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KOREAN REGISTER OF SHIPPING
**TECHNICAL
INFORMATION**

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**Subject : Amendments to MARPOL Annex I for oil residues (sludge)
piping arrangements**

Complete revisions to Reg.12(Tanks for oil residues) of MARPOL Annex I were adopted by Res.MEPC.266(68) at MEPC(Marine Environment Protection Committee) 68th session in May 2015 and will enter into force as of 1 January 2017.

Those amendments mean that oil residue(sludge) tanks must have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators. In addition, the requirement on the separation between oil residue and oily bilge system will retroactively apply to ships constructed before 31 December 1990 which oil residue and oily bilge piping arrangements are not suitably separated from each other.

In this regard, please be informed the details of above amendments and considerations to comply with it accordingly.

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1. Details of revised requirements (Reg.12 of MARPOL Annex I)

- .1 Oil residue tank shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily bilge water separator, except that:
 - .1 the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangements does not connect directly to the bilge discharge piping system; and
 - .2 oil residue tank discharge piping and bilge-water piping may be connected to

a common piping leading to the standard discharge connection referred to in regulation 13; the connection of both systems to the possible common piping leading to the standard discharge connection referred to in regulation 13 shall not allow for the transfer of oil residue to the bilge system.

.2 the requirement on the separation between oil residue and oily bilge system as referred to in above paragraph .1 shall apply to all new and existing ships of 400 gross tonnage and above. But, ships constructed before 1 January 2017 shall be arranged to comply with this requirement not later than the first renewal survey carried out on or after 1 January 2017.

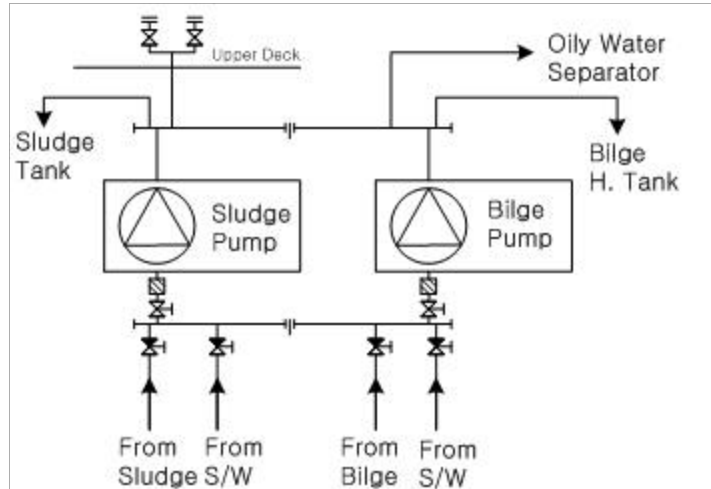
2. Separation between oil residue and bilge system

.1 Example for the application of manually operated self-closing valve

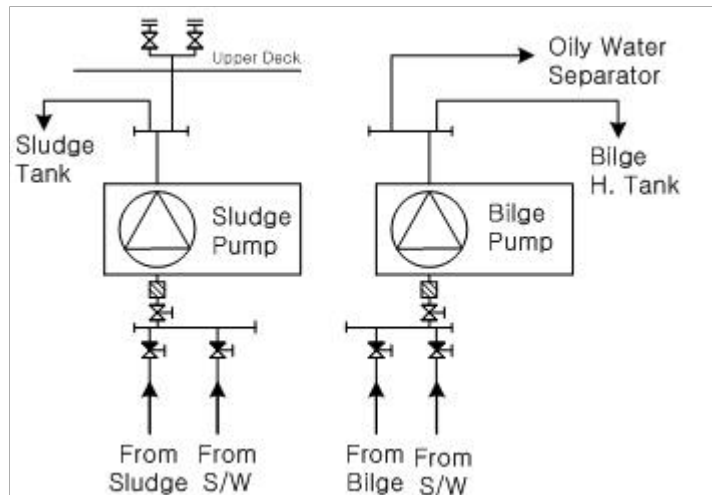


* For a manually operated self-closing valve installed onboard, 'hopper' is normally installed with manually operated self-closing valve to ensure the visual monitoring of drained fluids. A sight glass may not be recommended as it will have a tendency to become dirty over time, making visual monitoring difficult.

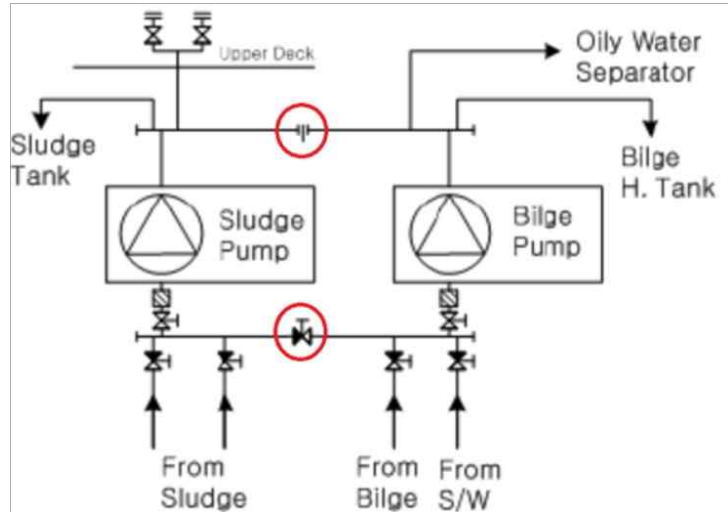
.2 Examples of acceptable or not acceptable piping arrangements on separation between oil residue and bilge water system



