RUSSIAN MARITIME REGISTER OF SHIPPING

RULES

FOR THE PREVENTION OF POLLUTION FROM SHIPS INTENDED FOR OPERATION IN SEA AREAS AND INLAND WATERWAYS OF THE RUSSIAN FEDERATION

ND No. 2-020101-163-E

RULE CHANGE NOTICE

ENTERS INTO FORCE:

01.01.2025

St. Petersburg
2024

RULES FOR THE PREVENTION OF POLLUTION FROM SHIPS INTENDED FOR OPERATION IN SEA AREAS AND INLAND WATERWAYS OF THE RUSSIAN FEDERATION

The present Rule Change Notice to the Rule Change Notice to the Rules for the Prevention of Pollution from Ships Intended for Operation in Sea Areas and Inland Waterways of the Russian Federation (hereinafter — RCN) has been approved in accordance with the established approval procedure and contains information on amendments, except for editorial amendments. RCN amendments come in force on 1 January 2025

REVISION HISTORY

Item	Applicability	Description	Remarks
Part I, para 1.1.2	Ships under construction Technical documentation	Instructions on the applicability of the Rules considering the General Regulations for the Classification and Other Activity have been introduced	
Part I, para 1.2.1	Ships under construction and in service Technical documentation	Definition "harmful substance" has been amended. Definition "Unmanned non-self-propelled barge" has been introduced	
Part I, paras 2.1.1.6, 2.1.3.4 and 2.1.5.6 (new)	Unmanned non-self-propelled barges under construction and in service Technical documentation	Conditions for exemption of unmanned non-self-propelled barges from certain surveys have been introduced	
Part I, para 2.1.6	Ships under construction and in service Marine Diesel Engines Technical documentation	References for specific surveys of engines of ships operating in waters under the RF authority have been updated	
Part I, para 2.1.9	Ships in service Ship survey	Requirements have been updated due to the loss of relevance of the conditions for renewal of the Certificate (Form 2.4.18RF) issued prior the amendments to Chapter 2.1 of the Rules have entered into force	
Part I, Table 2.2.1, footnote "1"	Ships in service Operational documentation	Footnote on special surveys of ship has been amended in regard to sampling procedure	

Item	Applicability	Description	Remarks
Part II, paras 3.2.1.1 — 3.2.1.2	Oil tankers under construction and in service Cargo tanks Technical documentation	Requirements have been amended for eliminating duplication	
Part II, para 3.4.1	Ships other than oil tankers but having cargo compartments to carry oil under construction and in service Slop tanks Technical documentation	Requirements for ships other than oil tankers but having cargo compartments to carry oil have been amended	
Part II, paras 3.4.2 and 3.4.3 (new)	Oil tankers under construction and in service Slop tanks Technical documentation	Conditions have been introduced under which slop tanks may not be provided, also there have been introduced the requirements for oily mixture pumping	
Part II, paras 3.5.1.1 — 3.5.1.2	Ship under construction and in service ODMCS Technical documentation	Requirements for ships operating in waters under the RF authority, Arctic waters included have been updated	
Part II, para 3.8.1	Oil tankers under construction and in service Structure Technical documentation	Requirements have been amended for eliminating duplication	

Item	Applicability	Description	Remarks
Part II, para 3.8.3	Oil tankers under construction and in service Structure Technical documentation	Requirements have been amended for eliminating duplication	
Part II, paras 4.1.1 — 4.1.3	Ships under construction and in service Bilge separators Technical documentation	Requirements have been updated for ships operating in waters under the RF authority, and the ships with a gross tonnage of less than 400	
Part II, para 5.1.1	Ships under construction and in service Bilge separators	Requirements have been amended for eliminating duplication	
Part II, para 7.2.1.1.4	Oil tankers under construction and in service Seawater pipeline systems, cargo systems Technical documentation	Requirements for sea chest permanently connected to the cargo pipeline system have been updated	Regulation 30.7 Annex I to MARPOL 73/78
Part II, para 7.2.2.1	Ships under construction and in service Oil residue (sludge) pipeline systems Technical documentation	Requirements for ships operating in waters under the RF authority have been amended. Requirement for sealing of stop valves has been introduced	
Part II, para 8.1.2	Ships under construction and in service Holding tanks Technical documentation	Requirements have been amended for the characteristics of ships that may not be fitted with the tank for the bilge water	

Item	Applicability	Description	Remarks
Part II, para 8.2.2	Ships under construction and in service Holding tanks Technical documentation	Requirements have been amended for the characteristics of ships that may be fitted with oil residue (sludge) tank	
Part II, paras 8.2.4 and 8.2.5	Ships under construction and in service Holding tanks Technical documentation	Requirements have been amended for the characteristics of ships that may be fitted with oily residue tank	
Part II, para 8.3.2.5	Ships under construction and in service Holding tanks Technical documentation	New requirement for equipment of holding tanks with level measuring devices has been introduced	
Part II, para 10.2.5	Ships under construction and in service Fuel oil tanks Technical documentation	Requirements for closing fuel tank valves have been amended	
Part II, Section 12 (deleted)	Ships in service	Section has been deleted due to the irrelevance of the requirements for ships under the RF Flag in the Arctic waters	
Part III, para 7.1	Ships other than chemical tankers or ships for transport of noxious liquid substances in bulk under construction and in service Structure Technical documentation	Para has been amended due to the use of the incorrect term	

Item	Applicability	Description	Remarks
Part IV, para 1.1	Ships under construction and in service Holding tanks Technical documentation	New definition "sewage sludge" has been introduced	
Part IV, paras 3.2.7 — 3.2.10 (new)	Ships under construction and in service Equipment for treatment and storage of bilge water Technical documentation	Requirements for sewage sludge tank, rates for accumulation of sewage waters and domestic waste waters have been introduced	
Part IV, Table 3.2.10 (new)	Ships under construction and in service Holding tanks Technical documentation	Rates for accumulation of sewage and domestic waste waters as recommended have been introduced	
Part IV, para 3.5.1	Ships under construction and in service Systems for sewage, sanitary and domestic waste water discharge Technical documentation	Requirements have been amended refer to high-speed crafts as well as for ships of less than 25 meters in length	
Part IV, para 3.5.5	Ships under construction and in service Systems for sewage, sanitary and domestic waste water discharge Technical documentation	Requirements refer to high-speed crafts as well as for ships of less than 25 meters in length have been introduced	
Part V, para 3.2	Ships in service Operational documentation	Requirements have been updated considering IMO resolution MEPC.220(63)	

