

RULES FOR MARINE POLLUTION PREVENTION SYSTEMS

GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS

Rules for Marine Pollution Prevention Systems

2015 AMENDMENT NO.1

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Rule No.31 / Notice No.34 8th May 2015

Resolved by Technical Committee on 2nd February 2015

Approved by Board of Directors on 23rd February 2015

RULES FOR MARINE POLLUTION PREVENTION SYSTEMS

RULES

2015 AMENDMENT NO.1

Rule No.31 8th May 2015

Resolved by Technical Committee on 2nd February 2015

Approved by Board of Directors on 23rd February 2015

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

Amendment 1-1

Part 1 GENERAL

Chapter 1 GENERAL

1.1 General

Paragraph 1.1.4 has been amended as follows.

1.1.4 Class Notations

1 Based on **2.1.3-2 of the Rules for the Classification and Registry of Ships**, “*Energy Efficiency Design Index-phase X*” (abbreviated as *EEDI-pX* in which *X* refers to the adopted phase) is to be affixed to the classification characters of ships whose attained EEDI satisfies a required value calculated using a phase reduction factor which is stricter than the phase reduction factor to be applied according to **Chapter 3, Part 8**.

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 marine 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.

Part 8 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS

Chapter 2 EQUIPMENT FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS

2.1 Nitrogen Oxides (NO_x) (*Regulation 13 of Annex VI*)

2.1.2 Requirements for Installation

Sub-paragraph -1 has been amended as follows.

1 On each diesel engine, the exhaust gas cleaning system to reduce NO_x emissions specified in the approved technical file is to be installed, otherwise the equivalent method to reduce NO_x emissions deemed appropriate by the Society is to be carried out in order to keep the NO_x emission measured and calculated in accordance with the following -2 within the limits specified in **Table 8-1(a)** through **(c)** at the number of maximum continuous revolutions (referred to in **2.1.24, Part A of the Rules for the Survey and Construction of Steel ships**, hereinafter the same) of the engine.

(1) Marine diesel engines which are installed on ships constructed on or after 1 January 2000

(a) Tier I

For ships constructed on or after 1 January 2000 and prior to 1 January 2011 which are installed with marine diesel engines

Table 8-1(a) Maximum allowable NO_x emission limits (Tier I)

Number of maximum continuous revolutions N_0 (rpm)	Maximum allowable NO _x emission limits (g/kWh)
$N_0 < 130$	17.0
$130 \leq N_0 < 2000$	$45.0 \times N_0^{(-0.2)}$
$2000 \leq N_0$	9.8

(b) Tier II

For ships constructed on or after 1 January 2011 which are installed with marine diesel engines

Table 8-1(b) Maximum allowable NO_x emission limits (Tier II)

Number of maximum continuous revolutions N_0 (rpm)	Maximum allowable NO _x emission limits (g/kWh)
$N_0 < 130$	14.4
$130 \leq N_0 < 2000$	$44.0 \times N_0^{(-0.23)}$
$2000 \leq N_0$	7.7

(c) Tier III

~~For ships constructed on or after 1 January 2016 which are installed with marine diesel engines and are operated in NO_x Emission Control Areas. However, the following types~~

~~of ships are exempted: ships which are installed with marine diesel engines that are less than 24m in length and that have been specifically designed for recreational purposes; and ships which are installed with marine diesel engines that have a combined nameplate diesel engine propulsion power of less than 750kW which can demonstrate, to the satisfaction of the Administration, the inability, that the ship cannot to comply with the standards specified in **Table 8-1(c)** because of design or construction limitations.~~

For either of the following ships which are installed with marine diesel engines and which are operated in applicable NOx emission control areas:

- i) Ships which operate in the NOx emission control areas specified in **1.1.2(14)(a)** and **(b)** and which are constructed on or after 1 January 2016; or
- ii) Ships which operate in NOx emission control areas other than those specified in **1.1.2(14)(a)** and **(b)** and which are constructed on or after the date of the establishment of the applicable NOx emission control area.

