

Europe Head Office
Piraeus, 18536, Greece
5, Sachtouri Street
6th floor
T: +30 210 4293500
F: +30 210 4293505
info@palaureg.com

USA Head Office
The Woodlands, TX, 77380
9595 Six Pines Drive,
Suite 8210, Office 277
T: +1 832 631 6061
F: +1 832 631 6001
www.palaureg.com

MARINE CIRCULAR 113.2

To: **ALL SHIPOWNERS, MANAGERS, MASTERS, DEPUTY REGISTRARS AND RECOGNIZED ORGANIZATIONS**

Subject: **GUIDELINES FOR THE DESIGN OF SYSTEMS TO HANDLE OILY WASTES IN MACHINERY SPACES OF SHIPS, INCORPORATING GUIDANCE NOTES FOR AN INTEGRATED BILGE WATER TREATMENT SYSTEM (IBTS)**

1. Reference
   - 1.1 MARPOL, Annex I
   - 1.2 MEPC.1/Circ.642, dated 12 November 2008
   - 1.3 MEPC.1/Circ.676, dated 31 July 2009
   - 1.4 Resolution MEPC.117 (52)
   - 1.5 Resolution MEPC.107 (49)

2. Purpose
   - 2.1 The purpose of this Marine Circular is to provide guidance on the implementation of the revised MARPOL Annex I requirements on board ships registered under the Palau Flag, which came into force on January 1st 2007 and January 1st 2011.

   - 2.2 The revisions to MARPOL Annex I contain certain regulations and unified interpretations related to equipment for the storage, handling and disposal of oily residues(sludge) and engine-room oily bilge water.

3. Applicability
   - 3.1 This Marine Circular applies to all Palau registered ships.

4. General Information
   - 4.1 The International Maritime Organization's (IMO) Marine Environment Protection Committee (MEPC) developed the "Guidelines for Systems for Handling Oily Wastes in Machinery Spaces of Ships" which were revised and appended to MEPC.1/Circ.511 and developed as guidance for Administrations, shipowners and shipbuilders for consideration in achieving an efficient and effective system for the handling of oily bilge water and oily residues (sludge) for ships, the keels of which were laid on or after 1 January 1992 and, where practicable, ships then in service. MEPC.1/Circ.511 has now been superseded and replaced by the 2008 Revised Guidelines, MEPC.1/Circ.642, set out in the Annex.

   - 4.2 This problem was first identified and addressed by the IMO in Resolution MEPC/Circ.289. The MEPC working group discovered that the approved equipment was not performing effectively due to the improper use of cleansing agents, and/or the unfamiliarity of the crew with the proper operation of the oil filtering equipment.

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4.3 The current MARPOL Annex I draft amendments to regulation 12, which are expected to enter into force on 1 January 2011, propose a new paragraph 2 to read as follows and includes a reference in 2.2 to the fitting of drains for the collection of settled water:

"2 Oil residues (sludge) may be disposed of directly from the oil residue (sludge) tank(s) through the standard discharge connection referred to in regulation 13, or any other approved means of disposal. The tank(s):
.1 shall be provided with a designated pump for disposal that is capable of taking suction from the oil residue (sludge) tank(s);
.2 shall have no discharge connections to bilge system, oily bilge water holding tanks, tank top or oily water separators other than the tank(s) may be fitted with drains, with manually operated self-closing valves, for the collection of settled water or an alternative arrangement, provided such arrangement does not connect directly to the bilge piping system. "

4.4 The 2008 Revised Guidelines, MEPC.1/Circ.642, have been reviewed and revised yet again by MEPC.1/Circ.676, which is consequential to the amendment to regulation 12.2.2 of MARPOL Annex I.

4.5 For further prevention of oil pollution from machinery spaces of ships, MEPC was of the view that a considerable reduction of the generation of oily bilge water produced in machinery spaces can be achieved and, in this respect, approved the concept of an Integrated Bilge Water Treatment System (IBTS) which incorporates the means to reduce the amount of oily bilge water and process the oily bilge water and oil residue (sludge) in a holistic manner.

5. Contact

5.1 Any inquiries concerning the subject for this Marine Circular should be directed to the Palau Ship Registry Administrator at technical@palaureg.com

****This Marine Circular is supersedes Marine Circular 113.1****

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