Item	Applicability	Description	Remarks
Part V, para 4.2.9	Ships under construction and in service Arrangements for collection and storage of garbage Technical documentation	Requirements have been updated regarding devices for retaining of garbage considering IMO resolution MEPC.220(63)	
Part V, para 4.2.10 (new)	Ships under construction and in service Devices for garbage storage Technical documentation	Garbage accumulation standards have been introduced as recommended	
Part V, Table 4.2.10 (new)	Ships under construction and in service Devices for garbage storage Technical documentation	New Table has been introduced containing rates of waste accumulation as recommended	
Part VI, para 1.2.1	Ships under construction and in service Technical documentation	Definitions have been amended for the purpose of their application in accordance with these Rules	
Part VI, para 2.2.1	Ships under construction and in service Technical documentation	Phrase "major conversion" has been specified	
Part VI, paras 2.2.4 — 2.2.15	Ships under construction and in service Marine diesel engines Technical documentation	Requirements have been amended for engines installed on ships operating in waters under the RF authority	
Part VI, para 2.2.5	Ships under construction and in service Marine diesel engines Technical documentation	Para 2.2.5 has been deleted due to loss of relevance. Paras 2.2.6 — 2.2.15 and references thereto have been renumbered 2.2.5 — 2.2.14, accordingly	

Item	Applicability	Description	Remarks
Part VI, para 2.2.6 (existing)	Ships under construction and in service Marine diesel engines Technical documentation	Reference to 2.2.9 has been replaced by the reference to 2.2.8	
Part VI, paras 2.2.7 — 2.2.15 (existing)	Ships under construction and in service Marine diesel engines Technical documentation	Requirements have been updated considering the latest revision of IMO circular MEPC.1/Circ.795	
Part VI, para 2.3.5	Ships under construction and in service Operational documentation	Requirements for the use of gas fuel have been amended	
Part VI, para 2.4.1	Ships under construction and in service Technical documentation	Requirements for the cargo vapour collection system have been amended	
Part VI, para 2.6.3	Ships under construction Technical documentation	Requirements have been updated due to the adoption of new revision of IMO UI	IMO circular MEPC.1/Circ.795/Rev.9
Part VI, paras 2.6.6.1 — 2.6.6.4	Ships under construction Technical documentation	Requirements have been updated due to the adoption of new revision of IMO UI	IMO circular MEPC.1/Circ.795/Rev.9
Part VI, para 2.6.12	Ships under construction Technical documentation	Reference has been updated due to the adoption of the amendments to the IMO Guidelines	IMO resolution MEPC.374(80)
Part VI, para 2.6.13.2	Ships under construction Technical documentation	Reference has been updated due to the adoption of the amendments to the IMO Guidelines	IMO resolution MEPC.374(80)

PART I. REGULATIONS FOR TECHNICAL SUPERVISION

1 GENERAL

1.1 SCOPE OF APPLICATION

Para 1.1.2 is amended as follows:

"**1.1.2** For newly built ships the rules and amendments thereto ~~being in force on the date of signing the contract for construction of a ship (a series of sister ships) or, if not available, on the date of keel laying~~[3] shall apply in accordance with the provisions of Section 1 of the General Regulations for the Classification and Other Activity.".

Footnote "3" is deleted.

1.2 DEFINITIONS

Para 1.2.1. **Definition "Harmful substance"** is amended as follows:

"Harmful substance means any substance, which, if introduced into water, is liable to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the aquatic environment and includes any substance subject to control by these Rules.".

New definition "Unmanned non-self-propelled (UNSP) barge" is introduced reading as follows:

"Unmanned non-self-propelled (UNSP) barge means a ship that:
for the purpose of Part II "Ship's Construction, Equipment and Arrangements for the Prevention of Pollution by Oil":
is not propelled by mechanical means;
carries no oil;
has no machinery fitted that may use oil or generate oil residue (sludge);
has no oil fuel tank, lubricating oil tank, oily bilge water holding tank and oil residue (sludge) tank; and
has neither persons nor living animals on board;
for the purpose of Part IV "Ship's Equipment and Arrangements for the Prevention of Pollution by Sewage":
is not propelled by mechanical means;
has neither persons nor living animals on board;
is not used for holding sewage during transport; and
has no arrangements that could produce sewage;
for the purpose of Part VI "Ship's Equipment and Arrangements for the Prevention of Air Pollution":
is not propelled by mechanical means;
has no systems, equipment and/or machinery fitted that may generate emissions regulated by this Part; and

has neither persons nor living animals on board.".

In **definition "Electronic Record Book"** the last sentence is deleted.

2 SURVEYS

2.1 TYPES OF SURVEYS

New para 2.1.1.6 is introduced reading as follows:

"**2.21.1.6** Unmanned non-self-propelled barge may be exempted from initial and/or periodical surveys for the period not exceeding five years provided the survey is carried out in accordance with the procedures specified in IMO circular MEPC.1/Circ.892.".

New para 2.1.3.4 is introduced reading as follows:

"**2.1.3.4** Unmanned non-self-propelled barge may be exempted from initial and/or periodical surveys for the period not exceeding five years provided the survey is carried out in accordance with the procedures specified in IMO circular MEPC.1/Circ.892.".

New para 2.1.5.6 is introduced reading as follows:

"**2.1.5.6** Unmanned non-self-propelled barge may be exempted from initial and/or periodical surveys for the period not exceeding five years provided the survey is carried out in accordance with the procedures specified in IMO circular MEPC.1/Circ.892.".