Table 8-1(c) Maximum allowable NOx emission limits (Tier III)

Number of maximum continuous revolutions N_0 (rpm)	Maximum allowable NOx emission limits (g/kWh)
$N_0 < 130$	3.4
$130 \leq N_0 < 2000$	$9.0 \times N_0^{(-0.2)}$
$2000 \leq N_0$	2.0

(d) The requirements specified in (c) above do not apply to the following ships:

- i) Ships which are installed with marine diesel engines that are less than 24m in length and that have been specifically designed for recreational purposes; or
- ii) Ships installed with marine diesel engines with a combined nameplate diesel engine propulsion power of less than 750kW which can demonstrate, to the satisfaction of the Administration, the inability, that the ship cannot to comply with the standards specified in **Table 8-1(c)** because of design or construction limitations; or
- iii) Ships specifically designed for recreational purposes and constructed prior to 1 January 2021 which are less than 500 gross tonnage and 24m or longer in length and which are installed with marine diesel engines.

(2) Major conversions of marine diesel engines performed on or after 1 January 2000

When replacing a marine diesel engine with a non-identical marine diesel engine or when installing an additional marine diesel engine, the standards in force at the time of the replacement or addition of the engine are to be applied. However, for engine replacements ~~which take place on or after 1 January 2016, if the Administration deems it impossible is not possible~~ for the replacement engine to meet the standards set forth in **Table 8-1(c)** then said replacement engine is to meet the standards set forth in **Table 8-1(b)**. The criteria for determining when it is not possible for a replacement engine to meet the standards in **Table 8-1(c)** are to be accordance with relevant guidelines established by the *IMO*.

Chapter 3 ENERGY EFFICIENCY FOR SHIPS

3.1 General

Paragraph 3.1.1 has been amended as follows.

3.1.1 Application (*Regulation 19 of Annex VI*)

1 The requirements in this Chapter apply to all ships of 400 *gross tonnage* and above which are engaged in the international voyages. However, they do not apply to ships not propelled by mechanical means, and platforms including FPSOs, FSUs and drilling rigs, regardless of their propulsion.

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

(1) Ships which have non-conventional propulsion. (However, this does not include cruise passenger ships having non-conventional propulsion and LNG carriers having conventional or non-conventional propulsion, delivered on or after 1 September 2019); and,

(2) Cargo ships having ice-breaking capability.

3 (Omitted)

~~**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.~~

Paragraph 3.1.2 has been amended as follows.

3.1.2 Terminology (*Regulation 2 of Annex VI*)

For the purpose of the requirements in this Chapter, the following definitions apply:

((1) to (4) are omitted)

(5) “Gas carrier” means a cargo ship constructed or adapted and used for the carriage in bulk of any liquefied gas, but does not include LNG carrier specified in (17).

((6) to (16) are omitted)

(17) “LNG carrier” means a cargo ship constructed or adapted and used for the carriage in bulk of liquefied natural gas (LNG).

(18) “Cruise passenger ship” means a passenger ship not having a cargo deck, designed exclusively for commercial transportation of passengers in overnight accommodations on a sea voyage.

(19) “Conventional propulsion” means a method of propulsion where a main reciprocating internal combustion engine is the prime mover and coupled to a propulsion shaft either directly or through a gear box.

(20) “Non-conventional propulsion” means a method of propulsion, other than conventional propulsion, including diesel-electric propulsion, turbine propulsion, and hybrid propulsion systems.

(21) “Cargo ship having ice-breaking capability” means a cargo ship which is designed to break level ice independently with a speed of at least 2 *knots* when the level ice thickness is 1.0 *m* or more having ice bending strength of at least 500 *kPa*.

(22) “A ship delivered on or after 1 September 2019” means a ship:

(a) for which the building contract is placed on or after 1 September 2015;

(b) 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 March 2016; or

(c) the delivery of which is on or after 1 September 2019.

