



REPUBLIC OF CYPRUS  
MINISTRY OF  
COMMUNICATIONS AND WORKS



DEPARTMENT  
OF MERCHANT SHIPPING  
LEMESOS

TEN 5.13.09  
TEN 4.24.03.10

Circular No. 36/2010

8 December 2010

All Owners, Managers, Representatives of Ships  
under Cyprus flag

Recognised Organisations

Subject: **Entry into force on 1 January 2011 of amendments to MARPOL Annex I**  
Amendments to regulations 1, 12, 13, 17 and 38, the Supplement to the  
IOPP Certificate and Oil Record Book Parts I and II

I refer to the above subject and wish to inform you that the Marine Environment Protection Committee of the International Maritime Organization, at its fifty-ninth session (June 2009), adopted, by resolution MEPC.187(59), a number of amendments to MARPOL Annex I which will enter into force on 1 January 2011. A copy of resolution MEPC.187(59) is attached for easy reference.

2 The key aspect of the amendments is the addition of definitions for “Oil residue (sludge)” and for “Oily bilge water” in MARPOL Annex I regulation 1 and, as a result, the subsequent amendments of the other regulations mentioned above.

3.1 **The amendments to MARPOL Annex I regulations 1, 12, 13, 17 and 38** are set out in Annex 1 to resolution MEPC.187 (59).

3.2 **The amendments to the Supplement to the IOPP Certificate**, for Form A (Ships other than Oil Tankers) and for Form B (Oil Tankers), are set out in Annex 2 of resolution MEPC.187 (59).



3.2.1 In relation to the timing of the replacement of the Supplement to existing IOPP Certificates, guidance is provided in MSC-MEPC.5/Circ.6 on Guidance on the timing of replacement of existing certificates by the certificates issued after the entry into force of amendments to certificates in IMO instruments, a copy of which is attached for easy reference.

3.3 **The amendments to the Oil Record Book Parts I and II** are set out in Annex 3 to resolution MEPC.187 (59). Sections (A) to (H) of Part I (Machinery Space Operations, all Ships) of the Oil Record Book and Section (J) of Part II (Cargo/Ballast operations, Oil Tankers) of the Oil Record Book are replaced. The amendments affect the codes (letters) and item (numbers) which are to be used for recording the various entries.

3.3.1 As from 1 January 2011, all Oil Record Books open for use, should comply with the requirements of Appendix III of MARPOL Annex I, as amended by resolution MEPC.187(59).

3.3.2 For ships in service, we strongly recommend the opening and use, as from 1 January 2011, of new Oil Record Books which have been printed in compliance with Appendix III of MARPOL Annex I as amended, as this will enter into force on that day.

3.3.2.1 However, the existing Oil Record Books in use could still be used until all available pages have been completed, provided Sections (A) to (H) of Part I and Section (J) of Part II, which are setting out the List of items to be recorded, are replaced, on 1 January 2011, so as to show the List of items to be recorded in accordance with the requirements of the amendments. The replacement should be done in a manner which would prevent the shipboard personnel from inadvertently making use of the previously listed items.

4 We wish to remind you that, in accordance with the requirements of MARPOL Annex I regulation 17(6), Oil Record Books should be preserved and kept on board for a period of at least three (3) years after the last entry has been made.

5 You are expected to ensure that the masters, officers and shipboard personnel of the ships you own or operate, become familiar with the requirements of the amendments and in particular the new requirements in relation to entries to be made in the Oil Record Book and that they comply with these as from 1 January 2011.

6 For any questions concerning this Circular, as well as for all matters relating to MARPOL, interested parties may contact the Marine Environment Protection Division of this Department. The contact details are:

**Department of Merchant Shipping – Marine Environment Protection Division**  
**Telephone Numbers: +357 25 848 273, +357 25 848132**  
**Facsimile Number: +357 25 848 200**  
**e-mail: [environment@dms.mcw.gov.cy](mailto:environment@dms.mcw.gov.cy)**

7 The Masters, Owners, Managers, Representatives and Masters of ships flying the Cyprus flag are advised to strictly abide by this Circular.

