

# **Prevention of Pollution of the Sea (Oil) (Amendment No. 2) Regulations 2000**

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**No. S 578**

## **PREVENTION OF POLLUTION OF THE SEA ACT (CHAPTER 243)**

## **PREVENTION OF POLLUTION OF THE SEA (OIL) (AMENDMENT NO. 2) REGULATIONS 2000**

In exercise of the powers conferred by section 34 of the Prevention of Pollution of the Sea Act, the Maritime and Port Authority of Singapore, with the approval of the Minister for Communications and Information Technology, hereby makes the following Regulations:

### **Citation and commencement**

1. These Regulations may be cited as the Prevention of Pollution of the Sea (Oil) (Amendment No. 2) Regulations 2000 and shall come into operation on 1st January 2001.

### **Amendment of First Schedule**

2. The First Schedule to the Prevention of Pollution of the Sea (Oil) Regulations (Rg 1) is amended —

(by deleting sub-paragraph (a\)) of Regulation 13G(1) and substituting the following sub-  
a paragraph:

) “(a) apply to:

(i) oil tankers of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo; and

(ii) oil tankers of 30,000 tons deadweight and above other than those referred to in sub-paragraph (i),

which are contracted, the keels of which are laid, or which are delivered before the dates specified in regulation 13F (1) of this Annex; and”;

(by inserting, immediately after the words “6th July 1995” in Regulation 13G(2), the words  
b “, except that the requirements of paragraph (1)(a) applicable to oil tankers of 20,000 tons  
) deadweight and above but less than 30,000 tons deadweight carrying fuel oil, heavy diesel oil or lubricating oil as cargo shall take effect as from 1st January 2003”;

(by inserting, immediately after paragraph (2) of Regulation 13G, the following paragraph  
c and footnotes:

) “(2bis) For the purposes of paragraphs (1) and (2) of this Regulation —

“fuel oil” means heavy distillates or residues from crude oil or blends of such materials intended for use as a fuel for the production of heat or power of a quality equivalent to the specification acceptable to the Organisation; \*\*

\*\* Reference is made to the American Society for Testing and Materials’ Specification for Number Four Fuel Oil (Designation D396) or heavier.

“heavy diesel oil” means marine diesel oil, other than those distillates of which more than 50 per cent by volume distils at a temperature not exceeding 340°C when tested by the method acceptable to the Organisation. \*\*\*

\*\*\*Reference is made to the American Society for Testing and Materials’ Standard Test Method (Designation D86).”;

(by inserting, immediately after paragraph (2) of Regulation 26, the following paragraph:

d  
) “(3) In the case of ships to which Regulation 16 of Annex II of the Convention also applies, such a plan may be combined with the shipboard marine pollution emergency plan for noxious liquid substances required under that Regulation. In this case, the title of such a plan shall be “Shipboard marine pollution emergency plan.”; and”.

(by inserting, immediately below the words “(Seal or stamp of the authority, as

e appropriate)” where they last appear in Appendix II, the following Forms:  
)

FORM A

Supplement to International Oil Pollution Prevention Certificate  
(IOPP Certificate)

RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS  
OTHER THAN OIL TANKERS

in respect of the provisions 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 third type of ships as categorized in the IOPP Certificate, i.e. “ships other than any of the above”. For oil tankers and ships other than oil tankers with cargo tanks coming under regulation 2 (2) of Annex I of the Convention, Form B 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, 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. 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 Date of build:
  - 1.5.1 Date of building contract .....
  - 1.5.2 Date on which keel was laid or ship was at a similar stage of construction .....
  - “ 1.5.3 Date of delivery .....

- 1.6 Major conversion (if applicable):
- 1.6.1 Date of conversion contract .....
- 1.6.2 Date on which conversion was commenced .....
- 1.6.3 Date of completion of conversion .....
- 1.7. Status of ship:
- 1.7.1 New ship in accordance with regulation 1 (6) ☐
- 1.7.2 Existing ship in accordance with regulation 1 (7) ☐
- 1.7.3 The ship has been accepted by the Administration as an "existing ship" under regulation 1 (7) due to unforeseen delay in delivery ☐
- 2. Equipment for the control of oil discharge from machinery space bilges and oil fuel tanks (regulations 10 and 16)**
- 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 16 (4)) ☐
- 2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (regulation 16 (5)) ☐
- 2.3 The ship is allowed to operate with the existing equipment until 6th July 1998 (regulation 16 (6)) and fitted with:
- 2.3.1 Oily-water separating (100 ppm) equipment ☐
- 2.3.2 Oil filtering (15 ppm) equipment without alarm ☐
- 2.3.3 Oil filtering (15 ppm) equipment with alarm and manual stopping device ☐
- 2.4 Approval standards\*:
- 2.4.1 The separating/filtering equipment:
- .1 has been approved in accordance with resolution A.393 (X) ☐

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\* Refer to 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); see IMO sales publication IMO-608E. 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); see IMO sales publication IMO-646E.

- .2 has been approved in accordance with resolution MEPC.60 (33) ☐
- .3 has been approved in accordance with resolution A.233 (VII) ☐
- .4 has been approved in accordance with national standards not based upon resolution A.393 (X) or A.233 (VII) ☐
- .5 has not been approved ☐
- 2.4.2 The process unit has been approved in accordance with resolution A.444 (XI) ☐
- 2.4.3 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) ☐
- 2.5 Maximum throughput of the system is ..... m<sup>3</sup>/h
- 2.6 Waiver of regulation 16:
- 2.6.1 The requirements of regulation 16 (1) and (2) are waived in respect of the ship in accordance with regulation 16 (3) (a). The ship is engaged exclusively on voyages within special area(s): ..... ☐
- 2.6.2 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> )