

RULES FOR MARINE POLLUTION PREVENTION SYSTEMS

GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS

Rules for Marine Pollution Prevention Systems

2014 AMENDMENT NO.1

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Rule No.10 / Notice No.11 26th February 2014

Resolved by Technical Committee on 29th July 2013

Approved by Board of Directors on 24th September 2013

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2014 AMENDMENT NO.1

Rule No.10 26th February 2014

Resolved by Technical Committee on 29th July 2013

Approved by Board of Directors on 24th September 2013

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

Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS

Chapter 3 ENERGY EFFICIENCY FOR SHIPS

3.1 General

3.1.1 Application (*Regulation 19 of Annex VI*)

Sub-paragraph -4 has been added as follows.

1 The requirements in this Chapter apply to all ships of 400 *gross tonnage* and above which are engaged in the international voyages.

2 Notwithstanding -1, **3.2** and **3.3** is not to apply to ships which have diesel-electric propulsion, turbine propulsion or hybrid propulsion systems.

3 Notwithstanding -1, the Administration may exempt ships of 400 *gross tonnage* and above from complying with **3.2** and **3.3** except in the following cases:

- (1) Ships whose building contract is placed on or after 1 January 2017
- (2) Ships, in the absence of a building contract, whose keel is laid or which are at a similar stage of construction on or after 1 July 2017
- (3) Ship whose delivery is on or after 1 July 2019
- (4) New ships or existing ships in which a major conversion is carried out on or after 1 January 2017.

4 Notwithstanding -1, **3.4** does not need to be applied to platforms (including FPSOs and FSUs) drilling rigs, regardless of their propulsion, and any other ship without means of propulsion.

3.1.2 Terminology (*Regulation 2 of Annex VI*)

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

- (3) “Major Conversion” means any of the following:
 - (a) A conversion that substantially alters the dimensions, carrying capacity or engine power of the ship
 - (b) A conversion that changes the type of the ship
 - (c) A conversion whose intent in the opinion of the Administration is to substantially prolong the life of the ship
 - (d) A conversion which otherwise so alters the ship that, if it were a newly constructed ship, it would become subject to relevant provisions of the present Convention not applicable to it as an existing ship

- (e) A conversion which substantially alters the energy efficiency of the ship and includes any modifications that could cause the ship to exceed the applicable required EEDI specified in **3.3**.

EFFECTIVE DATE AND APPLICATION

- 1.** The effective date of the amendments is 26 February 2014.

GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS

GUIDANCE

2014 AMENDMENT NO.1

Notice No.11 26th February 2014

Resolved by Technical Committee on 29th July 2013

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

Part 2 SURVEYS

Chapter 1 GENERAL

1.1 General

1.1.3 Intervals of Surveys

Sub-paragraph -3 has been amended as follows.

3 Ship Energy Efficiency Management Plan (SEEMP)

For ships 400 *gross tonnage* and above which are engaged in the international voyages, and which are existing ships as specified in **3.1.2(2) Part 8 of the Rules**, it is to be confirmed ~~at~~ no later than the first Intermediate or Special Survey conducted, whichever is the first, on or after 1 January 2013 that a Ship Energy Efficiency Management Plan (SEEMP) which complies with **3.4, Part 8 of the Rules** is maintained on board.

Chapter 4 OCCASIONAL SURVEYS

4.1 General

4.1.2 Inspection

Sub-paragraph -3(2) has been amended as follows.

3 The occasional surveys of ships undergoing a major conversion specified in 3.1.2(3), Part 8 of the Rules are as follows:

- (1) (Omitted)
 - (2) In cases where a new ship specified in 3.1.2(1), Part 8 of the Rules undergoes a major conversion, ~~it~~ it is to be verified that the attained EEDI is recalculated as necessary and satisfies the requirements in **3.3, Part 8 of the Rules**, with a reduction factor applicable to the type and size of the converted ship in a phase corresponding to the date of contract or keel laying or delivery determined for the original ship.
- (Omitted)

Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS

Chapter 2 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS

2.4 Incinerator (*Regulation 16 of Annex VI*)

Sub-paragraph -3 has been amended as follows.

3 The wording “to have construction deemed appropriate by the Society” in **2.4-1(2)(a), Part 8 of the Rules** means to comply with *IMO* resolutions *MEPC.76(40)* and *MEPC.1/Circ.793* and to have a copy of type approval certificate issued by the Society, the Administration or a competent organization.

Sub-paragraph -4 has been added as follows.

