
RULES FOR MARINE POLLUTION PREVENTION SYSTEMS

RULES

2007 AMENDMENT NO.2

Rule No.49 27th September 2007

Resolved by Technical Committee on 2nd July 2007

Approved by Board of Directors on 24th July 2007

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

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

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 (*Regulation 22 of Annex I*)

Sub-paragraph -5 has been added as follows.

- 1 The cargo pump-room of oil tankers of 5,000 *tonnes* deadweight and above is to be provided with a double bottom such that at any cross-section the depth of each double bottom tank or space shall be such that the distance h between the bottom of the pump-room and the ship's base line measured at right angles to the ship's base line is not to be less than specified below:
 $h = B/15(m)$ or
 $h = 2 m$, whichever is the lesser.
However, the minimum value of $h = 1.0 m$.
- 2 In case of cargo pump rooms whose bottom plate is located above the base line by at least the minimum height required in -1 above (*e.g.* gondola stern designs), there will be no need for a double bottom construction in way of the pump-room.
- 3 Ballast pumps, where provided within cargo pump-room, are to be provided with suitable arrangements to ensure efficient suction from double bottom tanks.
- 4 Notwithstanding the provisions of -1 and -2 above, where the flooding of the cargo pump-room would not render the ballast or cargo pumping system inoperative, a double bottom need not be fitted.
- 5 Bilge wells may penetrate into the double bottom provided that such wells are as small as practicable and the distance between the well bottom and bottom shell plating is not less than $0.5h$.

3.3 Installations and Piping Arrangements

3.3.2 Discharge Arrangements (*Regulation 30 of Annex I*)

Sub-paragraph 2 has been amended as follows.

- 1 In every oil tanker, discharge manifolds for connection to reception facilities for the discharge of dirty ballast water or oil contaminated water are to be located on the open deck on both sides

of the ship.

- 2 In every oil tanker, pipelines for the discharge to the sea of ballast water or water contaminated by oil in cargo tank spaces are to be led to the open deck or to the ship's side above the waterline in the deepest ballast condition, except that such water can be discharged by other pipelines in the following cases (1) or (2). However, ~~the following cases are exempted:~~ tankers for which the date of contract for construction is on or after 1 October 2007 are to be provided with an overboard discharge outlet above the deepest ballast waterline.
 - (1) The pipelines for the discharge of segregated ballast and clean ballast where means are provided for inspecting the surface of the ballast water immediately before discharging, and discharge is made within in-port areas or offshore mooring systems, discharged at sea only by gravity or discharged at sea by pumps if the ballast water exchange is performed under methods deemed as appropriate by the Society.
 - (2) The pipelines for the discharge of segregated ballast and clean ballast where oil/water interface detectors capable of inspecting the ballast water immediately before being discharged as specified in **3.3.1-7** are provided, and discharged at sea only by gravitation. Even in this case, however, pipelines for the discharge from slop tanks are to be led to the open deck or to the ship's side above the waterline in the deepest ballast condition.
- 3 Means are to be provided for stopping the discharge of effluent into the sea from a position on upper deck or above located so that the manifold in use referred to in the preceding **3.3.1-1** and the effluent from the pipeline referred to in the preceding **3.3.1-2** may be visually observed. Means for stopping the discharge need not be provided at the observation position if a positive communication system such as telephone or radio system is provided between the observation position and the discharge control position.
- 4 In addition to those specified in preceding **3.3.1-1** to **3.3.1-3** above, crude oil tankers of 20,000 *tonnes* deadweight and above and products carriers of 30,000 *tonnes* deadweight and above are to be provided with the following discharge arrangements specified in (1) and (2) :
 - (1) Cargo oil pipelines are to be arranged so that the quantity of oil residue in the pipeline is minimized.
 - (2) Means are to be provided so that the oil residues in the cargo pumps and cargo oil pipelines after cargo discharging can be drained or removed by connecting them with stripping lines or other effective means. For the oil residues, the special small diameter pipelines are to be provided outboard the shore transfer manifold for transferring them to the cargo oil tanks or slop tanks, as well as to shore reception facilities. The cross-sectional area of the small diameter pipelines are not to exceed 10% of that of the main cargo discharge line.
- 5 Every oil tankers of 150 *gross tonnage* and above which has installed a sea chest that is permanently connected to the cargo pipeline system, are to be equipped with both a sea chest valve and an inboard isolation valve. In addition to these valves, the sea chest is to be capable of isolation from the cargo piping system whilst the tanker is loading, transporting, or discharging cargo by use of an appropriate positive means. Such a positive means is to be a facility that is installed in the pipeline system in order to prevent, under all circumstances, the section of pipeline between the sea chest valve and the inboard valve being filled with cargo.

