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**GUIDELINES FOR APPLICATION OF MARPOL ANNEX I  
REQUIREMENTS TO FPSOs AND FSUs**

1 The Marine Environment Protection Committee, at its forty-ninth session (14 to 18 July 2003), recognizing the necessity to provide appropriate guidance for the application of MARPOL Annex I requirements to floating production, storage and offloading facilities (FPSOs) used for the offshore production and storage of oil, and floating storage units (FSUs) used for the offshore storage of produced oil, approved the Guidelines for application of MARPOL Annex I requirements to FPSOs and FSUs, set out in the annex.

2 Member Governments are invited to use the annexed Guidelines when applying relevant provisions of MARPOL Annex I to FPSOs and FSUs and to bring them to the attention of all parties concerned.

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## ANNEX

**GUIDELINES FOR APPLICATION OF MARPOL ANNEX I  
REQUIREMENTS TO FPSOS AND FSUS**

1 The purpose of these Guidelines is to provide for uniform application of MARPOL Annex I to Floating Production, Storage and Offloading facilities (FPSOs) and Floating Storage Units (FSUs) that are used for the offshore production and storage or for offshore storage of produced oil.

2 The Marine Environment Protection Committee, at its forty-ninth session (14 to 18 July 2003), noted the complex issues involved in applying the requirements of MARPOL Annex I to FPSOs and FSUs, whose arrangements, functions and operations fall under the over-riding control of coastal States.

3 In addition, the Committee found that the role of FPSOs and FSUs in operation does not include transport of oil. Accordingly, FPSOs and FSUs are a form of floating platform and do not lie within the definition of *oil tanker* in MARPOL regulation I/1(4). They are therefore subject to the provisions of Annex I that relate to fixed and floating platforms, including regulation 21.

4 The Committee noted that the environmental hazards associated with the quantities of produced oil stored on board operational FPSOs and FSUs are similar to some of the hazards related to oil tankers and that relevant requirements of MARPOL Annex I in relation to *oil tankers* could be adapted to address those hazards in an appropriate manner. Based on the above and recognizing that these floating platforms are stationary when operating, the Committee recommends that coastal States, flag States and others associated with the design, construction and operation of FPSOs and FSUs apply the relevant MARPOL Annex I regulations referred to in annex 1 to the Guidelines. References contained in annex 1 relate to MARPOL Annex I up to and including the amendments contained in resolution MEPC.95(46).

5 This circular has been prepared with a view to providing the necessary guidance and interpretation information which may be specifically applicable to FPSOs and FSUs, and accordingly represents a single document describing the application of MARPOL Annex I to these floating platforms.

6 The provisions of this circular are for application to FPSOs and FSUs when located at their operating station. However they also take into account the abnormal and rare circumstances of:

- .1 voyages for drydocking, repair or maintenance work; or
- .2 disconnection of the platform in extreme environmental or emergency conditions.

In either case, the FPSO/FSU should not transport oil to a port or terminal except with the specific agreement of the flag and relevant coastal States, obtained on a voyage basis. When undertaking any voyage away from the operating station, for whatever purpose, FPSOs and FSUs will be required to comply with the discharge provisions of MARPOL Annex I for *oil tankers*.

7 In order to avoid development of an entire new text from MARPOL Annex I attending to such terminology matters and notwithstanding the basis for these Guidelines outlined above, in any regulation indicated to apply to FPSOs and FSUs by the Guidelines at annex, the following interpretation of terminology should be used:

- .1 “oil tanker” should be read as “FPSO or FSU”;
- .2 “carry” should be read as “hold”;
- .3 “cargo” should be read as “produced oil and oily mixtures”; and
- .4 “voyage” should be read to include “operations”.

8 Oil tanker requirements that are extended by the Guidelines to apply to FPSOs/FSUs are identified through the phrase “recommend application” or similar, while “applies” is used for requirements to be implemented irrespective of the contents of this circular.

9 The requirement for oil tankers to undergo the enhanced survey programme (resolution A.744(18)) was deleted from regulation I/13G of MARPOL by resolution MEPC.95(46) and its provisions have subsequently been solely given effect through Chapter XI-I of SOLAS. Since SOLAS does not apply to the vast majority of FPSOs and FSUs, which are permanently moored at their operating stations, the relevant oil tanker requirements of resolution A.744(18) have been included as one of the provisions of the Guidelines in order to ensure a satisfactory standard of structural integrity for FPSOs and FSUs. Reflecting the operational characteristics of FPSOs and FSUs, the Guidelines also make provision for limited departure from A.744(18) in respect of acceptance of in-water surveys under conditions which do not compromise safety and pollution prevention.

