ANNEX 14

RESOLUTION MEPC.311(73)
(adopted on 26 October 2018)

2018 GUIDELINES FOR THE APPLICATION OF MARPOL ANNEX I REQUIREMENTS TO FLOATING PRODUCTION, STORAGE AND OFFLOADING FACILITIES (FPSOs) AND FLOATING STORAGE UNITS (FSUs)

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 conferred upon it by international conventions for the prevention and control of marine pollution from ships,

RECALLING ALSO that, at its fifty-third session, it adopted , by resolution MEPC.139(53), the *Guidelines for the application of the revised MARPOL Annex I requirements to floating production, storage and offloading facilities (FPSOs) and floating storage units (FSUs)* (Guidelines), which were further amended by resolution MEPC.142(54),

RECOGNIZING the need to align the relevant provisions of the Guidelines with the amendments to MARPOL Annex I adopted since MEPC 54.

HAVING CONSIDERED, at its seventy-third session, draft 2018 Guidelines for the application of MARPOL Annex I requirements to floating production, storage and offloading facilities (FPSOs) and floating storage units (FSUs) prepared by the Sub-Committee on Pollution Prevention and Response, at its fifth session,

1 ADOPTS the *2018 Guidelines for the application of MARPOL Annex I requirements to floating production, storage and offloading facilities (FPSOs) and floating storage units (FSUs)*;

2 INVITES Governments to take the 2018 Guidelines into account when applying the relevant requirements of MARPOL Annex I to FPSOs and FSUs;

3 AGREES to keep the 2018 Guidelines under review in light of experience gained;

4 REVOKES the *Guidelines for the application of the revised MARPOL Annex I requirements to floating production, storage and offloading facilities (FPSOs) and floating storage units (FSUs)* (resolution MEPC.139(53), as amended by resolution MEPC.142(54)).

ANNEX

2018 GUIDELINES FOR THE APPLICATION OF MARPOL ANNEX I REQUIREMENTS TO FLOATING PRODUCTION, STORAGE AND OFFLOADING FACILITIES (FPSOs) AND FLOATING STORAGE UNITS (FSUs)

1 The Marine Environment Protection Committee, at its forty-ninth session (14 to 18 July 2003), recognizing the necessity to provide appropriate guidance for the application of MARPOL Annex I requirements to floating production, storage and offloading facilities (FPSOs) used for the offshore production and storage of oil, and floating storage units (FSUs) used for the offshore storage of produced oil, approved the Guidelines for application of MARPOL Annex I requirements to FPSOs and FSUs. The Guidelines were issued as MEPC/Circ.406 on 10 November 2003.

2 The Marine Environment Protection Committee, at its fifty-third session, adopted, by resolution MEPC.139(53), *the Guidelines for the application of the revised MARPOL Annex I requirements to floating production, storage and offloading facilities (FPSOs) and floating storage units (FSUs)* to replace MEPC/Circ.406 and update the Guidelines' references to the requirements of MARPOL Annex I as amended by resolution MEPC.117(52).

3 The Marine Environment Protection Committee, at its seventy-third session, recognizing that similar revision would be needed for the Guidelines, agreed to the adoption of these Guidelines to replace resolution MEPC.139(53), as amended, with a view to updating the Guidelines to address the application of all new MARPOL Annex I amendments up to resolution MEPC.276(70).

4 The purpose of these Guidelines is to provide for uniform application of MARPOL Annex I requirements to FPSOs and FSUs that are used for the offshore production and storage or for the offshore storage of produced oil.

5 The Committee noted the complex issues involved in applying the requirements of MARPOL Annex I to FPSOs and FSUs, whose arrangements, functions and operations fall under the over-riding control of coastal States.

6 In addition, the Committee found that the role of FPSOs and FSUs in operation does not include transport of oil. Accordingly, FPSOs and FSUs are a form of floating platform and do not lie within the definition of *oil tanker* in regulation 1.5 of MARPOL Annex I. They are therefore subject to the provisions of MARPOL Annex I that relate to fixed and floating platforms, including regulation 39.

7 The Committee noted that the environmental hazards associated with the quantities of produced oil stored on board operational FPSOs and FSUs are similar to some of the hazards related to oil tankers, and that relevant requirements of MARPOL Annex I in relation to *oil tankers* could be adapted to address those hazards in an appropriate manner. Based on the above and recognizing that these floating platforms are stationary when operating, the Committee recommends that coastal States, flag States and others associated with the design, construction and operation of FPSOs and FSUs apply the relevant MARPOL Annex I regulations referred to in annex 1 to the Guidelines. References contained in annex 1 relate to MARPOL Annex I up to and including the amendments contained in resolution MEPC.276(70).

