

## ประกาศกรมเจ้าท่า

ที่ ๓๒๖/๒๕๖๖

เรื่อง แก้ไขเพิ่มเติมหลักเกณฑ์ วิธีการ และเงื่อนไขในการตรวจเรือ ตามข้อบังคับกรมเจ้าท่า ว่าด้วยหลักเกณฑ์  
วิธีการ เงื่อนไข และค่าธรรมเนียมการตรวจและการออกใบสำคัญรับรองระหว่างประเทศ  
ว่าด้วยการป้องกันมลพิษจากน้ำมัน พ.ศ. ๒๕๖๖ (ครั้งที่ ๑)

เพื่อให้การปฏิบัติงานเกี่ยวกับการตรวจเรือ การออกและการสลักหลังใบสำคัญรับรอง  
ตามข้อบังคับกรมเจ้าท่า ว่าด้วยหลักเกณฑ์ วิธีการ เงื่อนไข และค่าธรรมเนียมการตรวจและการออก  
ใบสำคัญรับรองระหว่างประเทศว่าด้วยการป้องกันมลพิษจากน้ำมัน พ.ศ. ๒๕๖๖ เป็นไปอย่าง  
มีประสิทธิภาพ สอดคล้องกับข้อกำหนดของอนุสัญญาระหว่างประเทศว่าด้วยการป้องกันมลพิษจากเรือ  
ค.ศ. ๑๙๗๓ ที่แก้ไขปรับปรุงโดยพิธีสาร ค.ศ. ๑๙๗๘

อาศัยอำนาจตามความในข้อ ๗ และข้อ ๑๔ ประกอบข้อ ๖ ของข้อบังคับกรมเจ้าท่า  
ว่าด้วยหลักเกณฑ์ วิธีการ เงื่อนไข และค่าธรรมเนียมการตรวจและการออกใบสำคัญรับรองระหว่างประเทศ  
ว่าด้วยการป้องกันมลพิษจากน้ำมัน พ.ศ. ๒๕๖๖ อธิบดีกรมเจ้าท่า จึงประกาศกำหนดไว้ ดังต่อไปนี้

๑. ให้ยกเลิกแบบใบสำคัญรับรองระหว่างประเทศว่าด้วยการป้องกันมลพิษจากน้ำมัน  
(FORM B) ตามข้อ ๗ ของข้อบังคับกรมเจ้าท่า ว่าด้วยหลักเกณฑ์ วิธีการ เงื่อนไข และค่าธรรมเนียม  
การตรวจและการออกใบสำคัญรับรองระหว่างประเทศว่าด้วยการป้องกันมลพิษจากน้ำมัน พ.ศ. ๒๕๖๖  
และใช้แบบใบสำคัญรับรองระหว่างประเทศว่าด้วยการป้องกันมลพิษจากน้ำมัน (FORM B) ตามที่  
ปรากฏในภาคผนวก ๑ ที่แนบท้ายประกาศนี้แทน

๒. ให้นำข้อมติของคณะกรรมการคุ้มครองสิ่งแวดล้อมทางทะเล ที่ ๓๒๙(๗๖) (Resolution  
MEPC.329(76) Amendments to the Annex of the International Convention for the  
Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978  
relating thereto) ตามที่ปรากฏในภาคผนวก ๒ ที่แนบท้ายประกาศนี้ มาใช้บังคับกับเรือที่ใช้และ  
บรรทุกน้ำมันที่เดินในเขตน่านน้ำอาร์กติก

๓. ให้นำข้อมติของคณะกรรมการคุ้มครองสิ่งแวดล้อมทางทะเลที่ ๓๓๐(๗๖) (Resolution  
MEPC.330(76) Amendments to the Annex of the International Convention for the  
Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978  
relating thereto) ตามที่ปรากฏในภาคผนวก ๓ ที่แนบท้ายประกาศนี้ มาใช้บังคับกับการตรวจเรือ  
ที่มีใช้เรือกลที่ไม่ใช้คนประจำเรือ

