

## **PART A**

### **CHAPTER 12**

#### **OIL POLLUTION PREVENTION CERTIFICATE**

##### **12.1 Legal Requirements**

12.1.1 The Merchant Shipping (Prevention of Oil Pollution) Regulations 1996, SI 1996/ 2154, as amended, Regulation 4(1), in association with MSN 1643 (MARPOL 1), as amended, require the certification of ships. The regulations apply MARPOL Annex I to all UK ships and to foreign ships whilst in UK waters. EU Regulation 417/2002, on the accelerated phasing-in of double hulls for certain tankers, may also be applicable. These regulations do not apply to government owned ships employed on non-commercial basis, although ships operated by the MoD comply with these regulation on voluntary basis to the extent as much as practicable.

##### **12.2 Definitions**

12.2.1 Definitions of terms relating to the prevention of oil pollution and surveys related to the issuance of a UKOPP or IOPP Certificate are described in SI 1996 No.2154, as amended, Part 1, regulation 1(2) and chapter 1, regulation 1 of MARPOL Annex I.

##### **12.3 Responsibility**

12.3.1 MCA is the ultimate authority responsible for issue of a United Kingdom Oil Pollution Prevention Certificate (UKOPP) or International Oil Pollution Prevention Certificate (IOPP) on behalf of the Secretary of State. Although MCA has delegated the authority to conduct IOPP surveys and issue certification to its Recognised Organisations (RO), MCA still remains responsible to ensure that all aspects of surveys and certification process are carried out satisfactorily. The level of delegation to class societies varies. Some classification societies have been given full delegation for these surveys, including initial surveys. Requests from owners for an initial survey should be referred to Survey Operations Branch. Further details on Class Authorisations can be found on the Survey Operations Branch microsite.

12.3.2 Shipboard Marine or Oil Pollution Emergency Plans (SMPEPs or SOPEPs) are approved by MCA except for ACS ships.

12.3.3 MCA will need to carry out IOPP surveys for un-classed ships.

## 12.4 Surveys Required

12.4.1 The Harmonised System of Survey and Certification (HSSC) applies requiring:

- an **Initial Survey**, before the ship is put into service,
- an **Annual Survey** (for IOPP only), within three months before or after each anniversary date of the Certificate, other than where an intermediate survey is required,
- an **Intermediate Survey** (for IOPP only), within three months before or after the second or third anniversary date of the Certificate,
- a **Renewal Survey**, at intervals not exceeding five years<sup>1</sup> and up to three months before the expiry of the existing certificate.

## 12.5 Pre-Survey Actions

12.5.1 The following items shall be checked prior to commencing the survey:

- SIAS
- MCA Survey Files
- Exemption Certificates
- New Legislative requirements
- Class Survey Status (via password protected websites)
- PSC Inspection history

Remarks from previous surveys and outstanding deficiencies must be resolved to the satisfaction of the surveyor before the issue of a IOPP or UKOPP certificate, or the annual endorsement of an existing certificate. Any overdue or postponed conditions of class must be followed up with the attending class surveyor or in the absence of a class surveyor discussed with Survey Operations Branch.

12.5.2 The surveyor/s should ensure that sufficient time will be available for the survey and should liaise with owners beforehand, noting that various options may be available such as more time in port, sailing with the ship for suitable short voyages, providing more than one surveyor and so on.

12.5.3 Where work is to be carried out on behalf of another administration a written request must be obtained from that administration requesting the MCA to carry out the work on their behalf. For non-UK flagged ships (including REG) fees are charged at the wider market rate (see Part C Ch2.3).

12.5.4 Surveys should only be commenced on receipt of a completed "Application for Survey" form (MSF 5100) and after sufficient fees have been received. Further guidance on fees is described in Part C, Chapter 2 of these instructions.

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<sup>1</sup> Except where regulation 10.2.2, 10.5, 10.6 or 10.7 of MARPOL Annex I is applicable

12.5.5 The relevant Business Support Unit administration team processes the application. CERS/SVD must be interrogated to ensure that the correct ship is on the system; if the vessel is not yet on the system (e.g. newbuild, flag-in), the Administrator (TST) should be contacted, who will check the details and arrange for the vessel to be added to the Single Vessel Database (SVD) if appropriate. A "Survey Works Order" is produced which is then tracked for charter standard purposes. This is then passed to the Manager, or other person nominated by them, who then appoints the Lead Surveyor (LS) for the survey.

## **12.6. Items to be Surveyed**

12.6.1 The survey is to be carried out using the relevant instructions, guidance notes and HQ advice, which may be found on MLD/SCMS. Surveyors should be mindful of their own health and safety during surveys and take account of all guidance provided by MCA as well as their professional judgement in relation to the prevailing circumstances.

12.6.2 The regulations aim to prevent oil in ships, from being discharged into rivers or the sea. They include such requirements as: an oil record book, oily-water separating equipment, slop tanks, segregated water ballast tanks, crude oil washing arrangements (if applicable), limitation of size and protected location of segregated ballast tanks and cargo oil tanks, together with subdivision & stability criteria. Surveys include an examination of the structure, equipment, systems, fittings, arrangements, plans and material to ensure compliance with the requirements of the regulations.

12.6.3. *Aide memoires* MSF 5507 (initial surveys) and MSF 5506 (renewal-surveys) list items to be surveyed and are available on the Master List of Documents and SCMS library.

## **12.7 Post Survey Actions**

### **12.7.1 Deficiencies**

12.7.1.1 The lead surveyor is responsible for recording and closing out any deficiencies found during the survey/s in the SIAS database, in accordance with the requirements of Part C Chapter 4 of these instructions.

