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## **No. S 666**

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

### **PREVENTION OF POLLUTION OF THE SEA (OIL) (AMENDMENT NO. 2) REGULATIONS 2016**

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 Transport, makes the following Regulations:

#### **Citation and commencement**

1. These Regulations are the Prevention of Pollution of the Sea (Oil) (Amendment No. 2) Regulations 2016 and come into operation on 1 January 2017.

#### **Amendment of First Schedule**

2. The First Schedule to the Prevention of Pollution of the Sea (Oil) Regulations 2006 (G.N. No. S 685/2006) is amended —

- (a) by inserting, immediately after the words “this Annex” in paragraph 1 of regulation 3, the words “or section 1.2 of part II-A of the Polar Code”;
- (b) by deleting paragraph 5.2 of regulation 3 and substituting the following paragraph:

“2 the tanker is engaged exclusively in one or more of the following categories of voyages:

- .1 voyages within special areas;
- .2 voyages within Arctic waters; or
- .3 voyages within 50 nautical miles from the nearest land outside special areas or Arctic waters where the tanker is engaged in:

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- .1 trades between ports or terminals of a State Party to the present Convention; or
  - .2 restricted voyages as determined by the Administration, and of 72 hours or less in duration;
- provided that all of the following conditions are complied with:
- .4 all oily mixtures are retained on board for subsequent discharge to reception facilities;
  - .5 for voyages specified in paragraph 5.2.3 of this regulation, the Administration has determined that adequate reception facilities are available to receive such oily mixtures in those oil loading ports or terminals the tanker calls at;
  - .6 the International Oil Pollution Prevention Certificate, when required, is endorsed to the effect that the ship is exclusively engaged in one or more of the categories of voyages specified in paragraph 5.2.1 and 5.2.3.2 of this regulation; and
  - .7 the quantity, time and port of discharge are recorded in the Oil Record Book.”;

- (c) by inserting, immediately after the words “this Annex” in regulation 4, the words “and paragraph 1.1.1 of part II-A of the Polar Code”;
- (d) by deleting regulation 12 and substituting the following regulation:

“Regulation 12

*Tanks for oil residues (sludge)*

1 Unless indicated otherwise, this regulation applies to every ship of 400 gross tonnage and above except that paragraph 3.5 of this regulation need only be applied as far as is reasonable and practicable to ships delivered on or before 31 December 1979, as defined in regulation 1.28.1.

2 Oil residue (sludge) may be disposed of directly from the oil residue (sludge) tank(s) to reception facilities through the standard discharge connection referred to in regulation 13, or to any other approved means of disposal of oil residue (sludge), such as an

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incinerator, auxiliary boiler suitable for burning oil residues (sludge) or other acceptable means which shall be annotated in item 3.2 of the Supplement to IOPP Certificate Form A or B.

3 Oil residue (sludge) tank(s) shall be provided and:

- .1 shall be of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oil residues (sludge) which cannot be dealt with otherwise in accordance with the requirements of this Annex;
- .2 shall be provided with a designated pump that is capable of taking suction from the oil residue (sludge) tank(s) for disposal of oil residue (sludge) by means as described in regulation 12.2;
- .3 shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators, except that:
  - .1 the tank(s) may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge discharge piping system; and
  - .2 the sludge tank discharge piping and bilge-water piping may be connected to a common piping leading to the standard discharge connection referred to in regulation 13; the connection of both systems to the possible common piping leading to the standard discharge connection referred to in regulation 13 shall not allow for the transfer of sludge to the bilge system;
  - .4 shall not be arranged with any piping that has direct connection overboard, other than the standard discharge connection referred to in regulation 13; and
  - .5 shall be designed and constructed so as to facilitate their cleaning and the discharge of residues to reception facilities.