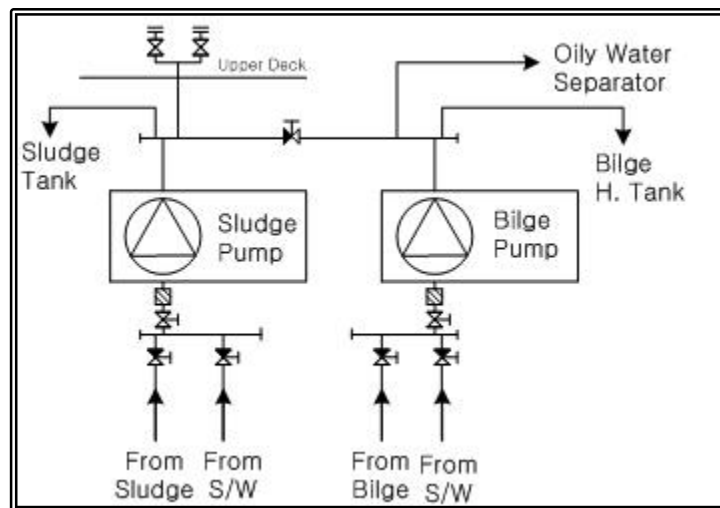
- * Above piping arrangements are not considered that oil residue and bilge water system are suitably separated as the discharge lines for oil residue and bilge water system is connected so that oil residue can be transferred to bilge water system, and inlet arrangement of bilge pump which is capable of taking suction from oil residue system was also designed. Thus, above arrangements are not in compliance with Reg.12.3.3 of MARPOL Annex I.



- * Above piping arrangements are considered to comply with Reg.12.3.3 as oil residue and bilge water system are completely separated. But, it can not comply with Reg.13 which requires that bilge water can also be discharged to port reception facility through a standard discharge connection. Thus, above arrangements are not acceptable as well.



- * Above piping arrangements are not considered that oil residue and bilge water system are suitably separated as the discharge lines for oil residue and bilge water system is connected so that oil residue can be transferred to bilge water system, although a screw-down non return valve is installed at inlet arrangements of each system so that oil residue can not be transferred through a bilge pump. Thus, above arrangements are not in compliance with Reg.12.3.3 of MARPOL Annex I.



- * For above piping arrangements, a screw-down non return valve is installed at outlet arrangements of each system so that oil residue can not be transferred to bilge water system, and bilge water can also be transferred through a standard discharge connection. Furthermore, it is the arrangements that oil residue can not be transferred to bilge water system through a bilge pump, thus above arrangements are acceptable.

3. Retroactive application of the requirement on the separation between oil residue and bilge system

.1 The requirement on the separation between oil residue and bilge water system has been applied to the ships constructed on or after 31 December 1990 in accordance with the relevant unified interpretation to Reg.12 of MARPOL Annex I, consequently, the ships constructed before 31 December 1990 may not comply with this requirement.

.2 But, taking into account that the requirement on the separation between oil residue and bilge water system will retroactively apply to the ships constructed before 31 December 1990 and not in compliance with this requirement not later than first IOPP renewal survey carried out on or after 1 January 2017, the following Convention Note will be recorded in the Survey Report (SRT) for ships constructed before 31 December 1990.

“With respect to the requirements on separation between oil residue and bilge system in accordance with Res.MEPC.266(68), all existing ships with keel laid before 31 December 1990, which may have connections between the oil residue and bilge system shall comply with Reg.12.3.3 of MARPOL Annex I by removing such connections not later than first renewal survey carried out on or after 1 January 2017. This note was made by Convention & Legislation Service Team on XX December 2016.”

.3 Ship owners and operators with a relevant Convention Note are kindly invited to note ‘examples of acceptable or not acceptable piping arrangements on separation between oil residue and bilge water system’ as referred above, and to carry out necessary measures so that oil residue and bilge water system is suitably separated not later than first IOPP renewal survey carried out on or after 1 January 2017.

.4 For the technical review on the modification of oil residue and bilge water system or possibility to comply with this requirement for the particular ships, please contact to Environmental & Piping Team of this classification society.

– Environmental & Piping Team / Fax : 070)8799-8219 / E-mail : piping@krs.co.kr

– The end –

Attachment :

1. Res.MEPC.266(68) – 1 copy

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Executive Vice President

Statutory Survey Division

Korean Register of Shipping



Distributions : KR surveyors, Ship owners, Ship builders, Other stakeholders

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