### **12.7.2 Declarations & Certificates**

12.7.2.1 The requirements relating to the type, issue, duration and revocation of certificates are given in regulation 7.

12.7.2.2 On completion of a survey, the lead surveyor prepares the certificate, following the guidance in Part C Chapter 3 of these instructions.

12.7.2.3 When satisfactory surveys have been completed the following certificate, as appropriate, should be issued:

- an **International Oil Pollution Prevention Certificate** (IOPP) (MSF 3209, 3210 or 3211), with supplementary record – to ships on international voyages, valid for a period not exceeding 5 years;
- a **UK Oil Pollution Prevention Certificate** (UKOPP) (MSF 3212, 3213, or 3214), with supplementary record - to ships on non international voyages valid for a period not exceeding 5 years.

#### 12.7.2.4 Annual/Intermediate Survey Endorsement (IOPP only)

12.7.2.4.1 On completion of the annual or intermediate survey, the certificate should be endorsed accordingly.

12.7.2.4.2 The 2<sup>nd</sup> or 3<sup>rd</sup> annual survey must be an intermediate survey; the endorsement for the same needs to be made by deleting “annual” in the endorsement panel on page 2 of the certificate. When conducting the 3<sup>rd</sup> annual survey in particular this needs to be borne in mind to ensure that one of the surveys is marked (and conducted) as “intermediate”.

12.7.2.4.3 Any endorsements made to the owner’s copy of the certificate should also be recorded on the file copy of the certificate (or by adding a photocopy of the endorsement page to the file), and on the electronic version of the form, on return to the office.

#### 12.7.3 Review of Exemptions

12.7.3.1 Any exemption or equivalents must be reviewed to ensure they are still current and that the qualifying conditions are complied with. Guidance on exemptions and equivalents are described in Part B Chapter 4 of these instructions.

#### 12.7.4 Documentation and Records

Item	Record
Record on SIAS?	Yes MSF 1602/3 survey & inspection deficiencies
Place copy on registered file, CM.../35/06 (International) or CM.../35/11 (UK)	International/UK Oil Pollution Prevention Certificate Supplement MCA Declaration MSF 1602/3 Complete/ Partial Aide memoire Approval Certification for OWS (new or replacement) Annual/intermediate endorsement Relevant test reports/ results Drawings Photographs Exemptions

Minute required on registered file?	Yes
Report Class related deficiency to Survey Operations Branch?	Yes, if applicable MSF 1923

### **12.7.5 Fees**

12.7.5.1 The **Survey Works Order** must be closed out and sent to the relevant Business Support Unit so that fee accounts may be balanced and relevant refunds made to the customer.

## **12.8 Special Instructions and Guidance**

### **12.8.1 Ministry of Defence (MoD) single hull tankers**

12.8.1.1 MoD vessels are required to comply as far as reasonable and practical with the relevant MARPOL regulations. For ships where they have decided they will not be modified to incorporate double hull, they will still require surveys of the vessels to confirm they still comply with remaining aspects of MARPOL.

12.8.1.2 Where, under the Convention or EU Regulation, a vessel should comply but has previously been issued with an IOPP Certificate, this should be withdrawn. The MCA's MoD Customer Service Manager will issue a new certificate (MSF 3216) with the following endorsement:

**'NOTE: This vessel operates on Government non-commercial service. As permitted under articles 3(3) of the MARPOL Convention and 2(2) of EU Regulation 417/2002 (as amended), the operators have chosen not to comply with MARPOL reg 19 by the due dates assigned in reg 20 and the EC Regulation. This is to certify that the vessel voluntarily meets all other provisions of the Convention that would apply if it were not a Government operated vessel.'**

12.8.1.3 If the amended certificate cannot be issued before the ship sails, a temporary short term certificate may be issued for a maximum validity of 3 months with the above endorsement. The Record of Construction and Equipment (Form B) should be completed as follows;

**Paragraph 6.8.4 – Should be completed with the date the vessel should have complied with an [ X ]. All other sections of paragraph 6.8 should be completed with a dash [ - ].**

12.8.1.4 A statement of satisfactory survey from Lloyds **Register**, together with an up to date Form B and harmonised expiry date should be forwarded to the MCA's MoD Customer Service Manager, who will arrange for the issue of the full term certificate.

12.8.1.5 Where a vessel requires annual or intermediate survey by either MCA or Lloyds **Register** and the vessel has a full term certificate issued in accordance with this advice, the surveyor may complete the survey and

endorse the certificate as normal, which certifies that the vessel continues to comply with the Convention, with the exception of double hull requirements.

### **12.8.2 Non-self-propelled barges of 400GT and over**

12.8.2.1 Based on IMO MEPC/Circ. 136, the UK considers, and has notified IMO accordingly, that non-self-propelled barges of 400GT and over:

1. Fitted with auxiliary internal combustion engines having a total power output of less than 400 KW; and,
2. Equipped with tanks to ensure the storage of oil residue on board for its subsequent discharge to reception facilities, are equivalent to ships of less than 400GT.

12.8.2.2 Therefore, the IOPP Certificate for such barges should be endorsed to indicate that an oily water separator is not required, provided oil residue shall be retained on board for subsequent discharge to shore reception facilities.

## **12.9 References**

12.9.1 Guidance and advice on survey procedure is given in Part B, Chapters 1, 2, 3 & 4 of these instructions. Additional advice can be found in:

- MSIS 6: Instructions for the Guidance of Surveyors on Prevention of Oil Pollution from Ships

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