8 These Guidelines have been prepared with a view to providing the necessary guidance and interpretation information which may be specifically applicable to FPSOs and FSUs, and accordingly represent a single document describing the application of MARPOL Annex I to these floating platforms.

9 The provisions of these Guidelines are for application to FPSOs and FSUs when located at their operating station. However they also take into account the abnormal and rare circumstances of:

.1 voyages for drydocking, repair or maintenance work; or

.2 disconnection of the platform in extreme environmental or emergency conditions.

In either case, the FPSO/FSU should not transport oil to a port or terminal except with the specific agreement of the flag and relevant coastal States, obtained on a single voyage basis. When undertaking any voyage away from the operating station, for whatever purpose, FPSOs and FSUs will be required to comply with the discharge provisions of MARPOL Annex I for *oil tankers*.

10 In order to avoid development of an entire new text from MARPOL Annex I attending to such terminology matters and notwithstanding the basis for these Guidelines outlined above, in any regulation indicated to apply to FPSOs and FSUs by the Guidelines at annex 1, the following interpretation of terminology should be used:

.1 "oil tanker" should be read as "FPSO or FSU";

.2 "carry" should be read as "hold";

.3 "cargo" should be read as "produced oil and oily mixtures"; and

.4 "voyage" should be read to include "operations".

11 Oil tanker requirements that are extended by the Guidelines to apply to FPSOs/FSUs are identified through the phrase "recommend application" or similar, while "applies" is used for requirements to be implemented irrespective of the contents of these Guidelines.

12 The requirement for oil tankers to undergo enhanced surveys is contained in SOLAS regulation XI-1/2. Since SOLAS does not apply to the vast majority of FPSOs and FSUs, which are permanently moored at their operating stations, the relevant oil tanker requirements of resolution A.1049(27) (2011 ESP Code) have been included as one of the provisions of the Guidelines in order to ensure a satisfactory standard of structural integrity for FPSOs and FSUs. Reflecting the operational characteristics of FPSOs and FSUs, the Guidelines also make provision for limited departure from resolution A.1049(27) in respect of acceptance of in-water surveys under conditions which do not compromise safety and pollution prevention.

13 In implementing the provisions of these Guidelines, Member Governments are invited to use and recognize the Record of Construction and Equipment for FPSOs and FSUs at annex 2 in place of Forms A and B appended to MARPOL Annex I.

14 The Committee noted that most operations of FPSOs and FSUs are different from other ships covered by MARPOL Annex I and, recognizing that the coastal State has jurisdiction over fixed and floating platforms operating in waters under its jurisdiction, Member Governments may find it necessary to depart from the provisions of these Guidelines. Accordingly, Member Governments are invited to advise the Organization of their experience in applying these Guidelines so that it can be taken into account if future amendments to these Guidelines are deemed necessary.

ANNEX 1

RECOMMENDED PROVISIONS OF MARPOL ANNEX I FOR APPLICATION TO FPSOs AND FSUs

Article	Subject	Basis of Application
Art. 2(3)(b)(ii)	Def. *Discharge*	In accordance with Reg. 39 and UI 67, produced water, offshore processing drainage and displacement water are not included in the meaning of *discharge.*
Art. 2(4)	Def. *Ship*	FPSOs/FSUs are "fixed or floating platforms" and are therefore included in this definition.

Regulation	Subject	Basis of Application
1.1 to 1.4	Defs. *Oil, Crude Oil, Oily mixture, Oil fuel*	Apply.
1.5	Def. *Oil tanker*	FPSOs/FSUs are adapted primarily for a purpose other than to carry (transport) oil and are therefore excluded from this definition.
1.6 and 1.7	Defs. *Crude Oil tanker, Products carrier*	Not applicable.
1.8	Def. *Combination carrier*	Not applicable for same reasons as 1.5.
1.9	Def. *Major conversion*	Conversion of an *oil tanker* or *combination carrier* to an FPSO/FSU and *vice versa* should be considered to be a *major conversion.* Alterations or modifications required for an existing FPSO/FSU to move to another field should not be considered a *major conversion*.
1.10 and 1.11	Defs. *Nearest land, Special area*	Apply.
1.12	Def. *Instantaneous rate of discharge of oil*	Not applicable to FPSO/FSU at operating station as this definition applies when the ship is under way (refer regs. 34.1.4 and 31.2, 31.3 and 36.6).
1.13 to 1.26	Defs. *Various*	Apply.
1.27	Def. *Anniversary date*	Applies.
1.28.1, 1.28.2 and 1.28.9	Defs. *Ship age groups*	Apply.
1.28.3 to 1.28.8	Defs. *Oil tanker age groups*	Not applicable.
1.29 to 1.38	Defs. *Various*	Apply.
2.1	Application	Applies.