10 It is recommended that contracting Governments give effect to the provisions of this Circular to FPSOs and FSUs as soon as practicable, but not later than two years after date of approval of this circular for construction or conversion contracts placed on or after that date. In the absence of a building or conversion contract, the keel laying date for purpose-built new-construction FPSOs and FSUs or the commencement date of a ship’s conversion should be used. FPSOs and FSUs contracted, built or converted prior to that date need not be upgraded in accordance with the provisions of the circular.

11 In implementing the provisions of this circular, Member Governments are invited to use and recognize the Record of Construction and Equipment for FPSOs and FSUs at annex 2 in place of Forms A and B appended to Annex I of the Convention.

12 The Committee noted that most operations of FPSOs and FSUs are different from other ships covered by Annex I and, recognizing that the coastal State has jurisdiction over fixed and floating platforms operating in waters under its jurisdiction, Member Governments may find it necessary to depart from the provisions of this Circular. Accordingly, the Committee invites Member Governments to advise the Organization of their experience in applying this Circular so that it can be taken into account if future amendments to this Circular are deemed necessary.

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ANNEX 1

**RECOMMENDED PROVISIONS OF MARPOL AND ANNEX I FOR  
APPLICATION TO FPSOS AND FSUS**

Article	Subject	Basis of Application
Art. 2(3)(b)(ii)	Def. <i>Discharge</i>	In accordance with Reg. 21 and UI 10.1, produced water, offshore processing drainage and displacement water are not included in the meaning of <i>discharge</i> .
Art. 2(4)	Def. <i>Ship</i>	FPSOs/FSUs are “fixed or floating platforms” and are therefore included in this definition.

Regulation	Subject	Basis of Application
1(1)-(3)	Defs. <i>Oil, Oily mixture, Oil fuel</i>	Applies
1(4)	Def. <i>Oil tanker</i>	FPSOs/FSUs are adapted primarily for a purpose other than to carry (transport) oil and are therefore excluded from this definition.
1(5)	Def. <i>Combination carrier</i>	Not applicable for same reasons as 1(4).
1(6)-(7)	Defs. <i>New ship, Existing ship</i>	Applies
1(8)	Def. <i>Major conversion</i>	Conversion of an <i>oil tanker</i> or <i>combination carrier</i> to an FPSO/FSU and <i>vice versa</i> should be considered to be a <i>major conversion</i> . Alterations or modifications required for an existing FPSO/FSU to move to another field should not be considered a <i>major conversion</i> .
1(9)-(10)	Defs. <i>Nearest land, Special area</i>	Applies
1(11)	Def. <i>Instantaneous rate of discharge of oil</i>	Not applicable to FPSO/FSU at operating station as this definition applies when the ship is under way (refer regs. 9(1)(a)(iv) and 15(3)(a)).
1(12)-(25)	Defs. (Various)	Applies.
1(26)-(27)	Defs. <i>New oil tanker, Existing oil tanker</i>	Not applicable
1(28)	Def. <i>Crude oil</i>	Applies
1(29)-(30)	Defs. <i>Crude oil tanker, Product carrier</i>	Not applicable
1(31)	Def. <i>Anniversary date</i>	Applies
2(1)	Application	Applicable