๔. ให้นำข้อมติของคณะกรรมการคุ้มครองสิ่งแวดล้อมทางทะเลที่ ๓๔๓(๗๘) (Resolution MEPC.343(78) Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto) ตามที่ปรากฏในภาคผนวก ๔ ที่แนบท้ายประกาศนี้ มาใช้บังคับกับการตรวจเรือบรรทุกน้ำมันที่มีขนาดตั้งแต่ ๑๕๐ ตันกรอสขึ้นไป และเรือที่มีใช้เรือบรรทุกน้ำมันที่มีขนาดตั้งแต่ ๔๐๐ ตันกรอสขึ้นไป

ประกาศ ณ วันที่ ๑๓ ธันวาคม พ.ศ. ๒๕๖๖

กรีซเพชร ชัยช่วย

ผู้ตรวจราชการกระทรวงคมนาคม รักษาราชการแทน

อธิบดีกรมเจ้าท่า

ภาคผนวก ๑

แบบใบสำคัญรับรองระหว่างประเทศว่าด้วยการป้องกันมลพิษจากน้ำมัน (FORM B)



FORM B

**MARINE DEPARTMENT  
THAILAND**

**Supplement to the International Oil Pollution Prevention Certificate  
(IOPP Certificate)**

**RECORD OF CONSTRUCTION AND EQUIPMENT FOR OIL TANKERS**

in respect of the provisions of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention").

*Notes:*

- 1 This form is to be used for the first two types of ships as categorized in the IOPP Certificate, i.e. "oil tankers" and "ships other than oil tankers with cargo tanks coming under regulation 2.2 of Annex I of the Convention". For the third type of ships as categorized in the IOPP Certificate, Form A shall be used.
- 2 This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall 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 shall 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 Annex I of the Convention 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 Port of registry .....
- 1.4 Gross tonnage .....
- 1.5 Carrying capacity of ship ..... (m<sup>3</sup>)
- 1.6 Deadweight of ship ..... (tonnes) (regulation 1.23)

- 1.7 Length of ship ..... (m) (regulation 1.19)
- 1.8 Date of build:
- 1.8.1 Date of building contract .....
- 1.8.2 Date on which keel was laid or ship  
was at a similar stage of construction .....
- 1.8.3 Date of delivery .....
- 1.9 Major conversion (if applicable):
- 1.9.1 Date of conversion contract .....
- 1.9.2 Date on which conversion was commenced .....
- 1.9.3 Date of completion of conversion .....
- 1.10 Unforeseen delay in delivery:
- 1.10.1 The ship has been accepted by the Administration as  
a “ship delivered on or before 31 December 1979”  
under regulation 1.28.1 due to unforeseen delay in delivery
- 1.10.2 The ship has been accepted by the Administration as an  
“oil tanker delivered on or before 1 June 1982”  
under regulation 1.28.3 due to unforeseen delay in delivery
- 1.10.3 The ship is not required to comply with the provisions of  
regulation 26 due to unforeseen delay in delivery
- 1.11 Type of ship:
- 1.11.1 Crude oil tanker
- 1.11.2 Product carrier
- 1.11.3 Product carrier not carrying fuel oil or heavy diesel oil as referred to  
in regulation 20.2, or lubricating oil
- 1.11.4 Crude oil/product carrier
- 1.11.5 Combination carrier
- 1.11.6 Ship, other than an oil tanker, with cargo tanks coming  
under regulation 2.2 of Annex I of the Convention
- 1.11.7 Oil tanker dedicated to the carriage of products referred to  
in regulation 2.4

**2. Equipment for the control of oil discharge from machinery space bilges and oil fuel tanks**  
(regulations 16 and 14)

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: \*

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 resolution A.393(X) or A.233(VII);

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).