EFFECTIVE DATE AND APPLICATION

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

GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS

GUIDANCE

2007 AMENDMENT NO.2

Notice No.52 27th September 2007

Resolved by Technical Committee on 2nd July 2007

“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

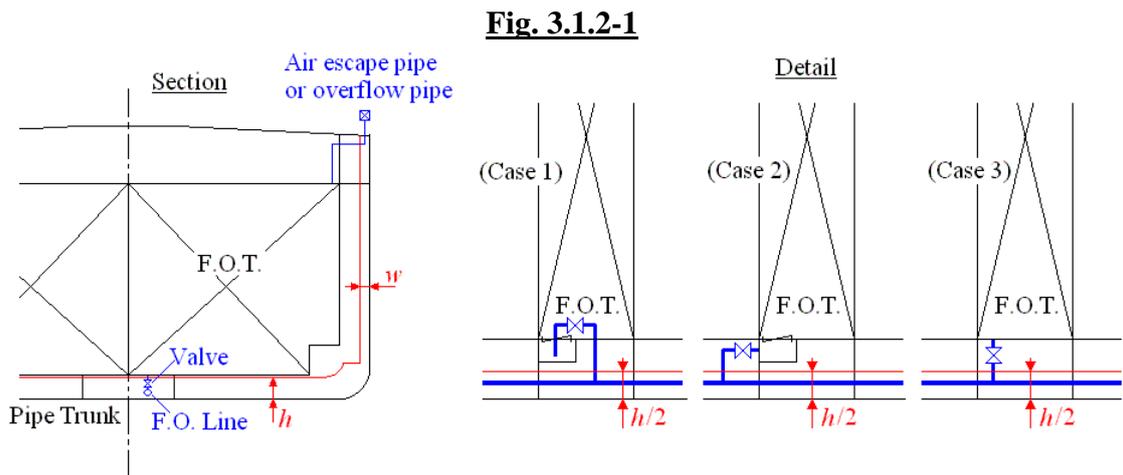
1.2 General Rules

Paragraph 1.2.3 has been amended as follows.

1.2.3 Oil Fuel Tank Protection

1 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**)
- (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 h (as specified in **1.2.3-5 in Part 3 of the Rules**) or w (as specified in **1.2.3-6 or -7 in Part 3 of the Rules**) from the ship's bottom or side, respectively.
- (3)** In any case, these valves are to be fitted immediately adjacent to the oil fuel tanks.



2 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 “lines of fuel oil piping.”

3 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.

Part 4 CONSTRUCTION AND EQUIPMENT FOR THE PREVENTION OF POLLUTION BY DISCHARGES OF NOXIOUS LIQUID SUBSTANCES IN BULK

Chapter 2 CONSTRUCTION AND EQUIPMENT

2.2 Requirements for Installation of Construction and Equipment

Paragraph 2.2.2 has been added as follows.

2.2.2 Requirements for Ships Carrying Category X Substances, Category Y Substances or Category Z Substances

In application of the requirements of 2.2.2 in Part 4 of the Rules, if a ship is converted to such an extent as to affect main features relating to the requirements of 3.9(b), 4.9.2 and 4.11.2 in the Bulk Chemical Code on or after 1 October 2007 or a ship carries for the first time substances that come under the Bulk Chemical Code on or after 1 October 2007, application of the Bulk Chemical Code is to be in accordance with IACS Unified Interpretation CC1, CC2 and CC3.

EFFECTIVE DATE AND APPLICATION

- 1. The effective date of the amendments is 1 October 2007.**