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# **RULES FOR MARINE POLLUTION PREVENTION SYSTEMS**

**RULES**

## **2023 AMENDMENT NO.1**

Rule No.30 30 June 2023

Resolved by Technical Committee on 25 January 2023

An asterisk (\*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

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

Amendment 1-1

## Part 1 GENERAL

### Chapter 1 GENERAL

#### 1.1 General

##### 1.1.4 Class Notations

Sub-paragraph -2 has been amended as follows.

**2** Based on **2.1.3-2 of the Rules for the Classification and Registry of Ships**, “*Nitrogen Oxides Emission-Tier III*” (abbreviated as “*NOx-III*”) is to be affixed to the classification characters of ships installed with diesel engines satisfying the maximum allowable NOx emission limit criteria specified in **2.1.2-1(1)(c), of Part 8** which are permitted to operate in NOx emission control areas. For ships using selective catalytic reduction systems, exhaust gas recirculation systems, dual fuel engines ~~or~~, gas-only engines or other technologies to satisfy the maximum allowable NOx emission limit criteria specified in **2.1.2-1(1)(c), Part 8**, the notations referred to in (1) to **(45)** below are listed in parentheses after *NOx-III* according to the type of installed equipment, engine or technology installed. The purposes (including the technology used in the case of engines referred to in (5) below) of engines fitted with the systems referred to in (1) ~~and~~ (2) below as well as ~~and~~ the engines referred to in (3) ~~and~~ (4) or (5) below are to be entered in the Classification Register as descriptive notes for the ship.

- (1) Ships using selective catalytic reduction systems complying with **Chapter 21, Part D of the Rules for the Survey and Construction of Steel Ships**:  
*Selective Catalytic Reduction* (abbreviated as “*SCR*”)
- (2) Ships using exhaust gas recirculation systems complying with **Chapter 23, Part D of the Rules for the Survey and Construction of Steel Ships**:  
*Exhaust Gas Recirculation* (abbreviated as “*EGR*”)
- (3) Ships using dual fuel engines complying with **16.1 and 16.7, Part N of the Rules for the Survey and Construction of Steel Ships** or **1.1.3-1(2021), Part GF of the Rules for the Survey and Construction of Steel Ships**:  
*Dual Fuel Engine* (abbreviated as “*DFE*”)
- (4) Ships using gas-only engines complying with **1.1.3-1(2021), Part GF of the Rules for the Survey and Construction of Steel Ships**:  
*Gas-only Engine* (abbreviated as “*GOE*”)
- (5) Ships using technologies other than those described in (1) to (4) above:  
*Other Technologies* (abbreviated as “*Others*”)

## EFFECTIVE DATE AND APPLICATION(Amendement1-1)

1. The effective date of the amendments is 30 June 2023.

## **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**

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

Sub-paragraph (3) has been amended as follows.

- (3) Notwithstanding the requirement of **1.1.3-1**, for an oil tanker of 500 *gross tonnage* and above, which is engaged in international voyages and which were at beginning stage of construction on and after 1 September 1984, oil is not to be carried in any space extending forward of a collision bulkhead located in accordance with ~~13.1.1-1~~, **2.2.1.1-1** and **-2, Part 1, Part C of the Rules for the Survey and Construction of Steel Ships**. An oil tanker other than the above is not to carry oil in any space extending forward of the transverse plane perpendicular to the centreline that is located as if it were a collision bulkhead located in accordance with that requirement.

#### **EFFECTIVE DATE AND APPLICATION(Amendment1-2)**

- 1.** The effective date of the amendments is 1 July 2023.
- 2.** Notwithstanding the amendments to the Rules, the current requirements apply to the following ships:
  - (1) ships for which the date of contract for construction is before the effective date; or
  - (2) sister ships of ships subject to the current requirements for which the date of contract for construction is before 1 January 2025.

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# **GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS**

**GUIDANCE**

**2023 AMENDMENT NO.1**

Notice No.29 30 June 2023

Resolved by Technical Committee on 25 January 2023

“Guidance for marine pollution prevention system” has been partly amended as follows:

**Amendment1-1**

**Appendix I CONDITION ASSESSMENT SCHEME**

**6 Survey Planning Requirements**

**6.1 Preparations for the CAS survey**

**6.1.1 General procedures**

Paragraph 6.1.1.3 has been amended as follow.