Regulation	Subject	Basis of Application
2.2 and 2.3	Application	Not applicable as the scope of application of these Guidelines is for FPSOs and FSUs when located at their normal operational station, including where appropriate temporary disconnection from the riser at the operating station for the minimum period necessary to ensure the safety of the vessel in extreme environmental or emergency conditions.
2.4	Application	Not applicable.
2.5 and 2.6	Existing tankers engaged in specific trades	Not applicable.
3.1 to 3.3	Exemptions and waivers	Any Administration using this clause in relation to FPSOs/FSUs would need to justify such use in relation to the terms of paragraph .1 and in accordance with the requirements of paragraph .3.
3.4 and 3.5	Exemptions and waivers	Recommend application in order to sanction the waiver arrangements outlined in 31.2, e.g. for operations within special areas (3.5.2.1) in compliance with 3.5.2.4 to 3.5.2.7. Transfer of oily mixtures to offload tankers for discharge ashore is acceptable within this waiver.
3.6	Exemptions and waivers	Recommend application.[1]
4	Exceptions	Applies.
5	Equivalents	Applies.
6	Surveys and inspections	Applies. Notwithstanding whether SOLAS 74 applies to an FPSO/FSU, surveys of FPSOs and FSUs should be conducted to the standard specified for *oil tankers* in SOLAS 74 regulation XI-1/2, except for the provisions of 2.2 of Annex B, Parts A and B, to resolution A.1049(27) (2011 ESP Code), as amended in relation to dry-dock survey. The coastal and flag States may accept bottom survey of the ship afloat instead of in dry-dock when the conditions are satisfactory and the proper equipment and suitably qualified personnel are available.
7	Issue of certificate	IOPP Certificate should be issued unless flag and coastal States have other means of certificating/documenting compliance.
8	Issue of certificate by another Government	Applicable.
9	Form of certificate	Applicable. When completing the IOPP certificate, FPSOs'/FSUs' "type of ship" should be shown as "ship other than any of the above" and this entry should be annotated with "FPSO" or "FSU" together with details of operational location. Record of Construction and Equipment for FPSOs and FSUs given at Annex 2 should be used for the IOPP Supplement. Where this is done, Form A or Form B required by the Convention need not be provided.

[1] If an Administration decides to apply these provisions to FPSOs and FSUs, it is invited to notify all parties involved so that a sufficient amount of time is allowed for the provisions to be complied with, which should be at least one year from the date of notification.

Regulation	Subject	Basis of Application
10	Duration of certificate	Applicable.
11	Port State control on operational requirements	Applies to FPSO/FSU at its operating station, recognizing that under Art. 2(5) and UNCLOS Arts. 56 and 60, the coastal State exercises sovereign rights for the purposes of exploration and exploitation of their natural resources. However, port State control powers are applicable at other times such as if the FPSO/FSU voyages to a port in another State for maintenance purposes.
12	Tanks for oil residues (sludge)	Applicable.
12A	Oil fuel tank protection	Applies to new purpose built FPSOs and FSUs only excluding the requirements of paragraph 6. However, when undertaking any voyage away from the operating station for whatever purpose, the double bottom oil fuel tanks are to be empty unless they are in compliance with the requirements of paragraph 6.
13	Standard discharge connection	Applicable.
14	Oil filtering equipment	Applicable subject to applicable provisions of Reg. 15 and 34. For reasons of practicality, the equipment need not be fitted provided the machinery space discharges are disposed of in accordance with options a, b, d or e in relation to regulation 15.2. A waiver may be issued under 14.5.3, where all oily mixtures are discharged either ashore or into production stream.
15A	Discharges outside special areas	In accordance with Reg. 39 and UI 67, applies only to machinery space discharges and contaminated sea water from operational purposes such as produced oil tank cleaning water, produced oil tank hydrostatic testing water, water from ballasting of produced oil tank to carry out inspection by rafting. Since FPSOs/FSUs and other fixed and floating platforms cannot comply with 15.2.1 when operating on station then these oils and oily mixtures may, with the agreement of the coastal State: a. be sent ashore; b. be incinerated; c. have water separated and discharged if not exceeding 15 ppm oil content under 34.2; d. be discharged in accordance with this clause subject to waiver of the *en route* requirement; e. be added to the production stream; or f. be treated using a combination of these methods.
15B	Discharges in special areas	Applicable, but FPSOs/FSUs cannot comply with 15.3.1 when operating on station. This requirement should be handled consistent with 15A above. Coastal State may issue dispensation from 15.3.1 where satisfied that this dispensation does not prejudice the environment.