4 In 2.4-1(2)(c), Part 8 of the Rules, the introduction of sludge oil, generated during normal operation of the ship, into a continuous-feed type incinerator during the warm-up process at combustion chamber temperatures above 500°C in order to achieve the normal operation combustion chamber temperature of 850°C is allowed. The combustion chamber flue gas outlet temperature is to reach 850°C within the period of time specified in the manufacturer's operations manual but is not to be more than five minutes.

Chapter 3 ENERGY EFFICIENCY FOR SHIPS

3.1 General

Paragraph 3.1.2 has been amended as follows.

3.1.2 Terminology (*Regulation 2 of Annex VI*)

1 In the case of the application of a major conversion specified in 3.1.2(3), Part 8 of the Rules, the following are to apply, except in cases where specified by the Society or Administration:

- (1) “A conversion that substantially alters the dimensions, carrying capacity or engine power of the ship” specified in 3.1.2(3)(a), Part 8 of the Rules; for example, it refers to (but is not limited to) change of length between perpendiculars (LPP), change of assigned freeboard or increase of total engine power for propulsion by 5 percent or more.
- (2) The effect on attained EEDI as a result of any change of ship parameters, particularly any increase in total engine power for propulsion, is to be investigated.

2 “Reference lines” specified in 3.1.2(8), Part 8 of the Rules means those calculated in accordance with the “Guidelines for Calculation of Reference Lines for Use with the Energy Efficiency Design Index (EEDI)(IMO Res.MEPC.215(63))”.

3 Ships dedicated to the carriage of fruit juice in refrigerated cargo tanks are to be categorized as the “refrigerated cargo carrier” referred to in 3.1.2(9), Part 8 of the Rules.

Section 3.3 has been amended as follows.

3.3 Required Energy Efficiency Design Index (Required EEDI) (*Regulation 21 of Annex VI*)

1 In Table 8-8, Part 8 of the Rules, a “ship corresponding to Phase 0” refers to the following new ship:

- (1) for which the building contract is placed in Phase 0, and the delivery is before 1 January 2019; or
- (2) the building contract of which is placed before Phase 0, and the delivery is on or after 1 July 2015 and before 1 January 2019; or
in the absence of a building contract,
- (3) the keel of which is laid or which is at a similar stage of construction on or after 1 July 2013 and before 1 July 2015, and the delivery is before 1 January 2019; or
- (4) the keel of which is laid or which is at a similar stage of construction before 1 July 2013, and the delivery is on or after 1 July 2015 and before 1 January 2019.

2 In Table 8-8, Part 8 of the Rules, a “ship corresponding to Phase 1” refers to the following new ship:

- (1) for which the building contract is placed in Phase 1, and the delivery is before 1 January 2024; or
- (2) the building contract of which is placed before Phase 1, and the delivery is on or after 1 January 2019 and before 1 January 2024; or
in the absence of a building contract,
- (3) the keel of which is laid or which is at a similar stage of construction on or after 1 July 2015 and before 1 July 2020, and the delivery is before 1 January 2024; or
- (4) the keel of which is laid or which is at a similar stage of construction before 1 July 2015, and the delivery is on or after 1 January 2019 and before 1 January 2024.

3 In Table 8-8, Part 8 of the Rules, a “ship corresponding to Phase 2” refers to the following new ship:

- (1) for which the building contract is placed in Phase 2, and the delivery is before 1 January 2029; or
- (2) the building contract of which is placed before Phase 2, and the delivery is on or after 1 January 2024 and before 1 January 2029; or
in the absence of a building contract,
- (3) the keel of which is laid or which is at a similar stage of construction on or after 1 July 2020 and before 1 July 2025, and the delivery is before 1 January 2029; or
- (4) the keel of which is laid or which is at a similar stage of construction before 1 July 2020, and the delivery is on or after 1 January 2024 and before 1 January 2029.

4 In Table 8-8, Part 8 of the Rules, a “ship corresponding to Phase 3” refers to the following new ship:

- (1) for which the building contract is placed in Phase 3; or
- (2) in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 2025; or
- (3) the delivery of which is on or after 1 January 2029.

5 “Guidelines deemed appropriate by the Society” specified in **3.3-4, Part 8 of the Rules** means related guidelines to be developed by the *IMO*.

Section 3.4 has been amended as follows.

3.4 Ship Energy Efficiency Management Plan (SEEMP) (*Regulation 22 of Annex VI*)

1 “Guidelines deemed appropriate by the Society” specified in **3.4-2, Part 8 of the Rules** means the “2012 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP) (IMO Res.MEPC.213(63))”.

2 SEEMP is to be established in a working language or languages understood by ship's personnel.

EFFECTIVE DATE AND APPLICATION

- 1.** The effective date of the amendments is 26 February 2014.