6.1.1.3 Upon receipt of such notification the RO shall:

- .1 issue to the Company the Survey Planning Questionnaire (~~see Appendix 2~~ **Survey Programme and Survey Planning Questionnaire for OT and CT**) not later than *7 months* prior to the planned commencement of the CAS survey; and
- .2 advise the Company whether there have been any changes to the maximum acceptable structural corrosion diminution levels applicable to the ship.

**6.1.2 Survey Plan for the CAS**

Paragraph 6.1.2.2 has been amended as follow.

6.1.2.2 The Survey Planning Questionnaire shall be drawn up based on ~~the format set out in Appendix 2~~ **Survey Programme and Survey Planning Questionnaire for OT and CT**.

**6.2 Survey Plan documentation**

Paragraph 6.2.3 has been amended as follow.

6.2.3 The Survey Plan shall be developed using the Model Survey Plan for CAS set out in Appendix ~~3~~.

**6.4 Conduct of CAS Surveys**

Paragraph 6.4.1 has been amended as follow.

6.4.1 The condition for CAS Survey, the conditions and method of access to the structures, the requirement for CAS Survey and the communication arrangements implemented during the CAS Survey shall meet the Mandatory Requirements for the Safe Conduct of CAS Surveys set out in Appendix ~~4~~.

Appendix 2 has been deleted, and Appendix 3 and Appendix 4 have been renumbered to Appendix 2 and Appendix 3.

~~**Appendix 2**~~

~~**(Omitted)**~~

**Appendix 3**

**(Omitted)**

**Appendix 4**

**(Omitted)**

EFFECTIVE DATE AND APPLICATION(Amendment1-1)

1. The effective date of the amendments is 30 June 2023.



## **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**

##### **3.2.2 Subdivision and Stability**

Sub-paragraphs -7 and -8 have been amended as follows.

**7** The “watertight sliding doors” referred to in **3.2.2-3(1) in Part 3 of the Rules** means such doors satisfying the requirements of ~~**13.13.3, Part C of the Rules**~~ **2.2.2, Part 1, Part C of the Rules for the Survey and Construction of Steel Ships**, unless otherwise specified in this chapter.

**8** In applying the requirements of **3.2.2-3(3) in Part 3 of the Rules**, “other openings which can be closed with a weathertight cover” do not include ventilators provided with weathertight closing appliances in accordance with the requirements of ~~**23.6.5-2, Part C of the Rules**~~ **14.12.3.1-3, Part 1, Part C of the Rules for the Survey and Construction of Steel Ships** or **21.6.5-2, Part CS of the Rules** that for operational reasons have to remain open to supply air to the engine room or emergency generator room (if the same is considered buoyant in the stability calculation or protecting openings leading below) for the effective operation of the ship.

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

## **Chapter 4 EQUIPMENT FOR THE PREVENTION OF DISCHARGE OF NOXIOUS LIQUID SUBSTANCES**

### **4.7 Segregated Ballast Tanks**

Table 4.4.7-1 has been amended as follows.

Table 4.4.7-1 Capacity Requirements for Segregated Ballast Tanks

Case	Moulded draught amidships	Aft trim	Additional requirements
1	○	○	-
2	○	×	Fwd draught > 0.025 $L_f$
3	○	×	Fwd draught ≤ 0.025 $L_f$ To comply with <del>16.4.4(1)</del> <b>10.6.2.4(1), Part 1, Part C of the Rules for the Survey and Construction of Steel Ships</b>

(Remark)

- : The relevant requirements are complied with.
- × : The relevant requirements are not complied with.

### EFFECTIVE DATE AND APPLICATION(Amendment1-2)

1. The effective date of the amendments is 1 July 2023.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to the following ships:
  - (1) ships for which the date of contract for construction is before the effective date; or
  - (2) sister ships of ships subject to the current requirements for which the date of contract for construction is before 1 January 2025.

## **Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS**

### **Chapter 1 GENERAL**

#### **1.1 General**

##### **1.1.2 Terminology** (*Regulation 2, 13, 14 and 16 of Annex VI and 1.3, 4.1, 4.3.9 and 4.4.8 of NOx Technical Code*)

Sub-paragraph -1 has been amended as follows.