Regulation	Subject	Basis of Application
15C and 15D	Requirements for ships <400 GT and general req.	Apply.
16.1, 16.2 and 16.4	Segregation of oil and water ballast and carriage of oil in forepeak tanks	Apply. The principles of 16.3 should be extended to all other FPSOs and FSUs.
16.3	"	Applies to FPSOs/FSUs which are capable of disconnecting from the riser at the operating station as collision bulkhead requirement is in SOLAS rather than MARPOL. This principle is also relevant to stern collision as per 19.7.
17	Oil Record Book Part I	Applies.
18.1 to 18.9	Segregated ballast tanks	Recommend application subject to the conditions listed for 18.2 and 18.3.
18.2	"	Not applicable, but FPSO/FSU should have sufficient ballast capacity to meet stability and strength requirements in design and operational conditions of loading.
18.3	"	Recommend application, noting that there should normally be separation between ballast and produced oil (crude) tanks and pumping systems, but temporary cross-connection may be permitted for the duration of transfer operations. In such exceptional cases where sea water is introduced into produced oil tanks for the operational purposes listed above in relation to 15.2, it should be dealt with as provided for under that clause.
18.8.1 to 18.8.4	Requirements for oil tankers with dedicated clean ballast tanks	Recommend application similar to 18.1 to 18.9.
18.10.1	Existing oil tankers having special ballast arrangements	Recommend application to meet 18.2 and 18.3 as modified by these Guidelines.
18.10.2	"	Recommended application consistent with 18.3 and 35.2 as modified by these Guidelines.
18.10.3	"	Not applicable.
18.11	SBT for oil tankers >=70,000 DWT delivered after 31.12.79	Recommend application, subject to the conditions listed for 18.2 and 18.3.
18.12 to 18.15	Protective location of segregated ballast spaces	Not applicable. Refer to 19.3.1 for corresponding provisions in relation to both new purpose-built FPSOs/FSUs and other non-purpose-built FPSOs/FSUs.

Regulation	Subject	Basis of Application
19	Double hull and double bottom requirements for oil tankers delivered on or after 6.07.96	Not applicable, except as detailed below.
19.3.1 and 19.3.6	"	Recommend application to new purpose-built FPSOs/FSUs so as to provide protection against relatively low-energy collision. (NOTE: Appropriate measures should also be taken for other FPSOs/FSUs to address this collision hazard).
19.5	"	Applicable to the extent that the Guidelines referred to can be used to demonstrate equivalency with 19.3.1 and 19.3.6 as modified above.
19.7	"	Recommend application to new construction purpose-built FPSOs/FSUs and other FPSOs/FSUs which are arranged with a fore peak or collision bulkhead. Similarly, oil should not be held in integral tanks located at the stern in FPSOs/FSUs which may offload to a tanker moored astern or alongside of the FPSO/FSU.
19.8	"	Recommend application to new construction purpose built FPSOs/FSUs and other FPSOs/FSUs which may be modified to meet this regulation.
20 (as amended by resolution MEPC.111(50))	Double hull and double bottom requirements for oil tankers delivered before 6.07.96	Not applicable.
21	Prevention of pollution from oil tankers carrying heavy grade oil as cargo	Not applicable.
22	Pump-room bottom protection	Not applicable.
23	Accidental oil outflow performance	Not applicable.
24	Damage assumptions	Recommend application with regard to side damage only. It is recommended that protective measures, such as fendering, be used to minimize side impact damage such as that which might be experienced during offloading and supply vessel berthing operations. Such protection, however, should not be considered to reduce the minimum transverse extent of side penetration damage.
25	Hypothetical outflow of oil	Recommend application for side damages only in accordance with 24 above.
26	Limitation of size and arrangement of cargo tanks	Recommend application based on 24 and 25 above.