<b>Regulation</b>	<b>Subject</b>	<b>Basis of Application</b>
2(2)-(3)	Application	Not applicable as the scope of application of these Guidelines is for FPSOs and FSUs when located at their normal operational station, including where appropriate temporary disconnection from the riser at the operating station for the minimum period necessary to ensure the safety of the vessel in extreme environmental or emergency conditions.
2(4)	“	Any Administration using this clause in relation to FPSOs/FSUs would need to justify such use in relation to the terms of clause (a) and in accordance with the requirements of clause (c).
3(1)-(2)	Equivalents	Applies
4(1)-(4)	Surveys & inspections	Applies. Notwithstanding whether SOLAS’74 applies to an FPSO/FSU, surveys of FPSOs and FSUs should be conducted to the standard specified for <i>oil tankers</i> in SOLAS’74 regulation 11-2, except for the provisions of 2.2 of Annex B to resolution A.744(18) as amended in relation to dry-dock survey. The coastal and flag States may accept bottom survey of the ship afloat instead of in dry-dock when the conditions are satisfactory and the proper equipment and suitably qualified personnel are available.
5(1)-(3)	Issue of certificate	IOPP Certificate should be issued unless flag and coastal States have other means of certifying/documenting compliance
6(1)-(4)	Issue of certificate by another Government	Applicable
7	Form of certificate	Applicable. When completing the IOPP certificate, FPSOs’/FSUs’ “type of ship” should be shown as “ship other than any of the above” and this entry should be annotated with “FPSO” or “FSU” together with details of operational location. Record of Construction and Equipment for FPSOs and FSUs given at Annex 2 should be used for the IOPP Supplement. Where this is done Form A or Form B required by the Convention need not be provided
8	Duration of certificate	Applicable
8A	Port State control on operational requirements	Applies to FPSO/FSU at its operating station, recognizing that under Art. 2(5) and UNCLOS Arts. 56 and 60, the coastal State exercises sovereign rights for the purposes of exploration and exploitation of their natural resources. However, port State control powers are applicable at other times such as if the FPSO/FSU voyages to a port in another State for maintenance purposes.
9(1)(a)	Control of discharge of oil	Recommended application whenever the FPSO/FSU is not at its operating station.

Regulation	Subject	Basis of Application
9(1)(b)	“	<p>In accordance with Reg. 21 and UI 10.1, applies only to machinery space discharges and contaminated sea water from operational purposes such as produced oil tank cleaning water, produced oil tank hydrostatic testing water, water from ballasting of produced oil tank to carry out inspection by rafting. Since FPSOs/FSUs and other fixed and floating platforms cannot comply with 9(1)(b)(ii) when operating on station then these oils and oily mixtures may, with the agreement of the coastal State:</p> <ol style="list-style-type: none"> <li>a. be sent ashore;</li> <li>b. be incinerated;</li> <li>c. have water separated and discharged if not exceeding 15ppm oil content under 9(4);</li> <li>d. be discharged in accordance with this clause subject to waiver of the <i>en route</i> requirement;</li> <li>e. be added to the production stream; or</li> <li>f. be treated using a combination of these methods.</li> </ol>
9(2)-(7)	“	Applies
10(1)-(2)	Methods for the prevention of oil pollution from ships while operating in special areas	Applies
10(3)	Methods for the prevention of oil pollution from ships while operating in special areas	Applicable, but FPSOs/FSUs cannot comply with (3)(b)(iii) when operating on station. This requirement should be handled consistent with 9(1)(b) above. Coastal State may issue dispensation from (3)(b)(iii) where satisfied that this dispensation does not prejudice the environment.
10(4)-(6)	“	Applies
10(7)-(8)	“	FPSOs/FSUs should not be considered as offshore terminals and should not receive dirty ballast or slops from offload tankers
11	Exceptions	Applies
12(1)-(5)	Reception facilities	FPSOs/FSUs should not be considered as offshore terminals and should not receive dirty ballast or slops from offload tankers
13(1)-(11)	Segregated ballast tanks, dedicated clean ballast tanks and crude oil washing	Recommend application subject to the conditions listed for 13(2) and (3).
13(2)	“	Not applicable, but FPSO/FSU should have sufficient ballast capacity to meet stability and strength requirements in design and operational conditions of loading

<b>Regulation</b>	<b>Subject</b>	<b>Basis of Application</b>
13(3)	“	Recommend application noting that there should normally be separation between ballast and produced oil (crude) tanks and pumping systems, but temporary cross-connection may be permitted for the duration of transfer operations. In such exceptional cases where sea water is introduced into produced oil tanks for the operational purposes listed above in relation to 9(1)(b), it should be dealt with as provided for under that clause.
13A(1)-(4)	Requirements for oil tankers with dedicated clean ballast tanks	Recommend application similar to 13(1)-(11)
13B(1)-(2)	Requirements for crude oil washing	COW system should be fitted unless produced oil characteristics are not suitable for COW
13B(3)	“	For safety reasons, inert gas must be fitted in conjunction with any COW system
13B(4)	“	Recommended application to any produced oil tanks used for water ballast as water ballast is subject to different discharge requirements than produced water.
13B(5)	“	COW O&E Manual is to be provided for any COW system fitted
13C	Existing tankers engaged in specific trades	Not applicable
13D(1)	Existing oil tankers having special ballast arrangements	Recommend application to meet 13(2) and 13(3) as modified by these Guidelines
13D(2)	”	Recommended application consistent with 13(3) and 13B(4) as modified by these Guidelines.
13D(3)	“	Not applicable.
13E(1)-(4)	Protective location of segregated ballast spaces	Not applicable. Refer 13F(3)(a) for corresponding provisions in relation to both new purpose-built FPSOs/FSUs and other non-purpose-built FPSOs/FSUs.
13F(1)-(9)	Prevention of oil pollution in the event of collision	Not applicable, except as detailed below
13 F(3)(a) & (f)	Prevention of oil pollution in the event of collision	Recommend application to new purpose-built FPSOs/FSUs so as to provide protection against relatively low-energy collision (NOTE: Appropriate measures should also be taken for other FPSOs/FSUs to address this collision hazard)
13F(5)	“	Applicable to the extent that the Guidelines referred to can be used to demonstrate equivalency with 13F(3)(a) and (f) as modified above.