Para 2.1.6 is amended as follows:

"**2.1.6** With regard to prevention of air pollution by engine, every engine covered by the requirements of 2.2, Part VI "Ship's Equipment and Arrangements for the Prevention of Air Pollution" shall be subject to the surveys specified below:

.1 initial survey at manufacturer's in compliance with ~~NO_x Technical Code~~ 2.2.9, Part VI "Ship's Equipment and Arrangements for the Prevention of Air Pollution";

.2 every engine shall be subjected to initial survey after installation on board but before it is placed in service according to the Procedure given in the ~~approved~~ agreed NO_x Technical File for this engine or Emission Technical Data Sheet for this engine, whatever is applicable;

.3 special, intermediate and annual surveys, which shall be conducted as part of ~~of a~~ ship's surveys as to ensure that the engine fully complies with the requirements of 2.2 Part VI "Ship's Equipment and Arrangements for the Prevention of Air Pollution"~~ of the Rules and NO_x Technical Code~~.

Upon satisfactory results of initial and periodical surveys of marine diesel engines covered by the requirements of 2.1 — 2.5 of Part VI "Ship's Equipment and Arrangements for the Prevention of Air Pollution" a relevant note shall be endorsed in para 2.2.1 of Part VI "Ship's Equipment and Arrangements for the Prevention of Air Pollution" of the Certificate (Form 2.4.18RF) in compliance with IMO Circular MEPC.1/Circ.849.".

Para 2.1.9. **The last paragraph** is deleted.

2.2 SCOPE OF EQUIPMENT SURVEYS

Table 2.2.1. Footnote "1" is replaced by the following text:

"* At special surveys, ~~the sampling arrangement shall be witnessed by the Surveyor to the Register with subsequent submission of~~ the results of the sample analysis carried out by a recognized laboratory shall be provided.".

PART II. SHIP'S CONSTRUCTION, EQUIPMENT AND ARRANGEMENTS FOR THE PROVENTION OF POLLUTION BY OIL

3 REQUIREMENTS FOR OIL TANKERS

3.2 ACCIDENTAL OIL OUTFLOW PEROFRMANCE

Paras 3.2.1.1 and **3.2.1.2** are amended as follows:

"**.1** the mean oil outflow parameter for an oil tanker and combination carrier 5000 tons deadweight and above;

.2 dimensions of cargo tanks for oil tanker below 5000 tons deadweight ~~and gross tonnage of 150 and above~~.".

3.4 SLOP TANKS

Para 3.4.1 is amended as follows:

"**3.4.1** Every oil tanker of 150 gross tonnage and above, as well as ships other than oil tankers but having cargo spaces specially built and used to carry oil in bulk, the total capacity of which is 1000 m^3 and above, shall be provided with slop tanks and means for cleaning and transferring cargo tank washings from the cargo tanks to slop tanks in compliance with Regulation 29 of Annex I to MARPOL 73/78.".

New paras 3.4.2 and **3.4.3** are introduced reading as follows:

"**3.4.2** Requirements of 3.4.1 do not apply to ships engaged exclusively on voyages of 72 hours or less in duration and within 50 miles from the nearest land, provided that all oily mixtures are retained on board for their subsequent discharge to reception facilities.

3.4.3 Where a pipeline is provided for discharge of oily mixtures from machinery spaces to slop tanks, it shall be provided with a reliable means to prevent cargo or vapour from penetrating into machinery spaces.".

3.5 OIL DISCHARGE MONITORING AND CONTROL SYSTEMS

Para 3.5.1.1 is amended as follows:

"**.1** an oil tanker is engaged in the ~~voyages in sea areas being parts of special areas~~ Baltic Sea special area defined by Annex I to MARPOL as amended by IMO resolution MEPC.265(68) or in RF arctic waters as defined by the Polar Code given in IMO resolution MEPC.264(68), as well as in the inland waterways of the Russian Federation; and/or".

Para 3.5.1.2. The first paragraph is amended as follows:

"**.2** an oil tanker is engaged in the voyages only in sea areas out of special area~~s~~ or arctic waters at offshore distance ~~less~~ not more than 50 nautical miles.".

3.8 REQUIREMENTS FOR DOUBLE HULL OIL TANKERS

Para 3.8.1 is amended as follows:

"**3.8.1** Oil tanker~~s of 600 deadweight and above~~ shall have double hull and double bottom in compliance with the specified below in 3.8.~~2~~3 — 3.8.6.

Along the full length cargo tanks shall be protected by ballast tanks or compartments other than oil or fuel oil tanks.".

Para 3.8.3. The first paragraph is amended as follows:

"**3.8.3** Every oil tanker of 600 deadweight and above, but less than 5000 deadweight shall comply with the following requirements:".

4 BILGE SEPARATORS

4.1 GENERAL

Paras 4.1.1 — **4.1.3** are amended as follows:

"**4.1.1** Any ship of 400 gross tonnage and above shall be fitted with a bilge water separator (separator) of an approved type, ~~and any~~ herewith a ship of 10 000 gross tonnage and above shall be fitted with the separator of an approved type, the bilge alarm of an approved type and an automatic stopping device. When it is necessary to discharge oily waters in special sea area~~s~~ of the Baltic sea specified in regulation 1 of Annex I to MARPOL 73/78, an alarm and an automatic locking device are required for a ship of 400 gross tonnage and above.

4.1.2 The ship engaged on voyages only within ~~inland waterways and special areas specified in Regulation 1 of Annex I to MARPOL 73/78~~ special sea area of the Baltic sea or operating within Arctic Waters as defined by the Polar Code (refer to IMO resolution MEPC.265(68)) or in specified areas and inland waterways, may be exempted from the requirement 4.1.1 if the ship is fitted with a bilge water holding tank having a volume adequate

for the total retention on board of oily bilge water and the adequate reception facilities available to receive ~~such oily bilge water~~ them in a sufficient number of ports and terminals the ship calls at.

4.1.3 Any ship of less than 400 gross tonnage shall be fitted, as far as practicable and reasonable, ~~with~~ by the equipment in compliance with 4.1.1 ~~or 8.1~~ taking into account 4.1.4, or the equipment in compliance with 8.1 to retain oily waters and their subsequent discharge to reception facilities.".