Regulation	Subject	Basis of Application
27	Intact stability	Recommend application.
28.1 to 28.5	Subdivision and damage stability	Recommend application only in respect of side damage in accordance with 24 above.
28.6	Stability instrument	Recommend application.[2]
28.7	Damage assumptions for oil tankers >=20,000 DWT delivered on or after 6.07.96	Not applicable.
29	Slop tanks	Applies.
30.1	Pumping, piping and discharge arrangement	Applies, except that manifold is to be provided in at least one position on the FPSO/FSU.
30.2	"	Not applicable for FPSOs.
30.3 to 30.7	"	Recommend application, particularly for management of contaminated sea as per Reg.18.3.
31	Oil discharge monitoring and control system	Applies only to tank cleanings and contaminated sea water (refer Art. 2(3)(b)(ii), Reg. 39 and UI 67) and should be read in light of Reg. 34. Not required where all oily mixtures are discharged to shore.
32	Oil/water interface detector	Applies only to tank cleanings and contaminated sea water (refer Art. 2(3)(b)(ii), Reg. 39 and UI 67) and should be read in light of Reg. 34. Not required where all oily mixtures are discharged to shore.
33	Crude oil washing requirements	COW system should be fitted unless produced oil characteristics are not suitable for COW.
34	Control of discharge of oil	Applicable as detailed below.
34.1	Discharges outside special areas	Recommended application whenever the FPSO/FSU is not at its operating station.
34.2	"	Applies.
34.3 to 34.5	Discharges in special areas	Apply.
34.6	Oil tankers <150 GT	Recommend application if FPSO/FSU is less than 150 GT.
34.7 to 34.9	General requirements	Apply.
35	Crude oil washing operations	Recommended application to any produced oil tanks used for water ballast as water ballast is subject to different discharge requirements than produced water. COW O&E Manual is to be provided for any COW system fitted.
36	Oil Record Book Part II	Part II should be applied in principle as part of oil production management system when on station, noting that this function must be complied with on voyage.

[2] If an Administration decides to apply these provisions to FPSOs and FSUs, it is invited to notify all parties involved so that a sufficient amount of time is allowed for the provisions to be complied with, which should be at least one year from the date of notification.

Regulation	Subject	Basis of Application
37.1 to 37.3	SOPEP	Applies in respect of SOPEP. However, contingency plan in accordance with requirements of OPRC Art 3(2) may be accepted under UI 65 as meeting this requirement. In such cases a separate SOPEP in accordance with the MARPOL format is not required. This acceptance of the contingency plan does not apply to a disconnectable FPSO/FSU unless that plan remains applicable when the FPSO/FSU is not connected to the riser.
37.4	Access to stability and residual strength calculation programmes	Applicable.
38	Reception facilities	FPSOs/FSUs should not be considered as offshore terminals and should not receive dirty ballast or slops from offload tankers.
39	Special requirements for fixed or floating platforms	Applies, subject to UI 67.
40	Scope of application (for chapter 8 – Prevention of pollution during transfer of oil cargo between oil tankers at sea)	The regulations contained in this chapter shall not apply to oil transfer operations associated with fixed or floating platforms including drilling rigs; floating production, storage and offloading facilities (FPSOs) used for the offshore production and storage of oil; and floating storage units (FSUs) used for the offshore storage of produced oil.
41	General rules on safety and environmental protection	Not applicable (in chapter 8).
42	Notification (for chapter 8)	Not applicable (in chapter 8).
43	Special requirements for the use or carriage of oils in the Antarctic area	Applies.
44	Application (for chapter 10 – Verification of compliance with the provisions of this Convention)	Applies.
45	Verification of compliance	Applies.

Regulation	Subject	Basis of Application
46	Definitions (for chapter 11 – International Code for ships operating in polar waters)	Applies.
47	Application and requirements	Applies.

ANNEX 2

RECORD OF CONSTRUCTION AND EQUIPMENT FOR FPSOs AND FSUs

In respect of the provisions of resolution MEPC.311(73) "Guidelines for the application of MARPOL Annex I[3] requirements to FPSOs and FSUs", hereafter referred to as the "Guidelines".