**1** In applying **1.1.2(1), Part 8 of the Rules**, *IMO resolution MEPC.291(71)* as amended is to be applied in case of diesel engines fitted with selective catalytic reduction systems. In applying the *IMO resolution* and the “*NOx Technical Code*”, the IACS MPC series unified interpretations (MPC30(Rev.1), MPC58(Rev.1), MPC59(Rev.1), MPC74(Rev.1), MPC77(Rev.1), MPC106, MPC112(Rev.1), MPC115(Rev.1), MPC116(Rev.1) and MPC125(Rev.1)) related thereto are also to be applied.

#### **1.2 General Requirement**

Paragraph 1.2.3 has been amended as follows.

##### **1.2.3 Delivery of Fuel Oil and Bunker Delivery Notes** (*Regulation 18 of Annex VI*)

**1** Biofuel blends are to be dealt with in accordance with the following.

- (1) The following apply according to the biofuel blending ratio.
  - (a) A fuel oil which is a blend of not more than 30 % by volume of biofuel is to satisfy **1.2.3-1(1), Part 8 of the Rules.**
  - (b) A fuel oil which is a blend of more than 30 % by volume of biofuel is to satisfy **1.2.3-1(2), Part 8 of the Rules.**
- (2) The biofuels subject to above (1) includes but are not limited to the following (a) to (f), which are fuel oils derived from biomass.
  - (a) Cooking Oils
  - (b) Fatty-Acid-Methyl-Esters (FAME)
  - (c) Fatty-Acid-Ethyl-Esters (FAEE)
  - (d) Straight Vegetable Oils (SVO)
  - (e) Hydrotreated Vegetable Oils (HVO)
  - (f) Glycerol or Other Biomass to Liquid (BTL)
- (3) Bunker delivery notes are to include details as to whether or to what extent biofuels are blended.

**2** Diesel engines certified in accordance with **2.1, Part 8 of the Rules** that can operate on biofuels or biofuel blends without changes to their NOx critical components, settings and operating values other than values specified in an engine's approved Technical File are permitted to use such fuel oils without having to undertake the assessments required by **1.2.3-1(2)(b), Part 8 of the Rules.** Furthermore, parent engine emissions tests undertaken for DM or RM grade fuels satisfying *ISO 8217:2005*, as required by paragraph 5.3.2 of the *NOx Technical Code*, are valid for all DM or RM

grade fuels used during operation, and engines may be specifically designed for or be capable of operating on such DM or RM grade fuels, including those meeting the successor standard to ISO 8217:2005.

**3** The fuels specified in the following **(1)** may be regarded as complying with **1.2.3-1(2)(b), Part 8 of the Rules** and IAPP Certificates may continue to be issued upon verification that the NOx emissions do not exceed specified limits by the method described in the following **(2)**.

**(1)** Fuels falling under the any of the following.

(a) Fuel oils derived from methods other than petroleum refining.

(b) Fuel oils which are blends of more than 30 % by volume of biofuel and do not fall under -2 above.

(c) Fuels for which NOx emission limits have specified in accordance with **1.2.3-1(2)(b), Part 8 of the Rules** but for which such limits have not been certified through testing on test beds for either the engine group or engine family intended to use the fuel.

**(2)** When the fuels indicated in **(1)** above are burned in engines by one of the following methods, it is to be verified that the NOx emissions do not exceed limits applicable to said engine. However, when undertaking measurements on board, an allowance of 10 % of the applicable limit may be accepted.

(a) Onboard simplified measurement method (6.3 of the *NOx Technical Code*)

(b) Onboard direct measurement and monitoring method (6.4 of the *NOx Technical Code*)

(c) Measurement procedures for emission verification on a test bed.

**14** The “ship deemed necessary by the Society” referred to **1.2.3-2, Part 8 of the Rules** means all ships of 400 *gross tonnage* or above and, at the Administration’s discretion, ships of less than 400 *gross tonnage*.

**25** The wording “obtained in a way deemed appropriate by the Society” and “retained on board the ship in a way deemed appropriate by the Society” in **1.2.3-4, Part 8 of the Rules** mean that to be obtained in accordance with *IMO* resolution *MEPC.182(59)* and to be retained on board the ship in accordance with the resolution accompanied with the label of the sample required in the resolution respectively.

#### EFFECTIVE DATE AND APPLICATION(Amendment1-3)

1. The effective date of the amendments is 1 July 2023.