**This Circular must be placed on board ships flying the Cyprus flag.**

Serghios S. Serghiou  
Director  
Department of Merchant Shipping

*List of attachments:*

Resolution MEPC.187(59)  
MSC-MEPC.5/Circ.6

CC: - Permanent Secretary, Ministry of Communications and Works

- Permanent Secretary, Ministry of Foreign Affairs
- Maritime Offices of the Department of Merchant Shipping abroad
- Diplomatic Missions and Honorary Consular Officers of the Republic
- General Manager, Cyprus Ports Authority
- Cyprus Shipping Chamber
- Cyprus Union of Shipowners
- Cyprus Shipping Association

**ANNEX 23**

**RESOLUTION MEPC.187(59)**

**Adopted on 17 July 2009**

**AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO THE  
INTERNATIONAL CONVENTION FOR THE PREVENTION OF  
POLLUTION FROM SHIPS, 1973**

**(Amendments to regulations 1, 12, 13, 17 and 38 of MARPOL Annex I, Supplement to the  
IOPP Certificate and Oil Record Book Parts I and II)**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING Article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

HAVING CONSIDERED proposed amendments to Annex I of MARPOL 73/78,

1. ADOPTS, in accordance with Article 16(2)(d) of the 1973 Convention, the amendments to Annex I of MARPOL 73/78 concerning regulations 1, 12, 13, 17 and 38 and the Supplement to the IOPP Certificate and Oil Record Book Parts I and II, the text of which is set out in the annex to the present resolution;
2. DETERMINES, in accordance with Article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on 1 July 2010 unless prior, to that date, not less than one-third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;
3. INVITES the Parties to note that, in accordance with Article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on 1 January 2011 upon their acceptance in accordance with paragraph 2 above;
4. REQUESTS the Secretary-General, in conformity with Article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the annex; and
5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL 73/78 copies of the present resolution and its annex.

ANNEX

**AMENDMENTS TO MARPOL ANNEX I**

**(Amendments to regulations 1, 12, 13, 17 and 38 of MARPOL Annex I, Supplement to the IOPP Certificate and Oil Record Book Parts I and II)**

Annex 1

**AMENDMENTS TO REGULATIONS 1, 12, 13, 17 AND 38  
OF MARPOL ANNEX I**

**Regulation 1 – Definitions**

1 The following new subparagraphs .31, .32, .33 and .34 are added after existing subparagraph .30:

- “.31 **Oil residue (sludge)** means the residual waste oil products generated during the normal operation of a ship such as those resulting from the purification of fuel or lubricating oil for main or auxiliary machinery, separated waste oil from oil filtering equipment, waste oil collected in drip trays, and waste hydraulic and lubricating oils.
- .32 **Oil residue (sludge) tank means** a tank which holds oil residue (sludge) from which sludge may be disposed directly through the standard discharge connection or any other approved means of disposal.
- .33 **Oily bilge water** means water which may be contaminated by oil resulting from things such as leakage or maintenance work in machinery spaces. Any liquid entering the bilge system including bilge wells, bilge piping, tank top or bilge holding tanks is considered oily bilge water.
- .34 **Oily bilge water holding tank** means a tank collecting oily bilge water prior to its discharge, transfer or disposal.”

**Regulation 12 – Tanks for oil residues (sludge)**

2 Paragraph 1 is amended to read as follows:

- “1 Every ship of 400 gross tonnage and above shall be provided with a tank or tanks of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oil residues (sludge) which cannot be dealt with otherwise in accordance with the requirements of this Annex.”

3 The following new paragraph 2 is inserted, after the existing paragraph 1:

“2 Oil residue (sludge) may be disposed of directly from the oil residue (sludge) tank(s) through the standard discharge connection referred to in regulation 13, or any other approved means of disposal. The oil residue (sludge) tank(s):

- .1 shall be provided with a designated pump for disposal that is capable of taking suction from the oil residue (sludge) tank(s); and
- .2 shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators except that the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge piping system.”

4 Existing paragraphs 2 and 3 are renumbered 3 and 4, respectively.

#### **Regulations 12, 13, 17 and 38**

5 The word “sludge” in regulations 12.2, 13, 17.2.3, 38.2 and 38.7 is replaced by the words “oil residue (sludge)”.

6 The words “and other oil residues” in regulation 17.2.3 are deleted.

Annex 2

**AMENDMENTS TO THE SUPPLEMENT TO THE IOPP CERTIFICATE FORM A (SHIPS OTHER THAN OIL TANKERS) AND FORM B (OIL TANKERS)**

1 The existing Section 3 of the Supplement to the IOPP Certificate, Form A and Form B, is replaced by the following:

**“3 Means for retention and disposal of oil residues (sludge) (regulation 12) and oily bilge water holding tank(s)\***

3.1 The ship is provided with oil residue (sludge) tanks for retention of oil residues (sludge) on board as follows:

Tank identification	Tank location		Volume (m <sup>3</sup> )
	Frames (from)-(to)	Lateral position	
Total volume: .....			m <sup>3</sup>