5 BILGE ALARM

5.1 GENERAL

Para 5.1.1 is amended as follows:

"**5.1.1** The bilge alarm of an approved type shall be fitted where separators are installed for ships specified in 4.1.1 and ~~for ships of 10 000 gross tonnage and above specified in 4.1.2~~4.1.4.".

7 PUMPING, PIPING AND DISCHARGE ARRANGEMENTS FOR OILY MIXTURE

7.2 REQUIREMENTS FOR OILY MIXTURE TRANSFER AND DISCHARGE SYSTEMS

Para 7.2.1.1.4 is amended as follows:

"**.4** where sea chest is provided ~~with valves~~ that is permanently connected to the cargo pipeline systems ~~with use of positive closing means~~, a valve on the sea chest and inboard isolation valve on the connecting pipeline shall be provided. Additionally, a device shall be provided that is installed in the pipeline system in order to prevent, under all circumstances, the section of pipeline between the sea chest valve and the inboard valve being filled with cargo.".

Para 7.2.2.1. The last paragraph is amended. Also a new paragraph is introduced as follows:

"The ~~dynamically supported~~ high-speed craft of under 400 gross tonnage and other ships of under 200 gross tonnage the design features of which do not allow the installation of a system of pipelines for discharge and/or installation of own discharge facilities considering 8.1.2 and 8.2.2, such pipelines and facilities may not be fitted, if the delivery of bilge water and oily waters residues is provided to the reception facilities by alternative methods being less effective. Pumping devices of reception facilities may apply as discharge devices on the specified ships if pipeline system for discharge is installed.

The stop valve in the discharge system of oily mixtures and in the system for discharge of treated bilge waters shall be capable of being sealed.".

8 HOLDING TANKS

8.1 BILGE WATER TANKS

Para 8.1.2 is amended as follows:

"**8.1.2** In ~~ships less than 400 gross tonnage,~~ high-speed crafts, crafts with a length to the design waterline less than 25 meters and total power output of all engines less than 220 kW as well as in ships of under 400 gross tonnage where structural particulars do not allow to install a bilge water tank, it is allowed to accumulate oily bilge water in the machinery space bilges in the amount allowed by the Stability Booklet with its subsequent discharge to reception facilities.".

8.2 OIL RESIDUE (SLUDGE) TANKS

Para 8.2.2 is amended as follows:

"**8.2.2** Any ship of under 400 gross tonnage ~~intended for operation in inland waterways, having regard to the type of the machinery and length of voyage~~ equipped with bilge water separators and/or fuel or lubricating oil purification plants whose work results in sludge formation, shall be provided with oil residue (sludge) tank(s) of the minimum capacity according to 8.2.1.

~~This requirement does not apply to the ships having the total output of all internal combustion engines less than 220 kW and to the dynamically supported craft.~~

Other ships of the specified gross tonnage having regard to the type of the propulsion system and length of voyage shall be fitted with oil residue (sludge) tanks as far as practicable and possible.".

Para 8.2.4. **The first paragraph** is amended as follows:

"**8.2.4** ~~For ships of 400 gross tonnage and above t~~The pump discharge pipelines of the system referred to in 8.2.3 shall not be connected to the bilge water piping except for the common pipeline running to the standard discharge connections specified in 7.2.2.1.".

Para 8.2.5. **The first sentence** is amended as follows:

"**8.2.5** ~~For ships of 400 gross tonnage and above t~~The oil residue (sludge) tank discharge piping and bilge water piping shall be equipped with non-return valves to prevent oil residues (sludge) from discharging to the bilge water piping, bilge water tank, bilges of machinery spaces and bilge water separator.".

8.3 CONSTRUCTION AND EQUIPMENT OF HOLDING TANKS

New para 8.3.2.5 is introduced reading as follows:

"**.5** content level measurement devices.".

10 FUEL OIL TANKS PROTECTION

10.2 REQUIREMENTS

Para 10.2.5. **The last sentence** is amended as follows:

"The valves shall be closed in case of remote control system failure and shall be kept closed at any time while operating ~~in inland waterways~~ when the tank contains fuel oil except that they may be opened during fuel oil transfer operations.".

12 REQUIREMENTS FOR THE USE AND CARRIAGE OF OILS AS FUEL IN ARCTIC WATERS

Name and text of the Section are deleted.

PART III. SHIP'S CONSTRUCTION, EQUIPMENT AND ARRANGEMENTS FOR THE PREVENTION OF POLLUTION BY NOXIOUS LIQUID SUBSTANCES IN BULK

7 REQUIREMENTS FOR EQUIPMENT OF SHIPS OTHER THAN CHEMICAL TANKERS

Para 7.1 is amended as follows:

"**7.1** Ships other than chemical tankers or ships for transport of noxious liquid substances in bulk, such as ~~offshore support~~ supply vessels, shall comply with the applicable provisions of IMO resolution A.1122(30). Dry cargo ships permitted for the transport of vegetable oils in bulk shall comply with the applicable provisions of IMO resolution MEPC.148(54).".

PART IV. SHIP'S EQUIPMENT AND ARRANGEMENTS FOR THE PREVENTION OF POLLUTION BY SEWAGE

1 DEFINITIONS

Para 1.1. **New definition** is introduced reading as follows:

"S e w a g e s l u d g e means insoluble residues generated during the treatment of sewage in a sewage treatment plant on board.".

3 EQUIPMENT FOR COLLECTION, STORAGE, TREATMENT AND DISCHARGE OF SEWAGE, AND SANITARY AND DOMESTIC WASTE WATERS

3.2 HOLDING TANKS

New paras 3.2.7 — 3.2.10 are introduced reading as follows:

"**3.2.7** If sewage water treatment plant is installed, and if its work results in generation of sewage sludge subject to removal, the capacity of sewage holding tank shall ensure collection of residues taking into account the sludge volume when a separate holding tank for sludge is not provided.

3.2.8 If a separate tank for collection of sewage sludge is provided, its volume shall ensure accumulation of sludge within the voyages considering conditions of ship operation. Design quantity of sludge generation is taken equal to 0,8 — 1,0 % from the volume of treated sewage waters if there is no data from the manufacturer of sewage water treatment plant.