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2.4 Maximum throughput of the system is ..... Cubic meter/h

2.5 Waiver of regulation 14:

2.5.1 The requirements of regulation 14.1 or 14.2 are waived in respect of the ship in accordance with regulation 14.5.

The ship is engaged exclusively on voyages within 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 <sup>3</sup> )
	Frames (from) - (to)	Lateral position	
Total volume: .....m <sup>3</sup>			

2.5.3 In lieu of the holding tank(s) the ship is provided with arrangements to transfer bilge water to the slop tank

2A.1 The ship is required to be constructed according to regulation 12A and compliance with the requirements of:

paragraphs 6 and either 7 or 8 (double hull construction)

paragraph 11 (accidental oil outflow performance)

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

\* Refer to the Recommendation on international performance and test specifications of oily-water separating equipment and oil content meters (resolution A.393(X)), Guidelines and specifications for pollution prevention equipment for machinery space bilges (resolution MEPC.60(33)), 2011 Guidelines and specifications for add-on equipment for upgrading resolution MEPC.60(33)-compliant oil filtering equipment (resolution MEPC.205(62)), and Revised guidelines and specifications for pollution prevention equipment for machinery spaces of ships (resolution MEPC.107(49), as amended by resolution MEPC.285(70)).

**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.....
- 3.2.2 Auxiliary boiler suitable for burning oil residues (sludge).....
- 3.2.3 Other acceptable means:.....

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>



**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 standard discharge connection in accordance with regulation 13

**5. Construction** (regulations 18, 19, 20, 23, 26, 27, 28 and 33)

5.1 In accordance with the requirements of regulation 18, the ship is qualified as a segregated.: ballast tanker in compliance with regulation 18.9

5.2 Segregated ballast tanks (SBT): in compliance with regulation 18 are distributed as follows:

Tank	Volume (m <sup>3</sup> )	Tank	Volume (m <sup>3</sup> )
		<b>Total volume:.....m<sup>3</sup></b>	

5.3 Crude oil washing (COW):

5.3.1 The ship is equipped with a COW system in compliance with regulation 33

5.3.2 The ship is equipped with a COW system in compliance with regulation 33 except that the effectiveness of the system has not been confirmed in accordance with regulation 33.1 and paragraph 4.2.10 of the Revised COW Specifications (resolution A.446(XI) as amended by resolutions A.497(XII) and A.897(21))

5.3.3 The ship has been supplied with a valid Crude Oil Washing Operations and Equipment Manual which is dated .....

- 5.3.4 The ship is not required to be but is equipped with COW in compliance with the safety aspects of the Revised COW Specifications (resolution A.446(XI) as amended by resolutions A.497(XII) and A.897(21))
- 5.4 Limitation of size and arrangements of cargo tanks (regulation 26):
- 5.4.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 26
- 5.4.2 The ship is required to be constructed according to, and complies with, the requirements of regulation 26.4 (see regulation 2.2)
- 5.5 Subdivision and stability (regulation 28):
- 5.5.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 28
- 5.5.2 Information and data required under regulation 28.5 have been supplied to the ship in an approved form
- 5.5.3 The ship is required to be constructed according to, and complies with, the requirements of regulation 27
- 5.5.4 Information and data required under regulation 27 for combination carriers have been supplied to the ship in a written procedure approved by the Administration
- 5.5.5 The ship is provided with an Approved Stability Instrument in accordance with regulation 28(6)
- 5.5.6 The requirements of regulation 28(6) are waived instrument of the ship in accordance with regulation 3.6 Stability is verified by one or more of 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/KM curves covering all applicable intact and damage stability requirements defined in the stability information provided to the master in accordance with regulation 28(5)

5.6 Double-hull construction:

5.6.1 The ship is required to be constructed according to regulation 19 and complies with the requirements of:

- .1 paragraph (3) (double-hull construction)
- .2 paragraph (4) (mid-height deck tankers with double side construction)
- .3 paragraph (5) (alternative method approved by the Marine Environment Protection Committee)

5.6.2 The ship is required to be constructed according to and complies with the requirements of regulation 19.6

5.6.3 The ship is not required to comply with the requirements of regulation 19

5.6.4 The ship is subject to regulation 20 and:

- .1 is required to comply with paragraphs 2 to 5, 7 and 8 of regulation 19 and regulation 28 in respect of paragraph 28.7 not later than .....
- .2 is allowed to continue operation in accordance with regulation 20.5 until .....
- .3 is allowed to continue operation in accordance with regulation 20.7 until .....