3.2 Means for the disposal of oil residues (sludge) retained in oil residue (sludge) tanks:

3.2.1 Incinerator for oil residues (sludge), maximum capacity      kW or kcal/h (delete as appropriate).....

3.2.2 Auxiliary boiler suitable for burning oil residues (sludge).....

3.2.3 Other acceptable means, state which .....

3.3 The ship is provided with holding tank(s) for the retention on board of oily bilge water as follows:

Tank identification	Tank location		Volume (m <sup>3</sup> )
	Frames (from)-(to)	Lateral position	
Total volume: .....			m <sup>3</sup>

”

\* Oily bilgewater holding tank(s) are not required by the Convention; if such tank(s) are provided they shall be listed in Table 3.3.

2 The term “(double bottom requirements)” at the end of paragraph 5.8.2 of Form B is deleted.

3 Paragraphs 5.8.5 and 5.8.7 are replaced by the following:

“5.8.5 The ship is not subject to regulation 20 (check which box(es) apply):

- .1 The ship is less than 5,000 tonnes deadweight
- .2 The ship complies with regulation 20.1.2
- .3 The ship complies with regulation 20.1.3

“5.8.7 The ship is not subject to regulation 21 (check which box(es) apply):

- .1 The ship is less than 600 tonnes deadweight
- .2 The ship complies with regulation 19  
(Deadweight tonnes  $\geq$  5,000)
- .3 The ship complies with regulation 21.1.2
- .4 The ship complies with regulation 21.4.2  
(600  $\leq$  Deadweight tonnes < 5,000)
- .5 The ship does not carry “heavy grade oil” as defined  
in regulation 21.2 of MARPOL Annex I

4 Delete paragraph 6.1.5.4 from the Supplement to the International Oil Pollution Prevention Certificate, Form B.



Annex 3

**AMENDMENTS TO THE OIL RECORD BOOK PARTS I AND II**

1 Sections (A) to (H) of the Oil Record Book Part I are replaced by the following:

**“(A) Ballasting or cleaning of oil fuel tanks**

- 1 Identity of tank(s) ballasted.
- 2 Whether cleaned since they last contained oil and, if not, type of oil previously carried.
- 3 Cleaning process:
  - .1 position of ship and time at the start and completion of cleaning;
  - .2 identify tank(s) in which one or another method has been employed (rinsing through, steaming, cleaning with chemicals; type and quantity of chemicals used, in m<sup>3</sup>);
  - .3 identity of tank(s) into which cleaning water was transferred and the quantity in m<sup>3</sup>.
- 4 Ballasting:
  - .1 position of ship and time at start and end of ballasting;
  - .2 quantity of ballast if tanks are not cleaned, in m<sup>3</sup>.

**(B) Discharge of dirty ballast or cleaning water from oil fuel tanks referred to under Section (A)**

- 5 Identity of tank(s).
- 6 Position of ship at start of discharge.
- 7 Position of ship on completion of discharge.
- 8 Ship’s speed(s) during discharge.
- 9 Method of discharge:
  - .1 through 15 ppm equipment;
  - .2 to reception facilities.
- 10 Quantity discharged, in m<sup>3</sup>.

**(C) Collection, transfer and disposal of oil residues (sludge)**

- 11 Collection of oil residues (sludge).  
Quantities of oil residues (sludge) retained on board. The quantity should be recorded weekly<sup>1</sup>: (this means that the quantity must be recorded once a week even if the voyage lasts more than one week):
  - .1 identity of tank(s)
  - .2 capacity of tank(s) ..... m<sup>3</sup>
  - .3 total quantity of retention ..... m<sup>3</sup>
  - .4 quantity of residue collected by manual operation ..... m<sup>3</sup>  
(Operator initiated manual collections where oil residue (sludge) is transferred into the oil residue (sludge) holding tank(s).)

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<sup>1</sup> Only those tanks listed in item 3.1 of Forms A and B of the Supplement to the IOPP Certificate used for oil residues (sludge).

- 12 Methods of transfer or disposal of oil residues (sludge).  
State quantity of oil residues transferred or disposed of, the tank(s) emptied and the quantity of contents retained in m<sup>3</sup>:
- .1 to reception facilities (identify port)<sup>2</sup>;
  - .2 to another (other) tank(s) (indicate tank(s) and the total content of tank(s));
  - .3 incinerated (indicate total time of operation);
  - .4 other method (state which).

