

Subject:

Amendments to Annex I
of MARPOL 1973/78 as amended
(Double Hull Tankers etc.)

NK TECHNICAL INFORMATION

No.105

Date: 30 April 1992

To Shipowners and Shipbuilders concerned,

In the course of the review of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL 73/78), as amended, continuously and particularly in consequence of the recent marine casualties causing massive oil outflows, several sets of the amendments thereto were adopted at the meetings of the IMO Marine Environment Protection Committee held in July 1991 and in March 1992.

The amendments adopted include the new concept of tanker designs. It is recommended that these amendments be taken into account in future in designing oil tankers or in planning major conversion of ships into oil tankers. The outline of the major parts of the amendments adopted are briefly given in the sheet attached hereto. For details, the final text of the amendments to the MARPOL 73/78, as amended, shall be referred to.

The amendment as outlined in item I of the attachment enters into force on 4 April 1993 unless one third or more of the Parties of the MARPOL 73/78, as amended, or the Parties, the combined merchant fleets of which constitute fifty per cent or more of the gross tonnage of the world's merchant fleet, communicate to IMO their objections to the respective amendment prior to 4 October 1992. The amendments as outlined under items II and III enter into force on 6 July 1993 unless the number of these contracting Parties communicate to IMO their objections to the respective amendments prior to 6 January 1993.



Amendments to the MARPOL 73/78 as amended

I . Shipboard Oil Pollution Emergency Plans

(New Regulation 26 of Annex I of MARPOL 73/78 as amended)

Every oil tanker of 150GT and above and every ship other than an oil tanker of 400GT and above shall carry on board a shipboard oil pollution emergency plan approved by the Administration. In the case of ships built before 4 April 1993 this requirement shall apply 24 months after that date.

II . Construction of Oil Tankers

1. New Oil Tankers

(New Regulation 13F of Annex I of MARPOL 73/78 as amended)

- 1.1 New oil tankers of 600DWT and above but less than 5,000DWT shall have;
 - (a) the required double bottom tank/space construction and wing tank/space construction, or
 - (b) the required double bottom tank/space construction with the restricted cargo tank capacity.
- 1.2 New oil tankers of 5,000DWT and above but less than 20,000DWT shall have;
 - (a) the required double bottom tank/space construction and wing tank/space construction, or
 - (b) the required mid-height deck construction and wing tank/space construction, or
 - (c) other constructions approved by IMO as equivalent to the double hull construction,
with the restricted ballast and cargo piping arrangements.
- 1.3 New oil tankers of 20,000DWT and above shall have the tank/space construction as outlined in 1.2 above with the required aggregate capacity/location of the wing tanks, double bottom tanks, forepeak tanks and afterpeak tanks. The damage assumption for damage stability assessment shall be supplemented by bottom raking damage assumed.

Note : "New oil tankers" mean oil tankers :

- (a) for which the building contracts/major conversion contracts are placed on or after 6 July 1993, or
- (b) in the absence of these contracts, the keels of which are laid or which are at a similar stage of construction, or the construction works of which have begun on or after 6 January 1994, or
- (c) the deliveries of which are on or after 6 July 1996/which are completed for conversion on and after 6 July 1996.

2. Existing Oil Tankers

(New Regulation 13G of Annex I of MARPOL 73/78 as amended)

Crude oil tankers of 20,000DWT and above and product carriers of 30,000DWT and above, which are contracted, the keels of which are laid or which are delivered before the dates specified in the Note of 1 above, shall have the constructions required for new oil tankers not later than 25 or 30 years after their deliveries, depending on their constructions. This requirement shall take effect as from 6 July 1995.

III. Oil Discharge Criteria

(Amended Regulations 9, 10, and 16 of Annex I of MARPOL 73/78 as amended)

1. The instantaneous rate of discharge of oil content allowed under Regulation 9 shall not exceed 30 liters per nautical mile.
2. An oil content in any oily mixture allowed to be discharged into the sea from any ship of 400GT and above under Regulations 9, 10 and 16 shall not exceed 15 ppm.
For ships delivered before 6 July 1993, this requirement shall apply on or after 6 July 1998.

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