3.2.9 For high-speed craft as well as for ships with the length less than 25 meters, whose structural particulars do not allow to install holding tanks for sewage water storage, accumulation of sewage water may be allowed in holding tanks of portable toilets placed in water closets equipped with artificial or natural exhaust ventilation of sufficient capacity with further discharge of these sewage waters into reception facilities. The specified equipment shall be made for these purposes, equipped with devices for sealing of openings and manholes and have relevant marking, maintenance instructions and possibility of transportation.

3.2.10 Minimum volume of generated sewage and domestic waste waters (grey waters) should be determined using recommended specific accumulation values given in Table 3.2.10. It is allowed to apply other accumulation values based on the experience of operation of similar ships, number of persons onboard, consideration of area of navigation and operating conditions.".

After para 3.2.10 **new Table 3.2.10** is introduced reading as follows:

"Table 3.2.10

No.	Designation	Units	Specific accumulation value for:			
			passenger ships	cargo ships	Ships engaged in voyages of less than 24 hours	Ships with continuous presence of people on board less than 12 hours per day
1	Sewage	l/ (person a day)	25 for vacuum systems 50 for gravity systems			3
2	Domestic waste waters (Grey water)		300	150	50	7

".

3.5 ARRANGEMENTS FOR SEWAGE, AND SANITARY AND DOMESTIC WASTE WATERS DISCHARGE

Para 3.5.1. The **first and the second paragraphs** are amended as follows:

"**3.5.1** In every ship, provision shall be made for a pipeline for discharge of sewage and sanitary and domestic waste waters to reception facilities considering the information in 3.2.9.

The pipeline shall be led to both sides of the ship. The pipeline ~~may~~ is allowed to be led out in one place, provided that sewage is possible to ensure the discharge on the both sides. The discharge manifolds shall be located in places convenient for connection of hoses and shall be fitted with standard discharge connections with flanges in compliance with Fig. 3.5.1 except for specified one in 3.5.5 when pumping arrangements of reception facilities are used as discharge devices, and also shall be provided with nameplates.".

Para 3.5.5 is amended as follows:

"**3.5.5** Provision shall be made for two pumps for discharge of sewage and sanitary and domestic waste waters from holding tanks. One of the pumps may be replaced by an ejector. Taking into account the ship's purpose and service conditions, only one pump may be fitted. For high-speed craft as well as for ships of less than 25 meters in length, pumping arrangements of reception facilities may be used as discharge devices.".

PART V. SHIP'S EQUIPMENT AND ARRANGEMENTS FOR THE PREVENTION OF POLLUTION BY GARBAGE

3 SCOPE OF TECHNICAL SUPERVISION

Para 3.2 is amended as follows:

"**3.2** Every ship of 100 gross tonnage and above, and every ship which is certified to carry 15 or more persons, as well as fixed or floating platforms shall carry a garbage management plan ~~which the crew shall follow. During the review and approval of Garbage Management Plans~~ developed with consideration of the requirements of IMO resolution MEPC.220(63) ~~shall be considered~~ which the crew shall follow.".

4 EQUIPMENT AND DEVICES FOR GARBAGE COLLECTION, STORAGE AND PROCESSING

4.2 GARBAGE RECEPTACLES

Para 4.2.9 is replaced by the following text:

"**4.2.9** For high-speed craft below 100 gross tonnage as well as for ships of less than 25 meters in length when arrangement of a required number of containers is complicated, it is allowed to collect garbage into marked strong plastic package to be stored in the internal ventilated ship spaces or designated places and further discharge to reception facilities.".

New para 4.2.10 is introduced reading as follows:

"**4.2.10** The minimum number of generated garbage is determined by using recommended specific accumulation values given in Table 4.2.10. It is allowed to use other accumulation values based on the experience of operation of similar ships according to type, number of persons on board, area of navigation and operation conditions.".

After para **4.2.10 new Table 4.2.10** is introduced reading as follows:

"Table 4.2.10

No.	Designation	Units	Specific value of accumulated garbage
1	Plastic	m^3/ (person a day)	0,004
2	Dry domestic waste		0,002
3	Solid food waste		0,002
4	Cooking oil	l/ (person a day)	0,04

".

PART VI. SHIP'S EQUIPMENT AND ARRANGEMENTS FOR THE PREVENTION OF AIR POLLUTION

1 GENERAL

1.2 DEFINITIONS

Para 1.2.1. Definition "Emission" is amended as follows:

"Emission means any release of harmful substances subject to control by ~~Annex VI to MARPOL 73/78~~ the present Part from ships into the atmosphere.".

Definition «Major (substantial) conversion» is amended as follows:

«Major (substantial) conversion means, in relation to Chapter ~~4 of Annex VI to MARPOL 73/78~~ 2.6 of this Part, a conversion of a ship:

which substantially alters the dimensions, carrying capacity or engine power of the ship; or

which changes the type of the ship; or

the intent of which in the opinion of the Administration is substantially to prolong the life of the ship; or

~~which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of MARPOL 73/78 not applicable to it as an existing ship; or~~

which substantially alters the energy efficiency of the ship and includes any modifications that could cause the ship to exceed the applicable required EEDI calculated in accordance with ~~regulation 21 of Annex VI to MARPOL 73/78~~ 2.6.5;»

Definition "Required Energy Efficiency Design Index (EEDI)" is amended as follows:

"Required Energy Efficiency Design Index (EEDI) means the maximum value of attained EEDI that is allowed by ~~Regulation 21 of Chapter 4, Annex VI to MARPOL 73/78~~ 2.6.5.".

Definition "Major conversion in relation to nitrogen oxides (NO_x) emission control" is amended as follows:

"Major conversion in relation to nitrogen oxides (NO_x) emission control means modification ~~on or after 19 May 2005~~ of a marine diesel engine ~~that has not already been certified to the standards set forth in 2.2.6,~~ where:

.1 the engine is replaced by a marine diesel engine, or an additional marine diesel engine is installed; or

.2 any ~~substantial~~ major modification~~, as defined in the revised NOx Technical Code, 2008~~ is made to the engine; or

.3 the maximum continuous rating of the engine is increased by more than 10 % as compared to the maximum continuous rating of the original certification of the engine.".