3.2 Attained Energy Efficiency Design Index (Attained EEDI) (Regulation 20 of Annex VI)

Sub-paragraph -1 has been amended as follows.

1 The attained EEDI is to be calculated for the following and is to be verified in accordance with guidelines deemed appropriate by the Society, based on the EEDI Technical File, either by the Society or the Administration.

- (1) each new ship which falls into one or more of the categories in **3.1.2(4) to (14), (17) and (18)**
- (2) each new ship which has undergone a major conversion which falls into one or more of the categories in **3.1.2(4) to (14), (17) and (18)**
- (3) each new or existing ship which has undergone a major conversion which falls into one or more of the categories in **3.1.2(4) to (14), (17) and (18)**, and which is so extensive that the ship is regarded as newly constructed by the Administration.

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

Sub-paragraph -1 has been amended as follows.

1 The attained EEDI of the following **(1) to (3)** is not to exceed the required EEDI calculated according to the equation specified below:

- (1) a new ship which falls into or more of the categories in **3.1.2(4) to (10), (12) to(14), (17) and (18)**
- (2) a new ship which falls into or more of the categories in **3.1.2(4) to (10), (12) to(14), (17) and (18)** and which has undergone a major conversion
- (3) a new or existing ship which falls into or more of the categories in **3.1.2(4) to (10), (12) to(14), (17) and (18)** and which has undergone a major conversion that is so extensive that the ship is regarded as newly constructed by the Administration

$$\text{Attained EEDI} \leq \text{Required EEDI} = (1-X/100) \times \text{Reference line value}$$

where,

X: reduction factor specified in **Table 8-8** for the required EEDI compared to the EEDI Reference line.

Reference line value: $a \times b^{-c}$

a, b and c: parameters given in **Table 8-9**

Table 8-8 has been amended as follows.

Table 8-8 Reduction factors (in percentage) for EEDI relative to the EEDI Reference line

Ship Type	Size (DWT)	Reduction Factors (%)			
		Phase 0	Phase 1	Phase 2	Phase 3
		1 Jan. 2013- 31 Dec. 2014	1 Jan. 2015 - 31 Dec. 2019	1 Jan. 2020 - 31 Dec. 2024	1 Jan. 2025 and onwards
Bulk Carrier	20,000 DWT -	0	10	20	30
	10,000 - 20,000 DWT	n/a	0-10 ⁽¹⁾	0-20 ⁽¹⁾	0-30 ⁽¹⁾
Gas Carrier	10,000 DWT -	0	10	20	30
	2,000 - 10,000 DWT	n/a	0-10 ⁽¹⁾	0-20 ⁽¹⁾	0-30 ⁽¹⁾
Tanker	20,000 DWT -	0	10	20	30
	4,000 - 20,000 DWT	n/a	0-10 ⁽¹⁾	0-20 ⁽¹⁾	0-30 ⁽¹⁾
Container Ship	15,000 DWT -	0	10	20	30
	10,000 - 15,000 DWT	n/a	0-10 ⁽¹⁾	0-20 ⁽¹⁾	0-30 ⁽¹⁾
General Cargo Ships	15,000 DWT -	0	10	15	30
	3,000 - 15,000 DWT	n/a	0-10 ⁽¹⁾	0-15 ⁽¹⁾	0-30 ⁽¹⁾
Refrigerated Cargo Carrier	5,000 DWT -	0	10	15	30
	3,000 - 5,000 DWT	n/a	0-10 ⁽¹⁾	0-15 ⁽¹⁾	0-30 ⁽¹⁾
Combination Carrier	20,000 DWT -	0	10	20	30
	4,000 - 20,000 DWT	n/a	0-10 ⁽¹⁾	0-20 ⁽¹⁾	0-30 ⁽¹⁾
<u>LNG carrier</u> ⁽³⁾	<u>10,000 DWT -</u>	<u>n/a</u>	<u>10⁽²⁾</u>	<u>20</u>	<u>30</u>
<u>Ro-ro cargo ship</u> <u>(vehicle carrier)</u> ⁽³⁾	<u>10,000 DWT -</u>	<u>n/a</u>	<u>5⁽²⁾</u>	<u>15</u>	<u>30</u>
<u>Ro-ro cargo</u> <u>ship</u> ⁽³⁾	<u>2,000 DWT -</u>	<u>n/a</u>	<u>5⁽²⁾</u>	<u>20</u>	<u>30</u>
	<u>1,000 - 2,000 DWT</u>	<u>n/a</u>	<u>0-5⁽¹⁾⁽²⁾</u>	<u>0-20⁽¹⁾</u>	<u>0-30⁽¹⁾</u>
<u>Ro-ro passenger</u> <u>ship</u> ⁽³⁾	<u>1000 DWT-</u>	<u>n/a</u>	<u>5⁽²⁾</u>	<u>20</u>	<u>30</u>
	<u>250 - 1,000 DWT</u>	<u>n/a</u>	<u>0-5⁽¹⁾⁽²⁾</u>	<u>0-20⁽¹⁾</u>	<u>0-30⁽¹⁾</u>
<u>Cruise passenger</u> <u>ship having</u> <u>non-conventional</u> <u>propulsion</u> ⁽³⁾	<u>85,000 GT -</u>	<u>n/a</u>	<u>5⁽²⁾</u>	<u>20</u>	<u>30</u>
	<u>25,000 - 85,000 GT</u>	<u>n/a</u>	<u>0-5⁽¹⁾⁽²⁾</u>	<u>0-20⁽¹⁾</u>	<u>0-30⁽¹⁾</u>