5.6.5 The ship is not subject to regulation 20:

- .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

5.6.6 The ship is subject to regulation 21 and:

- .1 is required to comply with regulation 21.4 not later than .....
- .2 is allowed to continue operation in accordance with regulation 21.5 until .....

- .3 is allowed to continue operation in accordance with regulation 21.6.1 until .....
- .4 is allowed to continue operation in accordance with regulation 21.6.2 until .....
- .5 is exempted from the provisions of regulation 21 in accordance with Regulation 21.7.2 .....

5.6.7 The ship is not subject to regulation 21:

- .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
- .5 The ship does not carry "heavy grade oil as defined in regulation 21.2 of MARPOL Annex I"

5.6.8 The ship is subject to regulation 22 and:

- .1 complies with the requirements of regulation 22.2
- .2 complies with the requirements of regulation 22.3
- .3 complies with the requirements of regulation 22.5

5.6.9 The ship is not subject to regulation 22

5.7 Accidental oil outflow performance

5.7.1 The ship complies with the requirements of regulation 23

**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)\* (*delete as appropriate*)

6.1.2 The oil discharge monitoring and control system has been approved in accordance with resolution MEPC.108(49)<sup>†</sup>

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- 6.1.3 The system comprises:
- .1 control unit
  - .2 computing unit
  - .3 calculating unit
- 6.1.4 The system is:
- .1 fitted with a starting interlock
  - .2 fitted with automatic stopping device
- 6.1.5 The oil content meter is approved under the terms of resolution ~~A.393(X)~~ or A.586(14)\* or ~~MEPC.108(49)~~ (delete as appropriate) suitable for:
- .1 crude oil
  - .2 black products
  - .3 white products
- 6.1.6 The ship has been supplied with an operations manual for the oil discharge monitoring and control system
- 6.2 Slop tanks:
- The ship is provided with ..... dedicated slop tank(s) with the total capacity ..... of m<sup>3</sup>, 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 Cargo 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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- 6.4 Exemptions from regulations 29, 31 and 32:
- 6.4.1 The ship is exempted from the requirements of regulations 29, 31 and 32 in accordance with regulation 2.4
- 6.4.2 The ship is exempted from the requirements of regulations 29, 31 and 32 in accordance with regulation 2.2
- 6.5 Waiver of regulation:
- 6.5.1 The requirements of regulations 31 and 32 are waived in respect of the ship in accordance with regulation 3.5. The ship is engaged exclusively on:
- .1 specific trade under regulation 2.5: .....  
.....
- .2 voyages within special area(s): .....  
.....
- .3 voyages within 50 nautical miles of the nearest land outside special area(s) of 72 hours or less in duration restricted to: :.....

**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\*:
- 7.2.1 Above the waterline

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\*Oil tanker 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). †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 (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 Guidelines and specifications for oil discharge monitoring and control system for oil tankers (resolution A.586(14)). For oil content meters as part of discharge monitoring and control systems installed on tankers built on or after 1 January 2005, refer to Revised Guidelines and specifications for oil discharge monitoring and control systems for oil tankers (resolution MEPC.108(49)), as amended by resolution MEPC.240(65)).

\*\* Refer to the Specification for oil/water interface (resolution MEPC S(XIII).)