Definition "Identical engine" is amended as follows:

"Identical engine means, an engine as compared to the engine being replaced*, an engine (refer to the latest revision of IMO circular MEPC.1/Circ.795~~/Rev.5~~) which is of the same:

design and model;

rated power;

rated speed;

use;

number of cylinders;

fuel system type (including, if applicable, injection control software);

and one of the two:

for engines without EIAPP certification, have the same NO_x critical components and settings in compliance with the requirements of ~~Annex VI to MARPOL 73/78~~[2] 2.2.10; or

for engines with EIAPP certification, belonging to the same Engine Group/Engine Family in compliance with the requirements of 2.2.10.".

Definition "Marine diesel engine" is amended as follows:

---

* In those instances where the replaced engine will not be available to be directly compared with the replacing engine at the time of updating the Supplement to the IAPP Certificate reflecting that engine change is to be ensured that the necessary records in respect of the replaced engine are available in order that it can be confirmed that the replacing engine represents "an identical engine".

"Marine diesel engine means any reciprocating internal combustion engine operating on liquid or dual fuel (liquid and gas), to which ~~regulation 13 of Annex 6 to MARPOL 73/78~~ Chapter 2.2 of this Part applies, including ~~booster/~~compound and booster systems providing use of engine exhaust gas energy to drive power gas turbines if applied. In addition, a gas-fuelled engine installed on a ship constructed on or after 01 March 2016 or a gas-fuelled additional or non-identical replacement engine installed on or after that date is also considered as a marine diesel engine." .

Definition "Substantial modification of a marine diesel engine" is amended as follows:

"~~Substantial~~ Major modification of a marine diesel engine means:
for engines installed on ships constructed on or after 19 May 2005, ~~substantial~~ major modification means any modification to an engine that could potentially cause the engine to exceed the emission standards set out in ~~Regulation 13 of Annex VI to MARPOL73/78~~ Chapter 2.2;
for engines installed on ships constructed before 19 May 2005, ~~substantial~~ major modification means any modification made to an engine ~~which increases the existing emission characteristics established by simplified measurement method as described in 6.3 of the NOx Technical Code (NTC) prior to its modification an allowance of 10 per cent of the applicable limit value may be accepted after the engine modification~~ that may result in exceeding of existing characteristics of NO_x emissions for more than 10 % as specified in 6.3.11 of the RS Guidelines on the Application of Provision of the Technical Code on Control of Emission of Nitrogen Oxides from Marine Diesel Engines." .

2 CONTROL OF EMISSIONS FROM SHIPS

2.2 NITROGEN OXIDES (NO_x)

Para 2.2.1 is amended as follows:

"**2.2.1** The requirements for control of NO_x emissions shall apply to:
each diesel engine with a power output of more than 130 kW which is permanently installed on a ship constructed on or after 19 May 2005 regardless of the gross tonnage of the ship onto which the engine ~~id~~ is installed;
each diesel engine with a power output of more than 130 kW which has undergone a major conversion regarding control of NO_x emissions on or after 19 May 2005, except the cases when it is demonstrated that such an engine is identical to the one it replaces." .

Para 2.2.4 is amended as follows:

"**2.2.4** For a major conversion involving the replacement of a marine diesel engine with a non-identical marine diesel engine or the installation of an additional marine diesel engine, the requirements in ~~2.2.6~~2.2.8 in force at the time of the replacement or addition of the engine shall apply. The following dates shall be defined as the dates of replacement or the installation of an additional marine diesel engine:

.1 the contractual delivery date of the engine to the ship ~~in the event the engine is fitted onboard and tested for its intended purpose within six (6) months from the date specified in sub-paragraphs of regulation 13.5.1.2, Annex VI to MARPOL 73/78~~; or

.2 in the absence of a contractual delivery date, the actual delivery date of the engine to the ship ~~in the event the engine is fitted onboard and tested for its intended purpose within six (6) months from the date specified in sub-paragraphs of regulation 13.5.1.2, Annex VI to MARPOL 73/78~~, provided that the date is confirmed by a delivery receipt.~~; or~~

~~**.3** the actual date that the engine is tested onboard for its intended purpose ship in the event the engine is fitted onboard and tested for its intended purpose on or after six (6) months from the date specified in sub-paragraphs of regulation 13.5.1.2, Annex VI to MARPOL 73/78.~~

The above-mentioned dates are the dates of major conversion and, where necessary, shall be entered in the IAPP Certificate (Form 2.4.18RF) in para 8a, line "13.2.1.1 & 13.2.2"." .

Para 2.2.5 is deleted.

Paras 2.2.6 — **2.2.15** and references thereto are renumbered **2.2.5** — **2.2.14** accordingly.

Para 2.2.5 (existing para **2.2.6**). **The first paragraph** is amended as follows:

"**2.2.6~~5~~5** In the case of replacement of a marine diesel engine on or after 01 January 2021 it is determined, that the replacement engine cannot meet the standards applicable to Tier III engines, then that replacement engine shall meet the standards applicable to Tier II engines (Tiers are set forth further in 2.2.~~9~~8)." .

Paras 2.2.6 — 2.2.14 (existing paras **2.2.7 — 2.2.13**) are amended as follows:

"**2.2.7~~6~~6** ~~For a major conversion involving the replacement of a marine diesel engine with a non-identical marine diesel engine or the installation of an additional marine diesel engine on or after 01 January 2000 but before 01 July 2010 the provisions of IACS UI MPC20 (Rev.1 Apr 2014) shall apply.~~ To identify whether the engine is an identical engine, the Unified Interpretations according to the latest version of IMO circular MEPC.1/Circ.795/~~Rev.7~~ shall be considered.

2.2.8~~7~~7 Where ~~substantial~~ major modification (refer to the definition in 1.2.1) was made to any diesel engine (except those specified in 2.2.2) on or after 19 May 2005, or its maximum continuous rating was increased by more than 10 %, as compared with that of the same engine at its original certification, the NO_x emissions ~~(calculated as the total weighted NO_2 emission)~~ from the engine shall meet the following standards:

for ships constructed prior to 19 May 2005, the standard applied to the Tier I engines shall apply;

for ships constructed on or after 19 May 2005, the standards in force at the time the ship was constructed (standards for Tier I, II and III engines) shall apply.