Notes[¶]:

- 1 Reduction factor to be linearly interpolated between the two values dependent upon vessel size. The lower value of the reduction factor is to be applied to the smaller ship size.
- 2 Phase 1 commences for those ships on 1 September 2015.
- 3 Reduction factor applies to those ships delivered on or after 1 September 2019, as defined in paragraph 43 of regulation 2.

Table 8-9 has been amended as follows.

Table 8-9 Parameters for determination of reference values for different ship types

Ship type defined in 3.1.2	<i>a</i>	<i>b</i>	<i>c</i>
(4) Bulk carrier	961.79	DWT of the ship	0.477
(5) Gas carrier	1120.00		0.456
(6) Tanker	1218.80		0.488
(7) Container carrier	174.22		0.201
(8) General cargo ship	107.48		0.216
(9) Refrigerated cargo carrier	227.01		0.244
(10) Combination carrier	1219.00		0.488
(12) <u>Ro-ro cargo ship</u> (vehicle carrier)	$(DWT/GT)^{-0.7} \times 780.36$ where $DWT/GT < 0.3$, <u>1812.63</u> where $DWT/GT \geq 0.3$		<u>0.471</u>
(13) <u>Ro-ro cargo ship</u>	<u>1405.15</u>		<u>0.498</u>
(14) <u>Ro-ro passenger ship</u>	<u>752.16</u>		<u>0.381</u>
(17) <u>LNG carrier</u>	<u>2253.7</u>		<u>0.474</u>
(18) <u>Cruise passenger ship having</u> <u>non-conventional propulsion</u>	<u>170.84</u>	<u>Gross tonnage</u> (GT)	<u>0.214</u>

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 8 May 2015.

Part 2 SURVEYS

Chapter 2 REGISTRATION SURVEYS

2.1 Registration Surveys during Construction

2.1.3 Inspections of Construction and Equipment

Sub-paragraph -2 has been amended as follows.

2 Inspections are to be carried out on the following items for the equipment for the prevention of pollution by oil carried in bulk by oil tankers.

((1) to (5) are omitted.)

(6) Subdivision and stability (*Regulations 27 and 28 of Annex I*)

(a) In addition to the arrangements specified in the preceding **(5)**, it is to be ensured that the arrangements to prevent the progressive flooding from extending to compartments are appropriate.