- 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 cargo tank areas are located:
  - 7.3.1 Above the waterline
  - 7.3.2 Below the waterline in conjunction with the part flow arrangements in compliance with regulation 30.6.5
  - 7.3.3 Below the waterline
- 7.4 Discharge of oil from cargo pumps and oil lines (regulations 30.4 and 30.5):
  - 7.4.1 Means to drain all cargo pumps and oil lines at the completion of cargo discharge:
    - .1 drainings capable of being discharged to a cargo tank or slop tank
    - .2 for discharge ashore a special small-diameter line is provided
- 8. Shipboard oil/marine pollution emergency plan (regulation 37)**
  - 8.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 37
  - 8.2 The ship is provided with a shipboard marine pollution emergency plan in compliance with regulation 37.3
- 8A. Ship to ship oil transfer operations at sea (regulation 41)**
  - 8A.1 The oil tanker is provided with an STS operations Plan in compliance with regulation 41
- 9. Exemption**
  - 9.1 Exemptions have been granted by the Administration from the requirements of chapter 3 of Annex I of the Convention in accordance with regulation 3.1 on those items listed under paragraph(s) : .....  
 .....  
 ..... of this Record
- 10. Equivalentents (regulation 5)**
  - 10.1 Equivalentents have been approved by the Administration for certain requirements of Annex I 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 .....

\_\_\_\_\_

.....



**ภาคผนวก ๒**

ข้อมติของคณะกรรมการคุ้มครองสิ่งแวดล้อมทางทะเล ที่ ๓๒๙(๗๖)

(Resolution MEPC.329(76) Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto)

RESOLUTION MEPC.329(76) (adopted on 17 June 2021)  
AMENDMENTS TO THE ANNEX OF THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION  
FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978 RELATING THERETO

**RESOLUTION MEPC.329(76)**  
**(adopted on 17 June 2021)**

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

**Amendments to MARPOL Annex I**

**(Prohibition on the use and carriage for use as fuel of heavy fuel oil  
by ships in Arctic waters)**

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 article 16 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL), which specifies the amendment procedure and confers upon the appropriate body of the Organization the function of considering and adopting amendments thereto,

HAVING CONSIDERED, at its seventy-sixth session, proposed amendments to MARPOL Annex I concerning the prohibition on the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters, which were circulated in accordance with article 16(2)(a) of MARPOL,

1 ADOPTS, in accordance with article 16(2)(d) of MARPOL, amendments to MARPOL Annex I, 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 MARPOL, that the amendments shall be deemed to have been accepted on 1 May 2022 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% 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 MARPOL, the said amendments shall enter into force on 1 November 2022 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article 16(2)(e) of MARPOL, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to MARPOL;

5 REQUESTS ALSO the Secretary-General to transmit copies of the present resolution and its annex to Members of the Organization which are not Parties to MARPOL.

ANNEX

**AMENDMENTS TO MARPOL ANNEX I**

**(Prohibition on the use and carriage for use as fuel of heavy fuel oil by ships in Arctic waters)**

1 The title of chapter 9 is amended as follows:

"Chapter 9 – Special requirements for the use or carriage of oils in polar waters"

2 A new regulation 43A is added in chapter 9 after existing regulation 43, as follows:

**"Regulation 43A**

*Special requirements for the use and carriage of oils as fuel in Arctic waters*

1 With the exception of ships engaged in securing the safety of ships or in search and rescue operations, and ships dedicated to oil spill preparedness and response, the use and carriage of oils listed in regulation 43.1.2 of this Annex as fuel by ships shall be prohibited in Arctic waters, as defined in regulation 46.2 of this Annex, on or after 1 July 2024.

2 Notwithstanding the provisions of paragraph 1 of this regulation, for ships to which regulation 12A of this Annex or regulation 1.2.1 of chapter 1 of part II-A of the Polar Code applies, the use and carriage of oils listed in regulation 43.1.2 of this Annex as fuel by those ships shall be prohibited in Arctic waters, as defined in regulation 46.2 of this Annex, on or after 1 July 2029.

3 When prior operations have included the use and carriage of oils listed in regulation 43.1.2 of this Annex as fuel, the cleaning or flushing of tanks or pipelines is not required.

4 Notwithstanding the provisions of paragraphs 1 and 2 of this regulation, the Administration of a Party to the present Convention the coastline of which borders on Arctic waters may temporarily waive the requirements of paragraph 1 of this regulation for ships flying the flag of that Party while operating in waters subject to the sovereignty or jurisdiction of that Party, taking into account the guidelines to be developed by the Organization. No waivers issued under this paragraph shall apply on or after 1 July 2029.

