

[PHTBP MEMORANDUM CIRCULAR NO. 09-2001, July 02, 2001]

ISSUANCE OF INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE TO PHILIPPINE REGISTERED VESSELS

**I
AUTHORITY**

PD 600 and PD 979

**2
SCOPE**

Apply to all Philippine registered vessels engaged in international or domestic trade.

**3
PURPOSE**

To prescribe the procedure for the issuance of International Oil Pollution Prevention Certificate to Philippine registered vessels.

**4
DEFINITION OF TERMS**

A. Oil Tanker - a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers or any "chemical tanker" constructed or adapted primarily to carry cargo of noxious liquid substances in bulk or when it is carrying cargo other than noxious liquid substances but part of it is oil in bulk.

B. Product Carrier - an oil tanker engaged in the trade of carrying oil other than crude oil.

C. Segregated Ballast Tank - a tank, which is completely separated from the cargo oil and oil fuel system permanently allocated to the carriage of ballast or cargoes other than oil or noxious substance.

D. Dedicated Clean Ballast Tank - a tank primarily constructed for carrying ballast which, if such effluent were discharged into clean water would not produce visible traces of oil on the water surface upon adjoining shorelines or cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines.

E. Oily-Water Separating Equipment - a separator or filter, or any combination thereof, which is designed to produce effluent containing less than 15 ppm of oil.

F. Oil Discharge Monitoring and Control System - a system consisting of a control unit, a computing unit and a circulating unit. This system shall be equipped in oil tankers of 150 tons gross tonnage and above and shall record continuously the discharge of oil in liters per nautical mile and total quantity of oil discharged or in lieu thereof, the oil content of the effluent and rate of discharge.

G. Cargo Tank Cleaning System - a system equipped in a crude oil tanker of 20,000 tons deadweight and above using crude oil washing.

H. New Ship

1. A ship for which the building contract is placed after 31 December 1995; or
2. In the absence of a building contract, the keel of which is laid or which is at a similar stage of construction after 30 June 1996; or
3. The delivery of which is after 31 December 1995; or
4. Which has undergone a major conversion;
 - a. For which the contract is placed after 31 December 1995; or
 - b. In the absence of a contract, the construction work of which is completed after 31 December 1999.

J. Existing Ship - a ship which is not a new ship.

**5
GENERAL REQUIREMENTS**

A. All ships

1. Ships of 400 gross tons and but less than 10,000 gross tons shall be provided with:
 - a. OWS equipment capable of producing an effluent with an oil content not exceeding 15 parts per million.
 - b. Tank(s) of adequate capacity, having regards to the type of machinery and length of voyage, to receive the oily residues (sludge) such as those resulting from the purification of fuel and lubricating oils and oil leakages in machineries. The oil residues shall then be discharged into reception facilities.
 - c. ORB, whether as part of the ship's official log book.

2. Ships of 10,000 gross tons and above shall be provided with:

- a. An oil discharge monitoring and control system in addition to the Oily Water Separating Equipment stated in Section V (A) (1) (a)
- b. Tank(s) of adequate capacity, having regards to the type of machinery and length of voyage, to receive the oily residues (sludge) such as those resulting from the purification of fuel and lubricating oils and oil leakage in machineries. The oil residues shall then be discharged into reception facilities.
- c. ORD, whether as part of the ship's official log book.

3. Vessels of less than 400 GRT shall be fitted with a holding tank having adequate capacity for the total retention on board of the oil bilge water for subsequent discharge to reception facilities.

4. All oil water separator equipment shall be duly approved by the Philippine Coast Guard.

5. Requirement of Section V (A) (1) (a) and V (A) (2) (a) can be waived subject to the provision stated in Section VII (A) (1) of this Circular.

B. Oil Tankers

1. Oil tankers of 150 tons tonnage and above shall be provided with an oil discharge monitoring and control system, in addition to the Oily Water Separating Equipment, approved/accredited by the Philippine Coast Guard.

2. The above requirements shall not apply to oil tankers of less than 150 gross tons for which the control of discharge of oil shall be affected by the retention of oil on board with subsequent discharge of all contaminated washings to reception facilities.

3. Requirement of Section V (B)(1) can be waived subject to the provision stated in Section VII (A) (2) of this Circular.

4. Existing oil tankers of 40,000 tons DWT engaged in international voyage shall:

- a. Be provided with segregated ballast tank(s) of adequate capacity so as to allow the ship to operate safely on ballast voyage without recourse to the use of cargo tanks for water ballast.
- b. Adapt cargo tank cleaning procedures using crude oil washing in lieu of the requirement prescribed above; or
- c. Dedicated clean ballast tanks in lieu of the above.

5. New oil tankers of 20,000 tons DWT and above engaged in international voyage shall:

- a. Be provided with segregated ballast tank(s) of adequate capacity so as to allow the ship to operate safely on ballast voyage without recourse to the use of tanks for water ballast.
- b. Adapt cargo tank cleaning procedures using crude oil washing.

6. An oil tanker operating with dedicated clean ballast tanks shall be equipped with an oil content meter, duly approved by the PCG, to enable supervision of the oil content in ballast water being discharged. The vessels shall further be provided with the following:

- a. Dedicated clean ballast tank operation manual and
- b. A supplement to the oil record book in the form specified in Annex II.

The supplement shall be permanently attached to the Oil Record Book.

C. Product Carriers

1. New product carriers of thirty thousand (30,000) tons deadweight and above shall be provided with segregated ballast tank(s) of adequate capacity so as to allow the ship to operate safely on ballast voyage without recourse to the use of cargo tanks for water ballast.

2. Existing product carriers of forty thousand (40,000) tons deadweight and shall be provided with segregated ballast tanks, or alternatively operated with dedicated clean ballast tanks equipped with an oil content meter duly accredited by the PCG. Provided that vessels, operating with dedicated clean ballast tanks shall be equipped with the following:

- a. Dedicated clean ballast tank operating manual and
- b. A supplement to the oil record book in the form specified (Annex II). The supplement shall be permanently attached to the oil record book.

A. Shipowners shall forward their applicants for the IOPP/OPP Certificate in writing to the Commander, Marine Environmental Protection Command (CMEPCOM).

B. Prior to the issuance of the Certificate and before the ship is put on service, an initial survey shall be undertaken by the Coast Guard District or Marine Safety Officer. In case the Certificate is being issued for the first time, the initial survey shall include a complete survey of the marine sanitation device or sewage treatment plant.

C. After the survey, no significant changes or alternations shall be made in the structure, equipment, fittings, arrangements or materials covered by the survey without written authority from the Commandant, Philippine Coast Guard.

D. CMEPCOM, through AC of S, CG-9, may recommend to the Commandant, PCG the accreditation of classification societies or survey organization/societies that may conduct the above-mentioned surveys.