2.2.9~~8~~8 The operation of each diesel engine to which regulation 2.2.1 applies, is prohibited, except when the NO_x emission (calculated as the ~~total~~ averaged weighted NO_2 emission value) ~~from the diesel engine~~ is within the following limits for the mentioned below tiers of diesel engines compliance with these requirements:

Tier I: diesel engine is installed in the ship constructed on or after 19 May 2005, but before 01 January 2011:

17,0 g/kWh when *n* is less than 130 rpm;

45,0 × $n^{(-0,20)}$ g/kWh when *n* is 130 or more, but less than 2000 rpm;
9,8 g/kWh when *n* is 2000 rpm or more;
Tier II: diesel engine is installed on a ship constructed on or after 1 January 2011:
14,4 g/kWh when *n* is less than 130 rpm;
44,0 × $n^{(-0,23)}$ g/kWh when *n* is 130 or more, but less than 2000 rpm;
7,7 r g/kWh when *n* is 2000 rpm or more.
Tier III: diesel engine is installed on a ship constructed on or after 1 January 2021 and intended for operation within a NO_x Tier III emission control area of the Baltic Sea:
3,4 g/kWh when *n* is less than 130 rpm;
9,0 × $n^{(-0,20)}$ g/kWh when *n* is 130 or more, but less than 2000 rpm;
2,0 g/kWh when *n* is 2000 rpm or more.

N o t e . In all cases *n* is rated engine speed.

The Tier III standards shall not apply to:
a marine diesel engine installed on a ship with a length (L), as defined in regulation 1.19 of Annex I to MARPOL 73/78, of less than 24 m when it has been specifically designed, and is used solely, for recreational purposes; or
a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, to the satisfaction of the Administration, that the ship cannot comply with the Tier III standards because of design or construction limitations of the ship; or
a marine diesel engine installed on a ship constructed prior to 01 January 2021 of less than 500 gross tonnage, with a length (L), as defined in regulation 1.19 of Annex I to MARPOL 73/78, of 24 m or over when it has been specifically designed, and is used solely, for recreational purposes.
For marine diesel engine installed on a ship which activities take place in a shipyard or other repair facility located in a NO_x Tier III emission control area, the NO_x Tier III emission standards are temporarily exempted provided the conditions specified in regulation 13 of MARPOL Annex VI (IMO resolution MEPC.~~286(71)~~328(76)). ~~"Amendments to MARPOL Annex VI (Designation of the Baltic Sea and the North Sea Emission Control Areas for NO_x Tier III emission control) (Information to be included in the bunker delivery note)") are met.~~
2.2.~~10~~9 Diesel engines which are covered by these requirements, shall be subject to initial survey on the manufacturer's test bench with test performance in compliance with 2.1 of the RS Guidelines of the Application of Provisions of the NO_x Technical Code. For those engines the NO_x Technical Files or Technical Engine Exhaust Emissions Data Sheets prepared by the manufacturer or applicant for engine certification shall be ~~approved~~ agreed by the Register.
Test and certification may be performed in accordance with the interstate standards GOST ISO 8178-4-2013 (ISO 8178-4:2007) and GOST 31967-2012 (ISO 8178-1:2006) (updated version), what applicable.
2.2.1~~1~~0 Upon satisfactory results of the survey, the Register shall issue Engine ~~International~~ Air Pollution Prevention Certificates (EIAPP Certificate,~~)~~ ~~(~~Forms 2.4.40 and 2.4.41)~~ with Supplements (Form 2.4.41)~~. The word "International" shall be stricken through in the headings of the Certificate and the Supplement therein.
2.2.1~~2~~1 In the event that Supplement to the ~~EIAPP~~ Certificate (Form 2.4.41) includes the NO_x reducing device (Selective Catalyst Reduction system (hereinafter referred to as the SCR system)), the latter shall be considered an engine component and it shall also be

informed about ~~in~~ the SCR system in the Technical file/Data Sheet for this engine. The marine diesel engine including the SCR system shall be tested at the manufacturer's test bed at the initial survey in accordance with 2.1.13 of the RS Guidelines of the Application of Provisions of the NO_x Technical Code taking into consideration the relevant provisions of the IMO Guidelines adopted by IMO resolution MEPC.291(71), as amended.

In case the marine diesel engine cannot be tested along with the SCR system due to technical and practical difficulties and if the Register approves it, the initial survey procedure shall be applied to the marine diesel engine including the SCR system in compliance with Scheme B in IMO resolution MEPC.291(71), as amended. Such a procedure provides for the marine diesel engine to be tested without the SCR system at the manufacturer's test bed, testing of SCR chamber separately, followed by testing of the marine diesel engine along with this system onboard within the scope stipulated by the above Guidelines.

2.2.13~~2~~ In case the approval of ~~NO_x~~ Technical Files/Data Sheets and issue of ~~EIAPP~~ Certificates ~~(Form 2.4.40)~~ for the above engines are made by other Administrations or recognized organizations upon their authorization, the said documents may be recognized by the Register upon their proper consideration.

2.2.14~~3~~ The Tier and on/off status of marine diesel engines installed on board a ship to which the ~~EIAPP~~ Certificates have been issued confirming that they are certified to both Tier II and Tier III or that they are certified to Tier II only shall be recorded in such logbook at entry into and exit from a NO_x Tier III emission control area, or when the on/off status changes within such an area, together with the date, time and position of the ship. This requirement also applies to the case when there is a necessity to switch the engine operation from one standard to another when the ship is located in the control area of NO_x emissions control.

2.2.15~~4~~ When applying provisions of 2.3.5 regarding ship's fuel oil quality including provisions on fuel that shall not cause an engine to exceed the applicable NO_x emission limit, if biofuel, synthetic fuel and other fuels derived from methods other than petroleum refining or blends containing these fuels, apply, one shall be guided by Section 13 of the Unified Interpretation in the latest version of IMO circular MEPC.1/Circ.795~~/Rev.7~~." .

