

Guidance on provisions¹ that include the term "to the satisfaction of the Administration"² or equivalent in mandatory IMO instruments

International Convention for the Prevention of the Pollution from Ships (MARPOL)

MARPOL					
No.	Annex	Regulation	Title	Provision	Guidance
1	I	14.3	Oil filtering equipment	Ships, such as hotel ships, storage vessels, etc., which are stationary except for non-cargo-carrying relocation voyages need not be provided with oil filtering equipment. Such ships shall be provided with a holding tank having a volume adequate, to the satisfaction of the Administration , for the total retention on board of the oily bilge water. All oily bilge water shall be retained on board for subsequent discharge to reception facilities.	With regard to the holding tank volume the Flag State standard letter D.16 "Structural measures on seagoing vessels to prevent marine pollution through oil, sewage, garbage and exhaust emissions", Appendix 1, as of August 1, 2014 shall be observed.
2	I	14.5	Oil filtering equipment	The Administration may waive the requirements of paragraphs 1 and 2 of this regulation for: .3.1 The ship is fitted with a holding tank having a volume adequate, to the satisfaction of the Administration , for the total retention on board of the oily bilge water;	With regard to the holding tank volume the Flag State standard letter D.16 "Structural measures on seagoing vessels to prevent marine pollution through oil, sewage, garbage and exhaust emissions", Appendix 1, as of August 1, 2014 shall be observed.
3	I	18.5	Segregated ballast tanks	Notwithstanding the provisions of paragraph 2 of this regulation, the	Refer to: ➤ Unified Interpretation of MARPOL Annex I to regulation 18.5

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- Provisions that require a definite action or determination by the Administration (where "shall" is used in the Convention)
- Provisions that require an approval or determination by the Administration (where "approved" is used in the Convention)
- Provisions that do not require a definite action by the Administration but may require an action or determination in specific circumstances (where "may" is used in the Convention)

² Contact details: schiffssicherheit@bg-verkehr.de / +49 40 361 37-0

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				segregated ballast conditions for oil tankers less than 150 metres in length shall be to the satisfaction of the Administration .	
4	I	18.8.2	Segregated ballast tanks	The arrangements and operational procedures for dedicated clean ballast tanks shall comply with the requirements established by the Administration . Such requirements shall contain at least all the provisions of the revised Specifications for Oil Tankers with Dedicated Clean Ballast Tanks adopted by the Organization by resolution A.495(XII).	Refer to: ➤ Revised Specifications for Oil Tankers with Dedicated Clean Ballast Tanks contained in IMO Resolution A.495(XII)
5	I	18.8.4	Segregated ballast tanks	Every product carrier operating with dedicated clean ballast tanks shall be provided with a Dedicated Clean Ballast Tank Operation Manual detailing the system and specifying operational procedures. Such a Manual shall be to the satisfaction of the Administration and shall contain all the information set out in the Specifications referred to in subparagraph 8.2 of this regulation. If an alteration affecting the dedicated clean ballast tank system is made, the Operation Manual shall be revised accordingly	Refer to: ➤ Revised Specifications for Oil Tankers with Dedicated Clean Ballast Tanks contained in IMO Resolution A.495(XII)
6	I	23.3.1	Accidental oil outflow performance	For oil tankers of 5,000 tonnes deadweight (DWT) and above, the mean oil outflow parameter shall be as follows: [.....] for combination carriers between 5,000 tonnes deadweight (DWT) and	Refer to: ➤ Explanatory notes contained in Resolution MEPC.122(52), as amended by Resolution MEPC.146(54)

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				200,000 m3 capacity, the mean oil outflow parameter may be applied, provided calculations are submitted to the satisfaction of the Administration , demonstrating that, after accounting for its increased structural strength, the combination carrier has at least equivalent oil outflow performance to a standard double hull tanker of the same size having an $OM \leq 0.015$. [.....]	
7	I	28.3.4	Subdivision and damage stability	Oil tankers shall be regarded as complying with the damage stability criteria if the following requirements are met: [.....] .4 The Administration shall be satisfied that the stability is sufficient during intermediate stages of flooding.	Refer to: ➤ Guidelines contained in MSC.1/Circ.1461
8	I	28.6.2	Subdivision and damage stability	Notwithstanding the requirements of subparagraph .1 a stability instrument fitted on an oil tanker constructed 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 .	The stability instrument should comply with Part B, chapter 4 of the International Code on Intact Stability, 2008 (2008 IS Code), as amended. Refer to: ➤ Guidelines for the approval of stability instruments contained in MSC.1/Circ.1229 ➤ Guidelines for the approval of stability instruments contained in MSC.1/Circ.1461
9	I	30.7	Pumping, piping and discharge arrangement	[.....] In addition to these valves, the sea chest shall be capable of isolation from the cargo piping system whilst the tanker is loading, transporting, or discharging cargo by use of a positive means that is to the satisfaction of the Administration . Such a positive	Refer to: ➤ Unified Interpretation of MARPOL Annex I to regulation 30.7