Notes:

1 This form should be used for Floating Production Storage and Offloading facilities (FPSOs) and Floating Storage Units (FSUs) to which regulation 39 of Annex I of the Convention applies.

2 This Record should be permanently attached to the IOPP Certificate. The IOPP Certificate should be available on board the ship at all times.

3 If the language of the original Record is neither English nor French nor Spanish, the text should include a translation into one of these languages.

4 Entries in boxes shall be made by inserting either a cross (x) for the answers "yes" and "applicable" or a dash (-) for the answers "no" and "not applicable" as appropriate.

5 Unless otherwise stated, regulations mentioned in this Record refer to regulations of the revised Annex I of the Convention as implemented under the Guidelines and resolutions refer to those adopted by the International Maritime Organization.

1. Particulars of ship

1.1 Name of ship
.....

1.2 Distinctive number or letters
.....

1.3 IMO number (if applicable)
.....

1.4 Port of registry (if applicable)
.....

1.5 Gross tonnage (if applicable)
.....

1.6 Produced liquids holding capacity of ship ..... (m^3)

1.7 Deadweight of ship .....(tonnes) (regulation 1.23)

1.8 Length of ship ..... (m) (regulation 1.19)

1.9 Operating station (lat/long)
.....

1.10 Coastal State
.....

[3] Annex I of International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, hereafter referred to as the "Convention".

1.11 Date of build:

1.11.1 Date of building contract .....

1.11.2 Date on which keel was laid or ship was at a similar stage of construction .....

1.11.3 Date of delivery .....

1.12 Conversion to FPSO/FSU (if applicable):

1.12.1 Date of conversion contract .....

1.12.2 Date on which conversion was commenced .....

2. Equipment for the control of oil discharge from machinery space bilges and oil fuel tanks (regulations 14, 15 and 34)

2.1 Carriage of ballast water in oil fuel tanks:

2.1.1 The ship may under normal conditions carry ballast water in oil fuel tanks □

2.2 Type of oil filtering equipment fitted:

2.2.1 Oil filtering (15 ppm) equipment (regulation 14.6) □

2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 14.7) □

2.3 Approval standards:[4]

2.3.1 The separating/filtering equipment:

.1 has been approved in accordance with resolution A.393(X); □

.2 has been approved in accordance with resolution MEPC.60(33); □

.3 has been approved in accordance with resolution MEPC.107(49); □

.4 has been approved in accordance with resolution A.233(VII); □

.5 has been approved in accordance with national standards not based upon resolutions A.393(X) or A.233(VII); □

.6 has not been approved; □

[4] Refer to *the Recommendation on international performance and test specifications of oily-water separating equipment and oil content meters* adopted by the Organization on 14 November 1977 by resolution A.393(X), which superseded resolution A.233(VII). Further reference is made to the *Guidelines and specifications for pollution prevention equipment for machinery space bilges* adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.60(33), which, effective on 6 July 1993, superseded resolutions A.393(X) and A.444(XI) and the revised *Guidelines and specifications for pollution prevention equipment for machinery spaces of ships* adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.107(49) which, effectively on 1 January 2005, superseded resolutions MEPC.60(33), A.393(X) and A.444(XI).

2.3.2 The process unit has been approved in accordance with resolution A.444(XI) □

2.3.3 The oil content meter:

.1 has been approved in accordance with resolution A.393(X); □

.2 has been approved in accordance with resolution MEPC.60(33); □

.3 has been approved in accordance with resolution MEPC.107(49); □

2.4 Maximum throughput of the system is ..... m^3/h

2.5 Waiver of regulation 14:

2.5.1 The requirements of regulations 14.1 and 14.2 are waived in respect of the ship:

.1 As the ship is provided with adequate means for disposal of oily residues in accordance with the Guidelines □

.2 In accordance with regulation 14.5.1 the ship is engaged exclusively in operations within special area(s): □
Name of special area(s)

2.5.2 The ship is fitted with holding tank(s) for the total retention on board of all oily bilge water as follows: □

Tank identification	**Tank location**		**Volume (m^3)**
	Frames (from) - (to)	Lateral position	
		Total volume: .....……..m^3	

3. Means for retention and disposal of oil residues (sludge) (regulation 12) and oily bilge water holding tank(s)[5]

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^3)**
	Frames (from) – (to)	Lateral position	
		Total volume: .....……..m^3	

[5] Oily bilge water holding tank(s) are not required by the Convention, if such tank(s) are provided they should be listed in table 3.3.