5 The Administration of a Party to the present Convention which allows application of paragraph 4 of this regulation shall communicate to the Organization for circulation to the Parties particulars of the waiver thereof, for their information and appropriate action, if any."

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RESOLUTION MEPC.329(76) (adopted on 17 June 2021)  
AMENDMENTS TO THE ANNEX OF THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION  
FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978 RELATING THERETO

**ภาคผนวก ๓**

ข้อมติของคณะกรรมการคุ้มครองสิ่งแวดล้อมทางทะเลที่ ๓๓๐(๗๖)

(Resolution MEPC.330(76) Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto)

RESOLUTION MEPC.330(76) (adopted on 17 June 2021)  
AMENDMENTS TO THE ANNEX OF THE INTERNATIONAL CONVENTION FOR THE  
PREVENTION OF POLLUTION FROM SHIPS, 1973, AS MODIFIED BY THE  
PROTOCOL OF 1978 RELATING THERETO

**RESOLUTION MEPC.330(76)**  
**(adopted on 17 June 2021)**

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

**Amendments to MARPOL Annexes I and IV**

**(Exemption of unmanned non-self-propelled barges from certain survey and  
certification requirements)**

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 article 16 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL), which specifies the amendment procedure and confers upon the appropriate body of the Organization the function of considering and adopting amendments thereto,

HAVING CONSIDERED, at its seventy-sixth session, proposed amendments to MARPOL Annexes I and IV concerning the exemption of unmanned non-self-propelled (UNSP) barges from survey and certification requirements, which were circulated in accordance with article 16(2)(a) of MARPOL,

1 ADOPTS, in accordance with article 16(2)(d) of MARPOL, amendments to MARPOL Annexes I and IV, 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 MARPOL, that the amendments shall be deemed to have been accepted on 1 May 2022 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% 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 MARPOL, the said amendments shall enter into force on 1 November 2022 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article 16(2)(e) of MARPOL, to transmit certified copies of the present resolution and the text of the amendments contained in the annexes to all Parties to MARPOL;

5 REQUESTS ALSO the Secretary-General to transmit copies of the present resolution and its annexes to Members of the Organization which are not Parties to MARPOL.



## ANNEX

### AMENDMENTS TO MARPOL ANNEX I

#### (Exemption of UNSP barges from certain survey and certification requirements)

#### Regulation 1

##### *Definitions*

1 A new paragraph 40 is added as follows:

- "40 *Unmanned non-self-propelled (UNSP) barge* means a barge that:
- .1 is not propelled by mechanical means;
  - .2 carries no oil (as defined in regulation 1.1 of this Annex);
  - .3 has no machinery fitted that may use oil or generate oil residue (sludge);
  - .4 has no oil fuel tank, lubricating oil tank, oily bilge water holding tank and oil residue (sludge) tank; and
  - .5 has neither persons nor living animals on board."

#### Regulation 3

##### *Exemptions and waivers*

2 Paragraph 2 is replaced by the following:

"2 Particulars of any such exemption, except those under paragraph 7 of this regulation, granted by the Administration shall be indicated in the Certificate referred to in regulation 7 of this Annex."

3 A new paragraph 7 is added as follows:

"7 The Administration may exempt a UNSP barge from the requirements of regulations 6.1 and 7.1 of this Annex, by an International Oil Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled Barges, for a period not exceeding five years provided that the UNSP barge has undergone a survey to confirm that the conditions referred to in regulations 1.40.1 to 1.40.5 of this Annex are met."

#### Regulation 8

##### *Issue or endorsement of certificate by another Government*

4 Paragraph 4 is replaced by the following:

"4 No International Oil Pollution Prevention Certificate or UNSP Exemption Certificate shall be issued to a ship which is entitled to fly the flag of a State which is not a Party."

## **Regulation 9**

### *Form of certificate*

5 The existing paragraph is numbered as paragraph 1 and a new paragraph 2 is added as follows:

"2 The International Oil Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled Barges shall be drawn up in the form corresponding to the model given in appendix IV to this Annex and shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in the event of a dispute or discrepancy."