4 Ships constructed before 1 January 2017 shall be arranged to comply with paragraph 3.3 of this regulation not later than the first renewal survey carried out on or after 1 January 2017.”;

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- (e) by inserting, immediately after the words “special areas” in paragraph 5.1 of regulation 14, the words “or Arctic waters”;
- (f) by inserting, immediately after the words “special areas” in paragraph 5.3.4 of regulation 14, the words “or Arctic waters,”;
- (g) by deleting the regulation sub-heading immediately after paragraph 1 of regulation 15 and substituting the following regulation sub-heading:
- “A. Discharges outside special areas except in Arctic waters”;**
- (h) by deleting the regulation sub-heading immediately after paragraph 5 of regulation 15 and substituting the following regulation sub-heading:
- “C. Requirements for ships of less than 400 gross tonnage in all areas except the Antarctic area and Arctic waters”;**
- (i) by deleting the regulation sub-heading immediately after the regulation heading of regulation 34 and substituting the following regulation sub-heading:
- “A. Discharges outside special areas except in Arctic waters”;**
- (j) by deleting the words “regulation 15 or 34 of this Annex” in paragraph 2.5 of regulation 38 and substituting the words “regulations 15 and 34 of this Annex and paragraph 1.1.1 of part II-A of the Polar Code”;
- (k) by inserting, immediately after the words “this Annex” in paragraph 3.5 of regulation 38, the words “and paragraph 1.1.1 of part II-A of the Polar Code”;
- (l) by inserting, immediately after regulation 45, the following Chapter:

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“CHAPTER 11

INTERNATIONAL CODE FOR SHIPS  
OPERATING IN POLAR WATERS

Regulation 46

*Definitions*

For the purpose of this Annex,

1 *Polar Code* means the International Code for Ships Operating in Polar Waters, consisting of an introduction, parts I-A and II-A and parts I-B and II-B, adopted by resolutions MSC.385(94) and MEPC.264(68), as may be amended, provided that:

- .1 amendments to the environment-related provisions of the introduction and chapter 1 of part II-A of the Polar Code are adopted, brought into force and take effect in accordance with the provisions of Article 16 of the present Convention concerning the amendment procedures applicable to an appendix to an annex; and
- .2 amendments to part II-B of the Polar Code are adopted by the Marine Environment Protection Committee in accordance with its Rules of Procedure.

2 *Arctic waters* means those waters which are located north of a line from the latitude 58°00'.0 N and longitude 042°00'.0 W to latitude 64°37'.0 N, longitude 035°27'.0 W and thence by a rhumb line to latitude 67°03'.9 N, longitude 026°33'.4 W and thence by a rhumb line to the latitude 70°49'.56 N and longitude 008°59'.61 W (Sørkapp, Jan Mayen) and by the southern shore of Jan Mayen to 73°31'.6 N and 019°01'.0 E by the Island of Bjørnøya, and thence by a great circle line to the latitude 68°38'.29 N and longitude 043°23'.08 E (Cap Kanin Nos) and hence by the northern shore of the Asian Continent eastward to the Bering Strait and thence from the Bering Strait westward to latitude 60° N as far as Il'pyrskiy and following the 60th North parallel eastward as far as and including Etolin Strait and thence by the northern shore of the North American continent as far south as latitude 60° N and thence eastward along parallel of latitude 60° N, to longitude 056°37'.1 W and thence to the latitude 58°00'.0 N, longitude 042°00'.0 W.

3 *Polar waters* means Arctic waters and/or the Antarctic area.

## Regulation 47

*Application and requirements*

- 1 This chapter applies to all ships operating in polar waters.
- 2 Unless expressly provided otherwise, any ship covered by paragraph 1 of this regulation shall comply with the environment-related provisions of the introduction and with chapter 1 of part II-A of the Polar Code, in addition to any other applicable requirements of this Annex.
- 3 In applying chapter 1 of part II-A of the Polar Code, consideration should be given to the additional guidance in part II-B of the Polar Code.”;

(m) by inserting, immediately after paragraph 7.1 of Form A in Appendix II, the following paragraph:

**“8. Compliance with part II-A – chapter 1 of the Polar Code**

- 8.1 The ship is in compliance with additional requirements in the environment-related provisions of the introduction and section 1.2 of chapter 1 of part II-A of the Polar Code ..... □ ”; and

(n) by inserting, immediately after paragraph 10.1 of Form B in Appendix II, the following paragraph:

**“11. Compliance with part II-A – chapter 1 of the Polar Code**

- 11.1 The ship is in compliance with additional requirements in the environment-related provisions of the introduction and section 1.2 of chapter 1 of part II-A of the Polar Code.”.

*[G.N. Nos. S 393/2007; S 26/2008; S 466/2008; S 792/2010; S 399/2011; S 469/2013; S 867/2014; S 800/2015; S 79/2016]*

Made on 6 December 2016.

LUCIEN WONG  
*Chairman,*  
*Maritime and Port Authority of*  
*Singapore.*

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