<b>Regulation</b>	<b>Subject</b>	<b>Basis of Application</b>
13F(8)	“	Recommend application to new construction purpose built FPSOs/FSUs and other FPSOs/FSUs which are arranged with a fore peak or collision bulkhead. Similarly, oil should not be held in integral tanks located at the stern in FPSOs/FSUs which may offload to a tanker moored astern or alongside of the FPSO/FSU.
13F(9)	“	Recommend application to new construction purpose built FPSOs/FSUs and other FPSOs/FSUs which may be modified to meet this regulation.
13G (1)-(8) (as amended by Res.MEPC.95(46))	Prevention of oil pollution in the event of collision or stranding – Measures for existing tankers	Not applicable.
14(1)-(3)	Segregation of oil and water ballast and carriage of oil in forepeak tanks	Applies
14(4)	“	Applies to FPSOs/FSUs which are capable of disconnecting from the riser at the operating station as collision bulkhead requirement is in SOLAS rather than MARPOL. This principle is also relevant to stern collision as per 13 F(8).
14(5)	“	Applies with regard to extending the principles of 14(4) to all other FPSOs/FSUs
15(1)-(2)	Retention of oil on board	Applies
15(3)	(Oily discharge monitoring equipment)	Applies only to tank cleanings and contaminated sea water (refer Art 2(3)(b)(ii), Reg 21 and UI 10.1) and should be read in light of Reg.9. Not required where all oily mixtures are discharged to shore.
15(4)	“	Recommend application if FPSO/FSU is less than 150gt.
15(5)	“	Recommend application in order to sanction the waiver arrangements outlined in 15(3), eg. for operations within special areas (15(5)(b)(ii)(1)) in compliance with 15(5)(b)(ii)(3) to (6). Transfer of oily mixtures to offload tankers for discharge ashore is acceptable within this waiver.
15(6)-(7)	“	Not applicable.
16	Oil discharge monitoring and control system and oil filtering equipment	Applicable subject to applicable provisions of Reg. 9. For reasons of practicality, the equipment need not be fitted provided the machinery space discharges are disposed of in accordance with options a, b, d or e in relation to regulation 9(1)(b). A waiver may be issued under 16(3)(a), where all oily mixtures are discharged either ashore or into production stream.

<b>Regulation</b>	<b>Subject</b>	<b>Basis of Application</b>
17	Tanks for oil residues (sludge)	Applicable
18(1)	Pumping, piping and discharge arrangements of oil tankers	Applies, except that manifold is to be provided in at least one position on the FPSO/FSU.
18(2)	“	Not applicable for FPSOs.
18(3)-(6)	“	Recommend application, particularly for management of contaminated sea as per reg.13(3).
19	Standard discharge connection	Applicable.
20(1)-(7)	Oil record book	Part I to be applied. Part II should be applied in principle as part of oil production management system when on station, noting that this function must be complied with on voyage.
21	Special requirements for fixed or floating platforms	Applies subject to UI 10.1.
22(1)-(2)	Damage assumptions	Recommend application with regard to side damage only. It is recommended that protective measures, such as fendering, be used to minimize side impact damage such as that which might be experienced during offloading and supply vessel berthing operations. Such protection, however, should not be considered to reduce the minimum transverse extent of side penetration damage.
23(1)-(5)	Hypothetical outflow of oil	Recommend application for side damages only in accordance with 22 above.
24(1)-(6)	Limitation of size and arrangement of cargo tanks	Recommend application based on 22 and 23 above.
25(1)-(5)	Subdivision and stability	Recommend application only in respect of side damage in accordance with 22 above.
25A	Intact Stability	Recommend application
26(1)-(3)	SOPEP	Applies. However, contingency plan in accordance with requirements of OPRC Art 3(2) may be accepted under UI 12.2.1 as meeting this requirement. In such cases a separate SOPEP in accordance with the MARPOL format is not required. This acceptance of the contingency plan does not apply to a disconnectable FPSO/FSU unless that plan remains applicable when the FPSO/FSU is not connected to the riser.

