

HHva betyr MARPOL?

The International Convention for the Prevention of Pollution from Ships

Struktur av MARPOL

1	Regulations for the prevention of pollution by oil	73/78 as consequences
2	Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk	Bergen Chemicals(Noxious liquid substances in Bulk)
3	Regulations for the Prevention of Pollution by Harmful Substances Carried by Sea in Packaged Form	Harmful substances sea in packet form
4	Regulations for the Prevention of Pollution by Sewage from Ships	sewage from ships
5	Regulations for the Prevention of Pollution by Garbage from Ships	garbage from ships
6	Regulations for the Prevention of Air Pollution from Ships	Air pollution

Ha er formål med marpol?

The purpose of the Convention is to prevent and minimize pollution from ships, both accidental pollution and pollution from routine operations

Annex 1

IOPP	Compliance with Annex 1 is confirmed by International Oil Prevention Certificate
	which is required for vessels trading in international trade.
	Oil tankers 150 GRT and above Other ships 400 GRT and above
Hva er olja?	Oil is defined as petroleum in any form including crude oil, fuel oil, sludge and refined products such as;
For example	Marine diesel oil, Gas oil Lubricating oil

Shipboard Oil Pollution Emergency Plan (SOPEP)

This is a prevention plan carried on board containing; instructions for the "oil pollution prevention team"	
It should contain:	General information of the ship
	An emergency plan
	Drawings of fuel oil lines/tanks
	Location of SOPEP boxes

In this plan you get an overview of possible procedures/action plan in case of an oil spill

In the plan is also mentioned who you should contact (list of authorities) , port state control/USCG, and how to report this event

All discharges of oil at sea are prohibited

Machinery space (bilge and sludge)	All ship types: Machinery space
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All discharges of oil at sea are prohibited (cont)

	Bilge waste: oily water from the bilges (OWS) Sludge: waste residue from the filtration of fuel oil
	Ship must be en route
	Oily mixture must have been processed through the oil filtering equipment
	Oil content of the mixture does not exceed 15 parts per million (ppm)
	Oily mixture is not mixed with cargo residues (see later)
Cargo space (slops) pump-room(s)	Oil tankers
	Must be more than 50nm from nearest land (also defined)
	30 litres per nautical mile
	Discharged through the Oil Discharge Monitoring Equipment (ODME)
	Maximum discharge quantity on a ballast voyage should not exceed 1/30,000 of the total quantity of the particular cargo of which the residue formed a part



hva er SOPEP box?

Oil spill equipment (SOPEP box)

HVA ER IOPP?

Every oil tanker of 150 GT and above Every other ship of 400 GT and above

Valid for 5 years (to be endorsed annually upon completion of survey)

Oil Discharging Monitoring Equipment (ODME)

Oil Record Books (ORB)

Oily Water Separator(OWS)

Oil Filtering System

Mandatory annual surveys or unscheduled inspection

The remaining oil

Is to be retained in the slop tank(s)

To be pumped ashore (remember ORB/receipt)

If suitable, mixed with other cargoes (load on top system)

It is not allowed to transfer remaining oil/redidue to engine room

Special Areas

“Special Area is a sea area where for recognized oceanographic and ecological condition and to the particular character of its traffic...special mandatory methods for the prevention of sea pollution by [oil] is required.”

Oil record book

An Oil Record Book part 1 shall be carried on board every oil tanker of 150 GT and above and every other ship of 400 GT and above to record relevant machinery space operations

In addition, oil tankers of 150 GT and above shall carry an Oil Record Book part 2 to record cargo and ballast operations

must be available at all times for examination by Port State Control or other inspectors of any port within their jurisdiction

Defect/inoperative equipment to be recorded in ORB

P&I

It should be noted that Clubs in the International Group do not condone breaches of the Marpol regulations

Other than in cases of purely accidental discharge, P&I cover for fines resulting from breaches of Marpol regulation is only available on a discretionary basis

Crude Oil Washing (COW)

Crude oil washing (COW) is a system whereby oil tanks on a tanker are cleaned out between voyages not with water, but with crude oil - the cargo itself. The solvent action of the crude oil makes the cleaning process far more effective than when water is used. (There is usually a final water rinse but the amount of water involved is very low.) The system helps prevent pollution of the seas from operational measures

COW is mandatory on new tankers under the International Convention for the Prevention of Pollution by Ships (MARPOL).

