

---

# **RULES FOR MARINE POLLUTION PREVENTION SYSTEMS**

**RULES**

## **2023 AMENDMENT NO.2**

Rule No.68      22 December 2023

Resolved by Technical Committee on 27 July 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 2-1**

**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** (*Regulations 27 and 28 of Annex I*)\*

Sub-paragraph -3(1) has been amended as follows.

**3** Oil tankers are to be regarded as complying with the damage stability criteria if the following requirements as shown **(1)** to **(5)** are met:

- (1) The final waterline, taking into account sinkage, heel and trim, are to be below the lower edge of any opening through which progressive flooding may take place. Such openings are to include air pipes and those which are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated watertight sliding doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and side scuttles of the non-opening type.

((2) to (5) are omitted.)

**EFFECTIVE DATE AND APPLICATION (Amendment 2-1)**

1. The effective date of the amendments is 1 January 2024.

## 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 (16) has been amended as follows.

(16) “SOx Emission Control Areas” means any sea area, including any port area, designated by the *IMO* in accordance with the criteria and procedures set forth in Appendix III to *Annex VI*. The emission control areas are those areas listed in the following (a) to (d):

- (a) The North American Area  
The area specified in (a) of (15) above.
- (b) The United States Caribbean Sea Area  
The area specified in (b) of (15) above.
- (c) The Baltic Sea Area  
The area specified in (c) of (15) above.
- (d) The North Sea Area  
The area specified in (d) of (15) above.

(e) The Mediterranean Sea Area

The area including all waters bounded by the coasts of Europe, Africa and Asia, and is described by the following i) to iii) coordinates:

- i) the western entrance to the Straits of Gibraltar, defined as a line joining the extremities of Cape Trafalgar, Spain (36°11'.00 N, 6°02'.00 W) and Cape Spartel, Morocco (35°48'.00 N, 5°55'.00 W);
- ii) the Strait of Canakkale, defined as a line joining Mehmetcik Burnu (40°03'N, 26°11'E) and Kumkale Burnu (40°01'.00 N, 26°12'.00 E); and
- iii) the northern entrance to the Suez Canal excluding the area enclosed by geodesic lines connecting points specified in Appendix VII.4.3 to Annex VI.

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

1. The effective date of the amendments is 1 May 2024.

---

# **GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS**

**GUIDANCE**

**2023 AMENDMENT NO.2**

Notice No.64      22 December 2023

Resolved by Technical Committee on 27 July 2023

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

Amendment 2-1

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

### **Chapter 1 GENERAL**

#### **1.2 General Requirement**

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

Sub-paragraphs -1 to -3 have been amended as follows.

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

- (1) The following apply according to the biofuel or synthetic fuel blending ratio.
  - (a) A fuel oil which is a blend of not more than 30 % by volume of biofuel or synthetic fuel 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 or synthetic fuel is to satisfy **1.2.3-1(2), Part 8 of the Rules**.
- (2) The biofuels subject to above **(1)** include 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)~~ Synthetic fuel subject to above **(1)** is a fuel oil from synthetic or renewable sources similar in composition to petroleum distillate fuels.
- ~~(3)~~ Bunker delivery notes are to include details as to whether or to what extent biofuels or synthetic fuel are blended.

**2** Diesel engines certified in accordance with **2.1, Part 8 of the Rules** that can operate on biofuels or ~~biofuel blends~~ a synthetic fuel, or blends containing these fuels 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 or synthetic fuel and do not fall under -2 above.
  - (c) Fuels for which NO<sub>x</sub> 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 NO<sub>x</sub> 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 *NO<sub>x</sub> Technical Code*)
  - (b) Onboard direct measurement and monitoring method (6.4 of the *NO<sub>x</sub> Technical Code*)
  - (c) Measurement procedures for emission verification on a test bed.

## Chapter 3 ENERGY EFFICIENCY FOR SHIPS

### 3.2 Attained Energy Efficiency Design Index (Attained EEDI) (*Regulation 22 of Annex VI*)

Sub-paragraphs -1 and -2 have been amended as follows.