**(D) Non-automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces**

- 13 Quantity discharged, transferred or disposed of, in m<sup>3</sup>.<sup>3</sup>  
14 Time of discharge, transfer or disposal (start and stop).  
15 Method of discharge, transfer, or disposal:
- .1 through 15 ppm equipment (state position at start and end);
  - .2 to reception facilities (identify port)<sup>2</sup>;
  - .3 to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m<sup>3</sup>).

**(E) Automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces**

- 16 Time and position of ship at which the system has been put into automatic mode of operation for discharge overboard, through 15 ppm equipment.  
17 Time when the system has been put into automatic mode of operation for transfer of bilge water to holding tank (identify tank).  
18 Time when the system has been put into manual operation.

**(F) Condition of the oil filtering equipment**

- 19 Time of system failure<sup>4</sup>.  
20 Time when system has been made operational.  
21 Reasons for failure.

**(G) Accidental or other exceptional discharges of oil**

- 22 Time of occurrence.  
23 Place or position of ship at time of occurrence.  
24 Approximate quantity and type of oil.  
25 Circumstances of discharge or escape, the reasons therefor and general remarks.

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<sup>2</sup> The ship's master should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part I.

<sup>3</sup> In case of discharge or disposal of bilge water from holding tank(s), state identity and capacity of holding tank(s) and quantity retained in holding tank.

<sup>4</sup> The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.

**(H) Bunkering of fuel or bulk lubricating oil**

26 Bunkering:

- .1 Place of bunkering.
- .2 Time of bunkering.
- .3 Type and quantity of fuel oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).
- .4 Type and quantity of lubricating oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).”

2 Section (J) of the Oil Record Book Part II is replaced by the following:

**“(J) Collection, transfer and disposal of residues and oily mixtures not otherwise dealt with**

55 Identity of tanks.

56 Quantity transferred or disposed of from each tank. (State the quantity retained, in m<sup>3</sup>.)

57 Method of transfer or disposal:

- .1 disposal to reception facilities (identify port and quantity involved);
- .2 mixed with cargo (state quantity);
- .3 transferred to or from (an)other tank(s) including transfer from machinery space oil residue (sludge) and oily bilge water tanks (identify tank(s); state quantity transferred and total quantity in tank(s), in m<sup>3</sup>); and
- .4 other method (state which); state quantity disposed of in m<sup>3</sup>.”

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Ref. T1/11.01

MSC-MEPC.5/Circ.6  
6 August 2009

**GUIDANCE ON THE TIMING OF REPLACEMENT OF EXISTING CERTIFICATES  
BY THE CERTIFICATES ISSUED AFTER THE ENTRY INTO FORCE OF  
AMENDMENTS TO CERTIFICATES IN IMO INSTRUMENTS**

1 The Maritime Safety Committee, at its eighty-sixth session (27 May to 5 June 2009) and the Marine Environment Protection Committee at its fifty-ninth session (13 to 17 July 2009) reviewed the matter of the replacement of existing certificates by the certificates issued after the entry into force of amendments to certificates in IMO instruments.

2 In conducting such a review, both Committees noted that a comparable case was already addressed by the Marine Environment Protection Committee at its fifty-fourth session (20 to 24 March 2006). The MEPC then approved MEPC.1/Circ.513 on Validity of the IOPP Certificate and Supplements issued under the current MARPOL Annex I after 1 January 2007.

3 Both Committees agreed to approve the following guidance with regard to the replacement of existing certificates by the certificates issued after the entry into force of amendments to certificates in all IMO instruments (such as the Load Lines Convention, the SOLAS Convention and the MARPOL Conventions and codes made mandatory under these Conventions):

- .1 in cases where the ship has not to comply with new requirements, the certificate (and its supplement, if any) is not re-issued until its expiry;
- .2 in cases where the ship has to comply with new requirements, the certificate (and its supplement, if any) is re-issued at the opportunity of the survey specified with the new requirement occurring after the date of entry into force of the amendments; and
- .3 where a ship is subjected to a modification or conversion which involves an additional survey, the certificate (and its supplement, if any) is re-issued.

4 Member Governments and Parties to the IMO Conventions are invited to note the above and to bring this circular to the attention of all parties concerned, in particular port State control officers under their jurisdiction.