(b) Where a stability instrument is fitted on board the ship in accordance with the requirements of **3.2.2, Part 3**, it is to be ensured that an operation manual for the instrument is provided on board. Furthermore, it is to be ensured that the instrument is correctly working by carrying out a functional test after it is installed on board.

((7) to (9) are omitted.)

Chapter 3 REGISTRATION MAINTENANCE SURVEYS

3.1 Annual Surveys

3.1.2 Inspections of Construction and Equipment

Sub-paragraph -2(9) has been added as follows.

2 Inspections are to be carried out on the following items for the construction and equipment for the prevention of pollution by oil carried in bulk by oil tankers.

((1) to (8) are omitted.)

(9) Stability instrument (*Regulation 28 of Annex I*)

Where a stability instrument is fitted on board the ship in accordance with the requirements of **3.2.2, Part 3**, it is to be ensured that the instrument is correctly working by carrying out a functional test.

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-paragraphs -8 to -11 have been added as follows.

8 All oil tankers are to be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements, approved by the Administration having regard to the performance standards recommended by the *IMO*.

9 Notwithstanding the requirement in the preceding **-8**, a stability instrument installed on a ship at the beginning stage of construction before 1 January 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability to the satisfaction of the Administration.

10 In cases where the stability instrument is fitted in accordance with the requirements in the preceding **-8** or **-9**, a document of approval for the stability instrument issued by the Administration is to be maintained on board.

11 The Administration may waive the requirements in the preceding **-8** to **-10** for the following ships, provided the procedures employed for intact and damage stability verification maintain the same degree of safety, as being loaded in accordance with the approved conditions:

- (1) Ships which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided in accordance with the requirements in **-5**;
- (2) Ships where stability verification is made remotely by a means approved by the Administration;
- (3) Ships which are loaded within an approved range of loading conditions; or
- (4) Ships at the beginning stage of construction before 1 January 2016 provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 January 2016.
2. Notwithstanding the amendments to the Rules, the current requirements may apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date except for in cases where the amendments are to be retroactively applied.

(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 *tonnes* or 1% of the estimated mass of all structural material, whichever is the less. However, when there is a requirement to apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date, the amendment may apply.

GUIDANCE FOR MARINE POLLUTION PREVENTION SYSTEMS

GUIDANCE

2015 AMENDMENT NO.1

Notice No.34 8th May 2015

Resolved by Technical Committee on 2nd February 2015

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

Amendment 1-1

Part 2 SURVEYS

Chapter 2 REGISTRATION SURVEYS

2.1 Registration Surveys during Construction

2.1.3 Inspections of Construction and Equipment

Sub-paragraphs -6 and -7 have been amended as follows.

6 The wording “the tests otherwise specified by the Society” in **2.1.3-5(5)(a), Part 2 of the Rules** means the tests required in 7.2 of *IMO* resolution *MEPC.76(40)* or *MEPC.244(66)* as may be amended. Those tests may be replaced with the verification by the report of the same tests carried out by the manufacturer of the incinerator.

7 The wording “the tests otherwise specified by the Society” in **2.1.3-5(5)(c), Part 2 of the Rules** means the tests required in 7.3 of *IMO* resolution *MEPC.76(40)* or *MEPC.244(66)* as may be amended.

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*~~ or *MEPC.244(66)* as may be amended and to have a copy of type approval certificate issued by the Society, the Administration or a competent organization.

Chapter 3 ENERGY EFFICIENCY FOR SHIPS

3.1 General

3.1.2 Terminology (*Regulation 2 of Annex VI*)

Sub-paragraph -1 has been amended as follows.

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, increase of assigned freeboard (excluding temporary increases), 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.

3.2 Attained Energy Efficiency Design Index (Attained EEDI) (*Regulation 20 of Annex VI*)

Sub-paragraph -2 has been amended as follows.