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

3.2.1 Incinerator for oil residues (sludge) ……..... □

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

3.2.3 Facility for adding oil residues to production stream □

3.2.4 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^3)**
	Frames (from) – (to)	Lateral position	
		Total volume: .....……..m^3	

3A. Oil fuel tank protection (regulation 12A)

3A.1 The ship is required to be constructed according to regulation 12A and complies with the requirements of:

.1 Paragraph 7 or 8 (double side construction) □

.2 Paragraphs 6 and either 7 or 8 (double hull construction) □

.3 Paragraph 11 (accidental oil fuel outflow performance) □

3A.2 The ship is not required to comply with the requirements of regulation 12A □

4. Standard discharge connection
(regulation 13)

4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges and sludges to reception facilities, fitted with a discharge connection □

5. Construction
(regulations 18, 26 and 28)

5.1 In relation to the application of regulation 18, the ship is:

5.1.1 Provided with SBT □

5.1.2 Provided with COW □

5.1.3 Provided with sufficient ballast capacity to meet stability and strength requirements □

5.1.4 Provided with CBT

5.2 Segregated ballast tanks (SBT): □

5.2.1 The ship is provided with SBT consistent with regulation 18 □

5.2.2 The ship is provided with SBT which includes tanks or spaces not used for oil outboard of all produced oil tanks □

5.2.3 SBT are distributed as follows:

Tank	**Volume (m^3)**	**Tank**	**Volume (m^3)**
		Total volume ..... m^3	

5.3 Dedicated clean ballast tanks (CBT):

5.3.1 The ship is provided with CBT consistent with regulation 18.8 □

5.3.2 CBT are distributed as follows:

Tank	**Volume (m^3)**	**Tank**	**Volume (m^3)**
		Total volume ..... m^3	

5.3.3 The ship has been supplied with a valid Dedicated Clean Ballast Tank Operation Manual, which is dated ……...…… □

5.3.4 The ship has common piping and pumping arrangements for ballasting the CBT and handling produced oil □

5.3.5 The ship has separate independent piping and pumping arrangements for ballasting the CBT □

5.4 Crude oil washing (COW):

5.4.1 The ship is equipped with a COW system □

5.4.2 The ship is equipped with a COW system consistent with regulations 33 and 35 □

5.4.3 The ship has been supplied with a valid Crude Oil Washing Operations and Equipment Manual which is dated …… □

5.5 Limitation of size and arrangements of produced oil tanks (regulation 26):

5.5.1 The ship is constructed according to the provisions of regulation 26 □

5.6 Subdivision and stability (regulation 28):

5.6.1 The ship is constructed consistent with regulation 28 □

5.6.2 Information and data required under regulation 28.5 have been supplied to the ship in an approved form □

5.6.3 The ship is constructed consistent with regulation 27 □

5.6.4 The ship is provided with an Approved Stability Instrument consistent with regulation 28.6 □

5.6.5 In place of an Approved Stability Instrument, consistent with regulation 3.6 stability is verified by the following means:

.1 loading only to approved conditions defined in the stability information provided to the master in accordance with regulation 28.5 □

.2 verification is made remotely by a means approved by the Administration □

.3 loading within an approved range of loading conditions defined in the stability information provided to the master in accordance with regulation 28.5 □

.4 loading in accordance with approved limiting KG/GM curves covering all applicable intact and damage stability requirements defined in the stability information provided to the master in accordance with regulation 28.5 □

5.7 Double-hull/side construction:

5.7.1 The ship is constructed consistent with regulation 19 as follows:

.1 paragraph 3 (double-hull construction) □

.2 paragraphs 3.1 and 3.6 (double sides) □

.3 paragraph .5 (alternative method approved by the Marine Environment Protection Committee) □

5.7.2 The ship is constructed consistent with regulation 19.6 □

6. Retention of oil on board (regulations 29, 31 and 32)

6.1 Oil discharge monitoring and control system:

6.1.1 The ship comes under category ..... oil tanker as defined in resolution A.496(XII) or A.586(14)[6] *(delete as appropriate)* □

