0.733
0.40	0.367	0.40	0.567	0.40	0.055	0.40	0.670
0.45	0.417	0.45	0.517	0.45	0.085	0.45	0.599
0.50	0.467	0.50	0.467	0.50	0.123	0.50	0.525
0.55	0.517	0.55	0.417	0.55	0.172	0.55	0.452
0.60	0.567	0.60	0.367	0.60	0.226	0.60	0.383
0.65	0.617	0.65	0.317	0.65	0.285	0.65	0.317
0.70	0.667	0.70	0.267	0.70	0.347	0.70	0.255
0.75	0.717	0.75	0.217	0.75	0.413	0.75	0.197
0.80	0.767	0.80	0.167	0.80	0.482	0.80	0.143
0.85	0.817	0.85	0.117	0.85	0.553	0.85	0.092
0.90	0.867	0.90	0.068	0.90	0.626	0.90	0.046
0.95	0.917	0.95	0.023	0.95	0.700	0.95	0.013
1.00	0.967	1.00	0.000	1.00	0.775	1.00	0.000

Table 3-2 Probabilities for Bottom Damage

X_a/L_f	P_{Ba}	X_f/L_f	P_{Bf}	Y_p/B_B	P_{Bp}	Y_s/B_B	P_{Bs}
0.00	0.000	0.00	0.969	0.00	0.844	0.00	0.000
0.05	0.002	0.05	0.953	0.05	0.794	0.05	0.009
0.10	0.008	0.10	0.936	0.10	0.744	0.10	0.032
0.15	0.017	0.15	0.916	0.15	0.694	0.15	0.063
0.20	0.029	0.20	0.894	0.20	0.644	0.20	0.097
0.25	0.042	0.25	0.870	0.25	0.594	0.25	0.133
0.30	0.058	0.30	0.842	0.30	0.544	0.30	0.171
0.35	0.076	0.35	0.810	0.35	0.494	0.35	0.211
0.40	0.096	0.40	0.775	0.40	0.444	0.40	0.253
0.45	0.119	0.45	0.734	0.45	0.394	0.45	0.297
0.50	0.143	0.50	0.687	0.50	0.344	0.50	0.344
0.55	0.171	0.55	0.630	0.55	0.297	0.55	0.394
0.60	0.203	0.60	0.563	0.60	0.253	0.60	0.444
0.65	0.242	0.65	0.489	0.65	0.211	0.65	0.494
0.70	0.289	0.70	0.413	0.70	0.171	0.70	0.544
0.75	0.344	0.75	0.333	0.75	0.133	0.75	0.594
0.80	0.409	0.80	0.252	0.80	0.097	0.80	0.644
0.85	0.482	0.85	0.170	0.85	0.063	0.85	0.694
0.90	0.565	0.90	0.089	0.90	0.032	0.90	0.744
0.95	0.658	0.95	0.026	0.95	0.009	0.95	0.794
1.00	0.761	1.00	0.000	1.00	0.000	1.00	0.844

Chapter 2 EQUIPMENT FOR THE PREVENTION OF POLLUTION BY OIL FROM MACHINERY SPACES

2.2 Storage and Discharge of Oily Residues (Sludge) (Regulations 12 and 13 of Annex I)

2.2.3 Standard Discharge Connection

In the main text, reference table of “Table 3-1” has been replaced with “Table 3-3”.

2.4 Requirements for Installation (*Regulation* 14 of *Annex* I)

2.4.1 General

In the main text, reference table of “Table 3-2” has been replaced with “Table 3-4”.

Chapter 3 CONSTRUCTION AND EQUIPMENT FOR THE PREVENTION OF POLLUTION BY OIL CARRIED IN BULK

3.2 Hull Construction

3.2.1 Arrangement of Bulkheads in Spaces Carrying Cargo Oil (*Regulations* 23, 24, 25 and 26 of *Annex* I)

In sub-paragraph -1(8), reference table of “Table 3-3” has been replaced with “Table 3-5”.

In sub-paragraph -1(9), reference table of “Table 3-4” has been replaced with “Table 3-6”.

In sub-paragraph -2(1), reference tables of “Table 3-5 and Table 3-6” has been replaced with “Table 3-7 and Table 3-8”.

3.2.2 Subdivision and Stability (Regulations 27 and 28 of Annex I)

In sub-paragraph -2(1), reference table of “Table 3-7” has been replaced with “Table 3-9”.

In sub-paragraph -2(2), reference tables of “Table 3-8 and Table 3-9” has been replaced with “Table 3-10 and Table 3-11”.

In sub-paragraph -4(2), reference table of “Table 3-10” has been replaced with “Table 3-12”.

3.2.4 Prevention of Oil Pollution in the Event of Collision or Stranding (*Regulation* 19 of *Annex* I)

In sub-paragraphs (1)(a)i), ii) and iii), reference figures of “Figure 3-1” have been replaced with “Figure 3-4”.

In sub-paragraph (1)(b)iii), reference figure of “Figure 3-2” has been replaced with “Figure 3-5”.

In sub-paragraph (2)(a), reference figure of “Figure 3-3” has been replaced with “Figure 3-6”.

Chapter 4 TRANSITIONAL REQUIREMENTS

4.1 General

4.1.1 Application

In sub-paragraph -2, reference figure of “Figure 3-11” has been replaced with “Figure 3-13”.

4.3 Equipment for the Prevention of Pollution by Oil Carried in Bulk by Oil Tankers

4.3.10 Prevention of Accidental Oil Pollution (*Regulation* 20 of *Annex* I)

In sub-paragraphs -2 and -3, reference tables of “Table 3-12” have been replaced with “Table 3-14”.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 August 2007.

GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS

GUIDANCE

2007 AMENDMENT NO.1

Notice No.11 1st February 2007

Resolved by Technical Committee on 17th November 2006

Notice No.11 1st February 2007
AMENDMENT TO THE GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS

"Guidance for marine pollution prevention systems" has been partly amended as follows:

Part 3 CONSTRUCTION AND EQUIPMENT FOR THE PREVENTION OF POLLUTION BY OIL

Chapter 1 GENERAL

Section 1.2 has been added as follows.

1.2 General Rules

1.2.3 Oil Fuel Tank Protection

The provisions of the oil outflow parameter specified in **1.2.3-10 in Part 3 of the Rules** is provided based on symmetrical tank arrangements, and therefore all "*y*" dimensions, as specified in **1.2.3-10(6) in Part 3 of the Rules**, are to be measured uniformly from the same one side of the ship for all tanks of the ship. For asymmetrical arrangements, the oil outflow parameter is to be determined as an average of two outflow values when "*y*" dimensions are measured from the starboard and port sides.

Chapter 3 CONSTRUCTION AND EQUIPMENT FOR THE PREVENTION OF POLLUTION BY OIL CARRIED IN BULK

3.2 Hull Construction

3.2.5 Cargo Pump-Room Protection

Sub-paragraph -1 has been amended as follows.

1 For the purpose of the provisions of **3.2.5 in Part 3 of the Rules**, the double bottom protecting the cargo pump-room is to be a void or a ballast tank. In case where such tank location is complying with the provisions of **1.2.3 in Part 3 of the Rules**, such double bottom may be a fuel oil tank.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 August 2007.