**1** The “guidelines deemed appropriate by the Society” specified in **3.2-1, Part 8 of the Rules** refers to the ~~2014~~2022 *Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) (IMO Res. MEPC. 254(67)/365(79)) as amended (consolidated text: MEPC.1/Circ.855/Rev.2 as amended) as well as IACS Procedural Requirement (PR) No. 38 “Procedure for calculation and verification of the Energy Efficiency Design Index (EEDI)”.*

**2** The “guidelines deemed appropriate by the Society” specified in **3.2-3, Part 8 of the Rules** refers to the ~~2014~~2022 *Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships (IMO Res. MEPC. 308(73)/364(79))* as well as IACS Procedural Requirement (PR) No. 38 “Procedure for calculation and verification of the Energy Efficiency Design Index (EEDI)”.

### 3.6 Ship Energy Efficiency Management Plan (SEEMP) (*Regulation 26 of Annex VI*)

Sub-paragraphs -5 to -8 have been added as follows.

**5** For ships to which **3.6-4, Part 8 of the Rules** applies delivered on or after 1 January 2023, the starting year of the three-year implementation plan referred to in **3.6-4(1), Part 8 of the Rules** will be the year of delivery. If delivered on or after 1 October or later, the following year will then be the first year of the three-year implementation plan and an inferior rating (D or E) given for the remainder of the calendar year of delivery needs not to be counted in for the determination of whether the ship is to develop a Corrective Action Plan required by **3.6-4(2), Part 8 of the Rules**. Nothing in this interpretation relieves obligations of reporting data required by **3.8, Part 8 of the Rules** and reporting operational carbon intensity required by **3.9, Part 8 of the Rules**.

**6** A ship to which **3.6-4, Part 8 of the Rules** applies changing company, or changing from one Administration to another and from one company to another concurrently, on or after 1 January

2023 are required to make a new SEEMP which includes the items indicated in **3.6-4, Part 8 of the Rules**. The year of change is to be the first year of the next three-year implementation plan.

**7** In order to document how the required annual operational CII required by **3.9, Part 8 of the Rules** is to be achieved during the next three years, the items required by **3.6-4(1), Part 8 of the Rules** are to be a rolling three-year plan that begins the first year of the implementation plan and lasts for three years.

**8** In the case of updating the items required by **3.6-4(1), Part 8 of the Rules**, the original three-year plan may remain.

### **3.8 Data Collection, Reporting and Retained related to Fuel Oil Consumption Reporting, etc. (Regulations 27 of Annex VI)**

Sub-paragraph -1 has been amended as follows.

**1** The data required to be collected and reported set forth in **3.8-1, Part 8 of the Rules** includes data relating to boil-off gas consumed on board for propulsion or operation (e.g. boil-off gas (BOG) used for propulsion, operational needs such as in a boiler, or burnt in a Gas Combustion Unit (GCU) for cargo tank pressure control or other operational purposes).

### **3.9 Operational Carbon Intensity (Regulations 28 of Annex VI)**

Paragraph 3.9.4 has been added as follows.

#### **3.9.4 Corrective Actions**

In case an inferior rating (i.e. rated as D for three consecutive years or rated as E) are given for data collected in a calendar year, the revised SEEMP, including the plan of corrective actions referred to in **3.9.4-1, Part 8 of the Rules**, is to be verified in the year following the year in which the data is collected, and it is to be developed to achieve the required annual operational CII by two years after the year in which the data is collected.

#### EFFECTIVE DATE AND APPLICATION (Amendment 2-1)

1. The effective date of the amendments is 22 December 2023.

## Part 2 SURVEYS

### Chapter 2 REGISTRATION SURVEYS

#### 2.1 Registration Surveys during Construction

##### 2.1.3 Inspections of Construction and Equipment

Sub-paragraph -2(7) has been amended as follows.

**2** Inspections of equipment for the prevention of pollution by oil carried in bulk by oil tankers are to be carried out specifically in accordance with the following procedures **(1)** through **(8)**:

((1) to (6) are omitted.)

(7) The watertightness of watertight manhole covers, watertight flush scuttles, small cargo tank hatch covers which maintain the high integrity of the deck, remotely operated watertight sliding doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and side scuttles of the non-opening type approved to be located below the final waterline specified in **3.2.2-3(1) in Part 3 of the Rules** is to be verified. Watertightness may be confirmed merely by checking the number of bolts, and the condition of packing. In case of doubt, a hydrostatic test is to be carried out.

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

1. The effective date of the amendments is 1 January 2024.