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ANNEX 2

**RECORD OF CONSTRUCTION AND EQUIPMENT FOR FPSOs AND FSUs**

In respect of the provisions of MEPC Circ. 406 “Guidelines for application of MARPOL Annex I<sup>1</sup> requirements to FPSOs and FSUs”, hereafter referred to as the “Guidelines”.

**Notes:**

- 1 This form should be used for Floating Production Storage and Offloading facilities (FPSOs) and Floating Storage Units (FSUs) to which regulation 21 of Annex I of the Convention applies.
- 2 This Record should be permanently attached to the IOPP Certificate. The IOPP Certificate should 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 should 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 as implemented under the Guidelines 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 IMO number (if applicable) .....
- 1.4 Port of registry. (if applicable).....
- 1.5 Gross tonnage.. (if applicable).....
- 1.6 Produced liquids holding capacity of ship ..... (m<sup>3</sup>)
- 1.7 Deadweight of ship ..... (tonnes) (regulation 1.22)
- 1.8 Length of ship .....(m) (regulation 1.18)
- 1.9 Operating station (lat.long).....
- 1.10 Coastal State.....
- 1.11 Date of build:
  - 1.11.1 Date of building contract .....

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<sup>1</sup> Annex I of International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, hereafter referred to as the “Convention”.

- 1.11.2 Date on which keel was laid or ship was at a similar stage of construction .....
- 1.11.3 Date of delivery .....
- 1.12 Conversion to FPSO/FSU (if applicable):
- 1.12.1 Date of conversion contract.....
- 1.12.2 Date on which conversion was commenced .....
- 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 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 A.233(VII);
- .4 has been approved in accordance with national standards not based upon resolutions A.393(X) or A.233(VII)
- .5 has not been approved
- 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);
- 2.4 Maximum throughput of the system is ..... m<sup>3</sup>/h

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\* Refer to the 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.

2.5 Waiver of regulation 16:

2.5.1 The requirements of regulations 16(1) and 16(2) are waived in respect of the ship:

.1 As the ship is provided with adequate means for disposal of oily residues in accordance with the Guidelines

.2 In accordance with regulation 16(3)(a) the ship is engaged exclusively in operations within special area(s):   
Name of 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>			

**3. Means for retention and disposal of oil residues (sludge)(regulation 17) and bilge water holding tank(s)\***

3.1 The ship is provided with oil residue (sludge) tanks 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 residues in addition to the provisions of sludge tanks :

3.2.1 Incinerator for oil residues, capacity ..... l/h

3.2.2 Auxiliary boiler suitable for burning oil residues

3.2.3 Tank for mixing oil residues with fuel oil, capacity ..... m<sup>3</sup>

3.2.4 Facility for adding oil residues to production stream

\* Bilge water holding tank(s) are not required by the Convention, entries in the table under paragraph 3.3 are voluntary.  
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3.2.5 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 19)

4.1 The ship is provided with a pipeline for the discharge of residues from machinerybilges and sludges to reception facilities, fitted with a discharge connection

