GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS

GUIDANCE

2009 AMENDMENT NO.1

Notice No.19 15th April 2009

Resolved by Technical Committee on 4th February 2009

Notice No.19 15th April 2009
AMENDMENT TO THE GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS

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

Amendment 1-1

Part 1 GENERAL

Chapter 1 GENERAL

1.1 General

1.1.1 Application

Sub-paragraph -4 has been added as follows.

4 With respect to the provisions of the Rules for the Marine Pollution Preventing Systems, unless explicitly specified otherwise in the relevant requirements, distances regarding ship length, breadth, depth, and tank length, breadth, height, etc. are to be measured by using moulded dimensions. However, where the effects of plate thickness are not negligible, this requirement is not applicable. For the distance between an independent cargo tank and the hull construction, such distance is to be measured from the external face of the tank.

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

Chapter 1 GENERAL

1.2 General Rules

Paragraph 1.2.3 has been amended as follows.

1.2.3 Oil Fuel Tank Protection

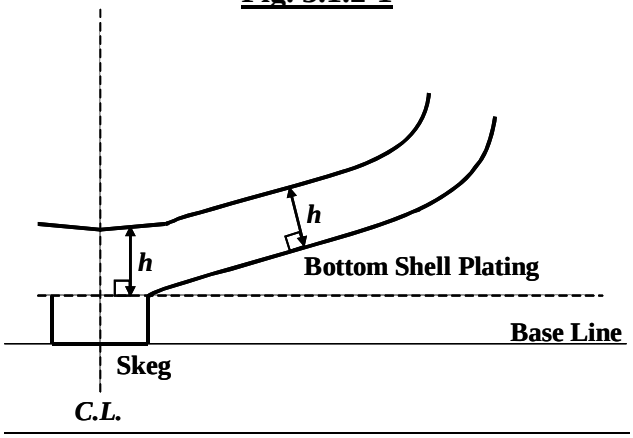
1 For the purpose of the provisions of **1.2.3-5 in Part 3 of the Rules**, the distance *h*, including the bilge area, is to be measured from the bottom shell plating at a right angle to it.

2 For the purpose of the provisions of **1.2.3-5 in Part 3 of the Rules**, the distance *h* for ships designed with a skeg, etc. are to comply with the following **(1)** and **(2)**:

(1) Where ships are designed with a skeg, the skeg is not to be considered as offering protection for the fuel oil tanks. For the area within the skeg's width, the distance *h* is to be measured perpendicular to a line parallel at the intersection of the skeg and moulded line of the bottom shell plating. (See **Fig. 3.1.2-1**)

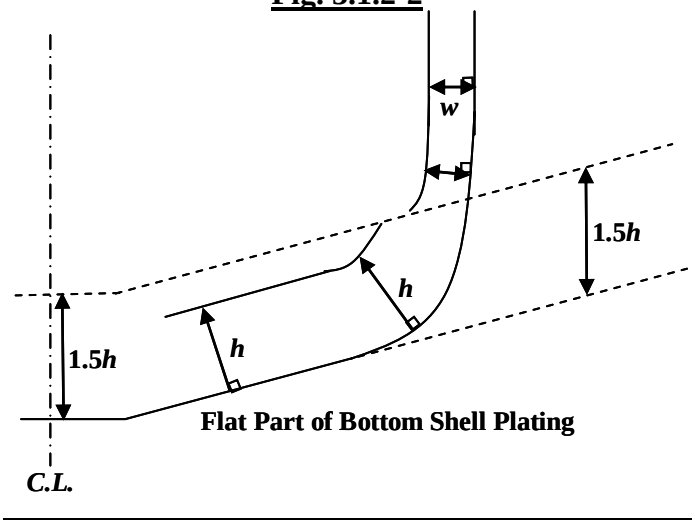
(2) Where ship bottom lines longitudinally slope, the distance *h* is to be measured perpendicular to the moulded line of the bottom shell plating at the relevant transverse section where fuel oil tanks are to be protected.

Fig. 3.1.2-1



3 For the purpose of the provisions of **1.2.3-5 and -6 or -7 in Part 3 of the Rules**, where ship bottom lines transversely rise, the distance 1.5*h* is to be measured from the flat part of the bottom shell plating at a right angle to it. (See **Fig. 3.1.2-2**)

Fig. 3.1.2-2



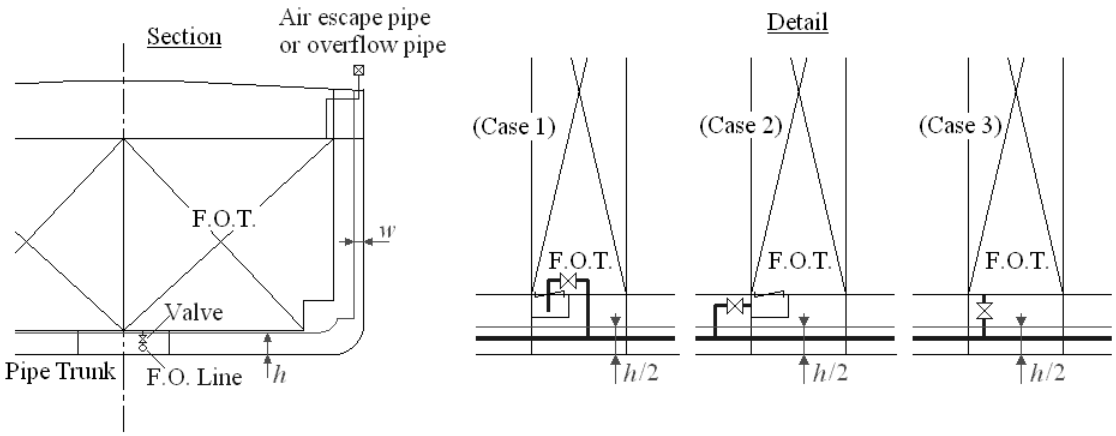
~~1~~**4** Valves or similar closing devices specified in **1.2.3-8 in Part 3 of the Rules** (referred to as valves in this paragraph) are to comply with the following **(1)** to **(3)**~~.~~:

(1) Valves for oil fuel tanks located in accordance with the provisions of **1.2.3-5, -6,** or **-7 in Part 3 of the Rules** may be treated in a manner similar to the treatment of suction wells as per **1.2.3-9 in Part 3 of the Rules**. (See **Fig. 3.1.2-~~1~~3**)

(2) Valves for oil fuel tanks whose locations ~~are~~ comply with **1.2.3-10 in Part 3 of the Rules** may be located at a distance less than the distance *h* (as specified in **1.2.3-5 in Part 3 of the Rules**) or the distance *w* (as specified in **1.2.3-6** or **-7 in Part 3 of the Rules**) from the ship~~'s~~ bottoms or sides, respectively.

(3) In any case, these valves are to be fitted immediately adjacent to the oil fuel tanks.

Fig. 3.1.2-~~1~~3



~~2~~**5** With respect to the provisions of **1.2.3-8 in Part 3 of the Rules,** fuel tank air escape pipes and overflow pipes need not be considered as part of the "lines of fuel oil piping."

~~3~~**6** 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.

7 The provisions of **2** and **3** are to apply to the distance *h* specified in **1.2.3-10 (8) in Part 3 of the Rules**.

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

3.2 Hull Construction

3.2.1 Arrangements of Bulkheads in Spaces Carrying Cargo Oil

Sub-paragraphs 1 to 7 have been renumbered to Sub-paragraphs 2 to 8 respectively, and Sub-paragraph 1 has been added as follows.

1 The pressure *p* specified in **3.2.1-1(7)(c)ii) in Part 3 of the Rules** is to be taken as the maximum static inert gas pressure that is obtained at the discharge side of the non-return device fitted forward of the deck water seal or 5 *kPa*, whichever is greater. However, *p* need not be taken more than the maximum tank pressure corresponding to the pressure vacuum valve set point.

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 1 April 2009.

2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships for which the date of contract for construction* is before the effective date.

* "contract for construction" is defined in the latest version of IACS Procedural Requirement(PR) No.29.

IACS PR No.29 (Rev.4)

1. The date of "contract for construction" of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.

2. The date of "contract for construction" of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder.

For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a "series of vessels" if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:

(1) such alterations do not affect matters related to classification, or

(2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.

The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.

3. If a contract for construction is later amended to include additional vessels or additional options, the date of "contract for construction" for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a "new contract" to which **1.** and **2.** above apply.

4. If a contract for construction is amended to change the ship type, the date of "contract for construction" of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

Notes:

1. This Procedural Requirement applies to all IACS Members and Associates.
2. This Procedural Requirement is effective for ships "contracted for construction" on or after 1 January 2005.
3. Revision 2 of this Procedural Requirement is effective for ships "contracted for construction" on or after 1 April 2006.
4. Revision 3 of this Procedural Requirement was approved on 5 January 2007 with immediate effect.
5. Revision 4 of this Procedural Requirement was adopted on 21 June 2007 with immediate effect.

Amendment 1-2

Part 7 EQUIPMENT FOR THE PREVENTION OF POLLUTION BY SEWAGE

Chapter 2 EQUIPMENT FOR THE PREVENTION OF POLLUTION BY SEWAGE FROM SHIPS

2.2 Requirements for Installation of Equipment

2.2.1 Equipment for the Prevention of Pollution by Sewage

Sub-paragraph -1 has been amended as follows.

1 The wording "as deemed appropriate by the Society" in **2.2.1(1)(a), Part 7 of the Rules** means to satisfy the followings:

(1) to comply with *IMO Res.* MEPC. ~~2(VI)~~ 159(55) and to comply with **Chapter 8, Part2 of the Guidance for Approval and Type Approval of Materials and Equipment for Marine Use** or to have passed the inspection by an organization authorized by the Administration or deemed appropriate by the Society.

(2) to have a sufficient capacity to treat that calculated by A and N_P in **-4** as a standard.

Sub-paragraph -4 has been amended as follows:

4 For the capacity to the satisfaction of the Society specified in **2.2.1(1)(c), Part 5 of the Rules**, the holding tank is to comply with the following formula:

$$C_T \geq AN_pD_a + R$$

Where

C_T : capacity of the holding tank (m^3)

A : 0.060 (m^3/*person/Day*)
the Society may approve to reduce the value of A by considering the flushing system etc..

N_P : the total number of persons on board

D_a : the maximum number of days operating in areas where the discharge of sewage which is not comminuted or disinfected into the sea is prohibited (minimum 1 *day*)

R : initial flush water capacity necessary according to washing method, etc.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 January 2010.

2. Notwithstanding the amendments to the Guidance, the current requirements may apply to the Equipment for the Prevention of Pollution by Sewage installed on ships before the effective date.