2 “Guidelines deemed appropriate by the Society” specified in **3.2-3, Part 8 of the Rules** refers to the “~~2012~~2014 *Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships (IMO Res.MEPC.~~212(63)~~245(66), as amended)*” as well as IACS Procedural Requirement (PR) No.38 “*Procedure for calculation and verification of the Energy Efficiency Design Index (EEDI)*”.

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

- 1.** The effective date of the amendments is 8 May 2015.

Part 2 SURVEYS

Chapter 1 GENERAL

1.1 General

1.1.3 Intervals of Surveys

Sub-paragraph -4 has been added as follows.

4 Stability Instruments

For oil tankers subject to **3.2.2-8 to -11, Part 3 of the Rules**, which had been at the beginning stage of construction before 1 January 2016, a survey is to be carried out to verify compliance with the requirements of **3.2.2-8 to -11, Part 3 of the Rules** by the first renewal survey on or after 1 January 2016 but not later than 1 January 2021.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

- 1.** The effective date of the amendments is 1 January 2016.

Part 2 SURVEYS

Chapter 2 REGISTRATION SURVEYS

2.1 Registration Surveys during Construction

2.1.3 Inspections of Construction and Equipment

Sub-paragraph -2 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 ~~**(7)**~~**(8)**:

((1) to (7) are omitted.)

(8) With respect to the operation manuals and the functional tests for stability instruments specified in **2.1.3-2(6)(b), Part 2 of the Rules**, reference is to be made to Chapter 4, Part B of *IMO resolution MSC.267(85) “International Code on Intact Stability, 2008 (2008 IS Code)”*.

Chapter 3 REGISTRATION MAINTENANCE SURVEYS

3.1 Annual Surveys

3.1.2 Inspections of Construction and Equipment

Sub-paragraph -2 has been amended as follows.

2 Surveys 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 requirements **(1)** to ~~**(3)**~~**(4)**:

((1) to (3) are omitted.)

(4) With respect to the functional tests specified in **3.1.2-2(9), Part 2 of the Rules**, reference is to be made to the requirements related to annual surveys specified in Chapter 4, Part B of *IMO resolution MSC.267(85) “International Code on Intact Stability, 2008 (2008 IS Code)”*.

3.3 Special Surveys

3.3.2 Inspections of Construction and Equipment

Sub-paragraph -4 has been added as follows.

4 In applying **3.3.2-2, Part 2 of the Rules**, with respect to the functional tests specified in **3.1.2-2(9), Part 2 of the Rules**, reference is to be made to the requirements related to renewal surveys specified in Chapter 4, Part B of *IMO resolution MSC.267(85) “International Code on Intact Stability, 2008 (2008 IS Code)”*, notwithstanding the requirements of **3.1.2-2(4)**.

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 -11 and -12 have been added as follows.

11 The wording “performance standards recommended by the *IMO*” specified in **3.2.2-8, Part 3 of the Rules** refers to the following **(1) to (3)**:

- (1)** Chapter 4, Part B of *IMO resolution MSC.267(85) “International Code on Intact Stability, 2008 (2008 IS Code)”*
- (2)** Section 4, Annex to “*Guidelines for the Approval of Stability Instruments*” (*MSC.1/Circ.1229*)
- (3)** The technical standards provided in Part 1 of “*Guidelines for Verification of Damage Stability Requirements for tankers*” (*MSC.1/Circ.1461*)

12 In applying the requirements in **3.2.2-11, Part 3 of the Rules**, reference is to be made to the operational guidance provided in Part 2 of “*Guidelines for Verification of Damage Stability Requirements for Tankers*” (*MSC.1/Circ.1461*).

EFFECTIVE DATE AND APPLICATION (Amendment 1-3)

- 1.** The effective date of the amendments is 1 January 2016.
- 2.** Notwithstanding the amendments to the Guidance, the current requirements may apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date except for in cases where the amendments are to be retroactively applied.
(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is the less. However, when there is a requirement to apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date, the amendment may apply.