6 A new appendix IV is added as follows:

"APPENDIX IV

**Form of Exemption Certificate for UNSP Barges**

**INTERNATIONAL OIL POLLUTION PREVENTION EXEMPTION CERTIFICATE FOR  
UNMANNED NON-SELF-PROPELLED (UNSP) BARGES**

Issued under the provisions of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978, as amended, relating thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

.....  
(full designation of the country)

by .....  
(full designation of the competent person or organization  
authorized under the provisions of the Convention)

**Particulars of ship**

Name of ship .....  
Distinctive number or letters .....  
Port of registry .....  
Gross tonnage .....

**THIS IS TO CERTIFY:**

- 1 That the UNSP barge has been surveyed in accordance with regulation 3.7 of Annex I to the Convention;
- 2 That the survey shows that the UNSP barge:
  - .1 is not propelled by mechanical means;
  - .2 carries no oil (as defined in regulation 1.1 of Annex I to the Convention);
  - .3 has no machinery fitted that may use oil or generate oil residue (sludge);
  - .4 has no oil fuel tank, lubricating oil tank, oily bilge water holding tank and oil residue (sludge) tank; and
  - .5 has neither persons nor living animals on board; and
- 3 That the UNSP barge is exempted, under regulation 3.7 of Annex I to the Convention, from the certification and related survey requirements of regulations 6.1 and 7.1 of Annex I to the Convention.

This certificate is valid until (dd/mm/yyyy).....

subject to the exemption conditions being maintained.

Completion date of the survey on which this certificate is based (dd/mm/yyyy).....

Issued at .....  
(place of issue of certificate)

.....  
(date of issue) (dd/mm/yyyy)

.....  
(signature of duly authorized  
official issuing the certificate)

(seal or stamp of the authority, as appropriate)"

## AMENDMENTS TO MARPOL ANNEX IV

### (Exemption of UNSP barges from certain survey and certification requirements)

#### Regulation 1

##### *Definitions*

1 A new paragraph 16 is added as follows:

"16 *Unmanned non-self-propelled (UNSP) barge* means a barge that:

- .1 is not propelled by mechanical means;
- .2 has neither persons nor living animals on board;
- .3 is not used for holding sewage during transport; and
- .4 has no arrangements that could produce sewage as defined in regulation 1.3 of this Annex."

#### Regulation 3

##### *Exceptions*

2 The title of the regulation is replaced by the following:

*"Exceptions and exemptions"*

3 A new paragraph 2 is added as follows:

"2 The Administration may exempt an unmanned non-self-propelled (UNSP) barge from the requirements of regulations 4.1 and 5.1 of this Annex, by an International Sewage Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled (UNSP) Barges, for a period not exceeding 5 years provided that the barge has undergone a survey to confirm that the conditions referred to in regulations 1.16.1 to 1.16.4 of this Annex are met."

#### Regulation 6

##### *Issue of endorsement of a Certificate by another Government*

4 Paragraph 4 is replaced by the following:

"4 No International Sewage Pollution Prevention Certificate or UNSP Exemption Certificate shall be issued to a ship which is entitled to fly the flag of a State which is not a Party."

#### Regulation 7

##### *Form of Certificate*

5 The existing paragraph is numbered as paragraph 1 and the reference to "appendix" is replaced by "appendix 1".

6 A new paragraph 2 is added as follows:

"2 The International Sewage Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled (UNSP) Barges shall be drawn up in the form corresponding to the model given in appendix II to this Annex and shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in the event of a dispute or discrepancy."

## **Appendices**

7 The existing appendix is numbered as appendix I and a new appendix II is added as follows:

"APPENDIX II

**Form of Exemption Certificate for UNSP Barges**

**INTERNATIONAL SEWAGE POLLUTION PREVENTION EXEMPTION CERTIFICATE FOR  
UNMANNED NON-SELF-PROPELLED (UNSP) BARGES**

Issued under the provisions of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978, as amended, relating thereto (hereinafter referred to as "the Convention") under the authority of the Government of:

.....  
*(full designation of the country)*

by .....  
*(full designation of the competent person or organization  
authorized under the provisions of the Convention)*

**Particulars of ship**

Name of ship .....  
Distinctive number or letters .....  
Port of registry .....  
Gross tonnage .....