6.1.2 The system comprises:

.1 control unit □

.2 computing unit □

.3 calculating unit □

6.1.3 The system is:

.1 fitted with a starting interlock □

.2 fitted with automatic stopping device □

6.1.4 The oil content meter is approved under the terms of resolution A.393(X) or A.586(14) or MEPC.108(49) [7]*(delete as appropriate)* suitable for crude oil □

6.1.5 The ship has been supplied with an operations manual for the oil discharge monitoring and control system □

6.2 Slop tanks:

6.2.1 The ship is provided with ..... dedicated slop tank(s) with the total capacity of ..... m^3, which is. .... % of the oil carrying capacity, in accordance with:

.1 regulation 29.2.3 □

.2 regulation 29.2.3.1 □

.3 regulation 29.2.3.2 □

.4 regulation 29.2.3.3 □

6.2.2 Produced oil tanks have been designated as slop tanks □

6.3 Oil/water interface detectors:

6.3.1 The ship is provided with oil/water interface detectors approved under the terms of resolution MEPC.5(XIII) □

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6 FPSOs and FSUs the keels of which are laid, or which are at a similar stage of construction, on or after 2 October 1986, should be fitted with a system approved under resolution A.586(14).

7 For oil content meters installed on tankers built prior to 2 October 1986, refer to the *Recommendation on international performance and test specifications for oily-water separating equipment and oil content meters* adopted by the Organization by resolution A.393(X). For oil content meters as part of discharge monitoring and control systems installed on tankers built on or after 2 October 1986, refer to the *Guidelines and specifications for oil discharge monitoring and control systems for oil tankers* adopted by the Organization by resolution A.586(14). For oil content meters as part of discharge monitoring and control systems installed on oil tankers built on or after 1 January 2005, refer to the revised *Guidelines and specifications for oil discharge monitoring and control systems for oil tankers* adopted by the Organization by resolution MEPC.108(49).

6.4 Waiver of regulation:

6.4.1 The requirements of regulations 31 and 32 are waived in respect of the ship as follows:

.1 The ship is engaged exclusively in operations within special area(s) (regulation 3.5) □

Name of special area(s)……

.2 The ship is provided with adequate means of disposal of contaminated sea water

a. sent ashore □

b. incinerated □

c. added to the production stream □

7. Pumping, piping and discharge arrangements
(regulation 30)

7.1 The overboard discharge outlets for segregated ballast are located:

7.1.1 Above the waterline □

7.1.2 Below the waterline □

7.2 The overboard discharge outlets, other than the discharge manifold, for clean ballast are located:[8]

7.2.1 Above the waterline □

7.2.2 Below the waterline □

7.3 The overboard discharge outlets, other than the discharge manifold, for dirty ballast water or oil-contaminated water from produced oil tank areas are located:

7.3.1 Above the waterline □

7.3.2 Below the waterline in conjunction with the part flow arrangements consistent with regulation 30.6.5 □

7.3.3 Below the waterline □

[8] Only those outlets which can be monitored are to be indicated.

7.4 Discharge of oil from produced oil pumps and oil lines (regulations 30.4 and 30.5):

7.4.1 Means to drain all produced oil pumps and oil lines at the completion of produced oil discharge:

.1 drainings capable of being discharged to a produced oil tank or slop tank □

.2 for discharge a special small-diameter line is provided □

8. Shipboard oil pollution emergency plan
(regulation 37)

8.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 37.1 □

8.2 The ship is provided with an oil pollution emergency plan approved in accordance with procedures established by …..…… as the coastal State in compliance with the unified interpretation of regulation 37.1 □

8.3 The ship is provided with a contingency plan in accordance with requirements of OPRC Art. 3(2) accepted in accordance with regulation 37 □

9. Surveys

9.1 Records of surveys in accordance with resolution A.1049(27), as amended maintained on board □

9.2 In-water surveys in lieu of dry-docking authorized as per documentation …… □

10. Equivalents

10.1 Equivalents have been approved by the Administration for certain requirements of the guidelines on those items listed under paragraph(s) ……. ……..……. of this Record □

11. Compliance with part II-A – chapter 1 of the Polar Code

11.1 The ship is in compliance with additional requirements in the environment-related provisions of the introduction and section 1.2 of chapter 1 of part II-A of the Polar Code □

THIS IS TO CERTIFY that this Record is correct in all respects.
Issued at ……

(Place of issue of the Record)

…… ……
(Signature of duly authorized official issuing the Record)

(Seal or stamp of the issuing authority, as appropriate)

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