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				means is a facility that is installed in the pipeline system in order to prevent, under all circumstances, the section of pipeline between the sea chest valve and the inboard valve being filled with cargo.	
10	I	33.2	Crude oil washing requirements	Crude oil washing installation and associated equipment and arrangements shall comply with the requirements established by the Administration . Such requirements shall contain at least all the provisions of the Specifications for the Design, Operation and Control of Crude Oil Washing Systems adopted by the Organization. [.....]	Refer to: ➤ Revised Specifications for the design, operation and control of crude oil washing systems set out in Resolution A.446 (XI), as amended by Resolutions A.497 (XII) and A.897 (21)
11	I	35.1	Crude oil washing operations	[.....] Such a Manual shall be to the satisfaction of the Administration and shall contain all the information set out in the specifications referred to in paragraph 2 of regulation 33 of this Annex. If an alteration affecting the crude oil washing system is made, the Operations and Equipment Manual shall be revised accordingly.	Refer to: ➤ Recommendations on the Standard Format for the COW Manual set out in Resolution MEPC.3 (XII), as amended by Resolution MEPC.81 (43)
12	I	36.9	Oil Record Book Part II – Cargo/ballast operations	For oil tankers of less than 150 gross tonnage operating in accordance with regulation 34.6 of this Annex, an appropriate Oil Record Book should be developed by the Administration .	Oil Record Book in accordance with regulations 17.1 and 36.1 of MARPOL Annex I shall be provided.
13	II	5.3.4	Equivalents	Be provided with pumping and piping arrangements which, to the satisfaction of the Administration , ensure that the quantity of cargo residue remaining in the tank and its associated	Refer to: ➤ Procedure set out in Appendix V of MARPOL Annex II

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				<p>piping after unloading does not exceed the applicable quantity of residue as required by regulation 12.1, 12.2 or 12.3.</p>	
14	II	11.2	Design, constructions, equipment and operations	<p>In respect of ships other than chemical tankers or liquefied gas carriers certified to carry noxious liquid substances in bulk identified in chapter 17 of the International Bulk Chemical Code, the Administration shall establish appropriate measures based on the Guidelines developed by the Organization in order to ensure that the provisions shall be such as to minimize the uncontrolled discharge into the sea of such substances.</p>	<p>Refer to:</p> <ul style="list-style-type: none"> ➤ Guidelines set out in Resolution A.673(16), as amended by Resolution MEPC.158(55) ➤ Guidelines set out in Resolution MEPC.148(54)
15	IV	9.1.2	Sewage systems	<p>[.....] a sewage comminuting and disinfecting system approved by the Administration. Such system shall be fitted with facilities to the satisfaction of the Administration, for the temporary storage of sewage when the ship is less than 3 nautical miles from the nearest land</p>	<p>Not applicable for ships under German flag</p>
16	IV	9.1.3	Sewage systems	<p>[.....] a holding tank of the capacity to the satisfaction of the Administration for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed to the satisfaction of the Administration and shall have a means to indicate visually the amount of its contents.</p>	<p>With regard to the holding tank volume the Flag State standard letter D.16 "Structural measures on seagoing vessels to prevent marine pollution through oil, sewage, garbage and exhaust emissions", Appendix 4, as of August 1, 2014 shall be observed.</p>

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17	IV	9.2.2	Sewage systems (PAX)	[.....] a holding tank of the capacity to the satisfaction of the Administration for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed to the satisfaction of the Administration and shall have a means to indicate visually the amount of its contents.	With regard to the holding tank volume the Flag State standard letter D.16 "Structural measures on seagoing vessels to prevent marine pollution through oil, sewage, garbage and exhaust emissions", Appendix 4, as of August 1, 2014 shall be observed.
18	VI	13.1.1.2	Nitrogen oxides (NOx)	This regulation shall apply to: [.....] each marine diesel engine with a power output of more than 130 kW that undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine that it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.	With regard to the structural limitations of the ship the Flag State standard letter D.16 "Structural measures on seagoing vessels to prevent marine pollution through oil, sewage, garbage and exhaust emissions", Chapter 7, as of August 1, 2014 shall be observed.
19	VI	13.5.2.2	Nitrogen oxides (NOx)	The standards set forth in paragraph 5.1.1 of this regulation shall not apply to: [.....] a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration , that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship	With regard to the structural limitations of the ship the Flag State standard letter D.16 "Structural measures on seagoing vessels to prevent marine pollution through oil, sewage, garbage and exhaust emissions", Chapter 7, as of August 1, 2014 shall be observed.
20	VI	13.7.2	Nitrogen oxides (NOx)	[.....] If a shipowner of a ship on which an approved method is to be installed	Not applicable for ships under German flag

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				can demonstrate to the satisfaction of the Administration that the approved method was not commercially available despite best efforts to obtain it, then that approved method shall be installed on the ship no later than the next annual survey of that ship which falls after the approved method is commercially available.	
21	VI	14.6	Sulphur oxides (SO _x) and particulate matter	[.....] The volume of low sulphur fuel oils in each tank as well as the date, time, and position of the ship when any fuel-oil-change-over operation is completed prior to the entry into an Emission Control Area or commenced after exit from such an area, shall be recorded in such log-book or electronic record book as prescribed by the Administration .	The required data shall be recorded in an official engine log-book. Electronic lo-books are accepted if approved by BG-Verkehr/Dienststelle Schiffssicherheit ³ .

³ Contact details: schiffssicherheit@bg-verkehr.de / +49 40 361 37-0