**THIS IS TO CERTIFY:**

- 1 That the unmanned non-self-propelled (UNSP) barge has been surveyed in accordance with regulation 3.2 of Annex IV to the Convention;
- 2 That the survey shows that the unmanned non-self-propelled (UNSP) barge:
  - .1 is not propelled by mechanical means;
  - .2 has neither persons nor living animals on board;
  - .3 is not used for holding sewage during transport; and
  - .4 has no arrangements that could produce sewage as defined in regulation 1.3 of Annex IV to the Convention; and
- 3 That the UNSP barge is exempted, under regulation 3.2 of Annex IV to the Convention, from the certification and related survey requirements of regulations 4.1 and 5.1 of Annex IV to the Convention.

This certificate is valid until (dd/mm/yyyy).....

subject to the exemption conditions being maintained.

Completion date of the survey on which this certificate is based (dd/mm/yyyy).....

Issued at .....

(place of issue of certificate)

.....  
(date of issue) (dd/mm/yyyy):

.....  
(signature of duly authorized  
official issuing the certificate)

(seal or stamp of the authority, as appropriate)"

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RESOLUTION MEPC.330(76) (adopted on 17 June 2021)  
AMENDMENTS TO THE ANNEX OF THE INTERNATIONAL CONVENTION FOR THE  
PREVENTION OF POLLUTION FROM SHIPS, 1973, AS MODIFIED BY THE  
PROTOCOL OF 1978 RELATING THERETO

**ภาคผนวก ๔**

ข้อมติของคณะกรรมการคุ้มครองสิ่งแวดล้อมทางทะเลที่ ๓๔๓(๗๘)

(Resolution MEPC.343(78) Amendments to the Annex of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto)

RESOLUTION MEPC.343(78) (adopted on 10 June 2022)  
AMENDMENTS TO THE ANNEX OF THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION  
FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978 RELATING THERETO

**RESOLUTION MEPC.343(78)**  
**(adopted on 10 June 2022)**

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

**Amendments to MARPOL Annex I**

**(Watertight doors)**

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 article 16 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL), which specifies the amendment procedure and confers upon the appropriate body of the Organization the function of considering amendments thereto for adoption by the Parties,

HAVING CONSIDERED, at its seventy-eighth session, proposed amendments to MARPOL Annex I concerning watertight doors,

1 ADOPTS, in accordance with article 16(2)(d) of MARPOL, amendments to MARPOL Annex I, 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 MARPOL, that the amendments shall be deemed to have been accepted on 1 July 2023 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 MARPOL, the said amendments shall enter into force on 1 January 2024 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article 16(2)(e) of MARPOL, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to MARPOL;

5 ALSO REQUESTS the Secretary-General to transmit copies of the present resolution and its annex to Members of the Organization which are not Parties to MARPOL.

**ANNEX**

**AMENDMENTS TO MARPOL ANNEX I**

**(Watertight doors)**

**CHAPTER 4 – REQUIREMENTS FOR THE CARGO AREA OF OIL TANKERS**

**PART A – CONSTRUCTION**

**Regulation 28 – Subdivision and damage stability**

1 Paragraph 3.1 is replaced by the following:

- ".1 The final waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding may take place. Such openings shall include air pipes and those which are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated sliding watertight doors, hinged watertight access doors with open/closed indication locally and at the navigation bridge, of the quick-acting or single-action type that are normally closed at sea, hinged watertight doors that are permanently closed at sea, and sidescuttles of the non-opening type."

RESOLUTION MEPC.343(78) (adopted on 10 June 2022)  
AMENDMENTS TO THE ANNEX OF THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION  
FROM SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978 RELATING THERETO