**5. Construction**  
(regulation 13, 24 and 25)

5.1 In relation to the application of regulation 13, the ship is:

5.1.1 Provided with SBT

5.1.2 Provided with COW

5.1.3 Provided with sufficient ballast capacity to meet stability and strength requirements

5.1.4 Provided with CBT

5.2 Segregated ballast tanks (SBT):

5.2.1 The ship is provided with SBT consistent with regulation 13

5.2.2 The ship is provided with SBT which includes tanks or spaces not used for oil outboard of all produced oil tanks

5.2.3 SBT are distributed as follows:

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

5.3 Dedicated clean ballast tanks (CBT):

5.3.1 The ship is provided with CBT consistent with regulation 13A

5.3.2 CBT are distributed as follows:

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

5.3.3 The ship has been supplied with a valid Dedicated Clean Ballast Tank Operation Manual, which is dated .....

5.3.4 The ship has common piping and pumping arrangements for ballasting the CBT and handling produced oil

5.3.5 The ship has separate independent piping and pumping arrangements for ballasting the CBT

5.4 Crude oil washing (COW) :

5.4.1 The ship is equipped with a COW system

5.4.2 The ship is equipped with a COW system consistent with regulation 13B

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

5.5 Limitation of size and arrangements of produced oil tanks (regulation 24):

5.5.1 The ship is constructed according to the provisions of regulation 24

5.6 Subdivision and stability (regulation 25):

5.6.1 The ship is constructed consistent with regulation 25

5.6.2 Information and data required under regulation 25(5) have been supplied to the ship in an approved form

5.6.3 The ship is constructed consistent with regulation 25A

**5.7 Double-hull/side construction:**

5.7.1 The ship is constructed consistent with regulation 13F as follows:

- .1 paragraph (3) (double-hull construction)
- .2 paragraph 3(a) and (3)(f) (double sides)
- .3 paragraph (5) (alternative method approved by the Marine Environment Protection Committee)

5.7.2 The ship is constructed consistent with regulation 13F(7) (double bottom requirements)

**6. Retention of oil on board (regulation 15)**

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 system comprises:

- .1 control unit
- .2 computing unit
- .3 calculating unit

6.1.3 The system is:

- .1 fitted with a starting interlock
- .2 fitted with automatic stopping device

6.1.4 The oil content meter is approved under the terms of resolution A.393(X) or A.586(14)<sup>†</sup> (*delete as appropriate*) suitable for crude oil

6.1.5 The ship has been supplied with an operations manual for the oil discharge monitoring and control system

6.2 Slop tanks:

6.2.1 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 15(2)(c)
- .2 regulation 15(2)(c)(i)
- .3 regulation 15(2)(c)(ii)

6.2.2 Produced oil 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)

6.4 Waiver of regulation :

6.4.1 The requirements of regulation 15(3) are waived in respect of the ship as follows:

- .1 The ship is engaged exclusively in operations within special area(s) (regulation 15(5)(6)).

Name of special area(s).....

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\* FPSOs and FSUs 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); see IMO sales publication IMO-646E.

† 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 adopted by the Organization by 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 the Guidelines and specifications for oil discharge monitoring and control systems for oil tankers adopted by the Organization by resolution A.586(14); see IMO sales publications IMO-608E and IMO-646E, respectively.



- .2 The ship is provided with adequate means of disposal of contaminated sea water
- a. sent ashore
  - b. incinerated
  - c. added to the production stream

**7. Pumping, piping and discharge arrangements**  
(regulation 18)

- 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<sup>†</sup>:
- 7.2.1. Above the waterline
  - 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 produced oil tank areas are located:
- 7.3.1. Above the waterline
  - 7.3.2. Below the waterline in conjunction with the part flow arrangements consistent with regulation 18(6)(e)
  - 7.3.3. Below the waterline
- 7.4 Discharge of oil from produced oil pumps and oil lines (regulation 18(4) and (5)):
- 7.4.1 Means to drain all produced oil pumps and oil lines at the completion of produced oil discharge:
- .1 drainings capable of being discharged to a produced oil tank or slop tank
  - .2 for discharge a special small-diameter line is provided

**8. Shipboard oil pollution emergency plan**  
(regulation 26)

- 8.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with regulation 26(1)
- 8.2 The ship is provided with an oil pollution emergency plan approved in accordance with procedures established by ..... as the coastal State in compliance with the unified interpretation of regulation 26(1)

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<sup>†</sup> Only those outlets which can be monitored are to be indicated

8.3 The ship is provided with a contingency plan in accordance with requirements of OPRC Art 3(2) accepted in accordance with regulation 26

**9. Surveys**

9.1 Records of surveys in accordance with A.744(18), as amended maintained onboard

9.2 In-water surveys in lieu of dry-docking authorized as per documentation  
.....

**10. Equivalentents**

10.1 Equivalentents have been approved by the Administration for certain requirements of the guidelines on those items listed under paragraph(s) .....  
..... of this Record

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at .....

(Place of issue of the Record)

.....  
.....  
*(Signature of duly authorized official  
issuing the Record)*

*(Seal or stamp of the issuing authority, as appropriate)*

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