2.3 SULPHUR OXIDES (SO_x)

Para 2.3.5. The first paragraph is amended as follows:

" 2.3.5 For ships of 400 gross tonnage and above, details of fuel oil delivered to and used on board shall be recorded by means of bunker delivery notes, except for gas fuel, which shall be under the ship control within three years since the time of fuel oil delivery and shall be accompanied by a representative fuel oil sample except for gas fuel samples obtained at the receiving inlet bunker manifold by one of the following methods:" .

2.4 VOLATILE ORGANIC COMPOUNDS (VOC)

Para 2.4.1 is amended as follows:

" 2.4.1 All the oil tankers ~~which are subject to VOC vapour emission control~~ loading cargo in ports or terminals where VOC vapour emission control systems are installed, shall be provided with a cargo vapour collection and discharge system approved by the Register in

accordance with Standards for vapour emission control systems (refer to IMO circular MCS/Circ.585), as well as the requirements of 9.9, Part VIII "Systems and Piping" of the Rules for the Classification and Construction of Sea-Going Ships." .

2.6 REGULATIONS ON ENERGY EFFICIENCY FOR SHIPS

Para 2.6.3. **The last sentence of the seventh paragraph** is amended as follows:

"When defining specialized heavy load carriers, ~~IACS Recommendation No. 170 (May 2022)~~ the unified interpretations in the latest version of the IMO circular MEPC.1/Circ.795 shall be followed ~~(the document is available on the IACS website (www.iacs.org.uk));~~" .

Paras 2.6.6.1 — 2.6.6.4 are amended as follows:

"**2.6.6.1** reduction factor "X" of phase 0 shall be applied to the following new ships: bulk carriers, combination carriers, container ships, gas carriers, general cargo carriers, refrigerated cargo carriers and tankers:

.1 for which the building contract is placed in phase "0", and the delivery is before 01 January 2019; or

.2 the building contract is placed before phase "0", and the delivery is on or after 01 July 2015 but before 01 January 2019; or:

in the absence of a building contract,

.3 the keel of which is laid or which are at a similar stage of construction on or after 01 July 2013 but before to 01 July 2015 and delivery is before 01 January 2019; or

.4 the keel of which is laid or which are at a similar stage of construction before 01 July 2013 and the delivery is on or after 01 July 2015 but before 1 January 2019.

2.6.6.2 The reduction factor "X" of phase 1 shall be applied to the following new ships: bulk carriers, combination carriers, container ships, cruise passenger ships, gas carriers, general cargo carriers, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carriers), ro-ro passenger ships and tankers:

for ships where phase 1 commences on 01 January 2015:

.1 for which the building contract is placed in phase 1, and the delivery is before 01 January 2024; or

.2 the building contract of which is placed before phase 1, and the delivery is on or after 01 January 2019 but before *0*1 January 2024; or

in the absence of a building contract,

.3 the keel of which is laid or which are at a similar stage of construction on or after 01 July 2015 but before to 01 July 2020 and the delivery is before 01 January 2024; or

.4 the keel of which is laid or which are at a similar stage of construction before 01 July 2015 and the delivery is on or after 01 January 2019 but before 01 January 2024;

for ships where phase 1 commences on 01 September 2015:

.5 the building contract of which is placed in phase 1, and the delivery is before 01 January 2024; or

.6 the building contract of which is placed before phase 1, and the delivery is on or after 01 September 2019 and before 01 January 2024;

in the absence of a building contract:

.7 the keel of which is laid or which is at a similar stage of construction on or after 01 March 2016 and before 01 July 2020, and the delivery is before 01 January 2024; or

.8 the keel of which is laid or which is at a similar stage of construction before 01 March 2016, and the delivery is on or after 01 September 2019 and before 01 January 2024.

2.6.6.3 The reduction factor "X" of phase 2 is applied to the following new ships: bulk carriers, combination carriers, container ships, cruise passenger ships, gas carriers, general cargo carriers, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carriers), ro-ro passenger ships and tankers:

for ships ~~types~~ where phase 2 ends on 31 March 2022:

.1 the building contract of which is placed in Phase 2 and the delivery date is before 01 April 2026; or

.2 the building contract of which is placed before phase 2, and the delivery is on or after 01 January 2024 and before 01 April 2026; or

in the absence of a building contract:

.3 the keel of which is laid or which are at a similar stage of construction on or after 01 July 2020 and before 01 October 2022, and the delivery is before 01 April 2026; or

.4 the keel of which is laid or which are at a similar stage of construction before 01 July 2020, and the delivery is on or after 01 January 2024 and before 01 April 2026;

for ships ~~types~~ where phase "2" ends on 31 December 2024:

.5 the building contract of which is placed in phase "2", and the delivery is before 01 January 2029; or

.6 the building contract of which is placed before phase "2", and the delivery is on or after 01 January 2024 and before 01 January 2029; or

in the absence of a building contract:

.7 the keel of which is laid or which are at a similar stage of construction on or after 01 July 2020 and before 01 July 2025, and the delivery is before 01 January 2029; or

.8 the keel of which is laid or which are at a similar stage of construction before 01 July 2020, and the delivery is on or after 01 January 2024 and before 01 January 2029.

2.6.6.4 The reduction factor "*X*" of Phase "3" is applied to the following new ships: bulk carriers, combination carriers, container ships, cruise passenger ships, gas carriers, general cargo carriers, LNG carriers, refrigerated cargo carriers, ro-ro cargo ships, ro-ro cargo ships (vehicle carriers), ro-ro passenger ships and tankers:

for ship types where phase 3 commences with 01 April 2022 and onwards:

.1 the building contract of which is placed in phase 3; or

.2 the building contract of which is placed before phase 3, and the delivery is on or after 01 April 2026; or

in the absence of a building contract:

.3 the keel of which is laid or which are at a similar stage of construction on or after 01 October 2022; or

.4 the keel of which is laid or which are at a similar stage of construction before 01 October 2022 and the delivery of which is on or after 1 April 2026;

for ship types where phase 3 commences on or after 01 January 2025:

.5 the building contract of which is placed in phase "3"; or

.6 the building contract of which is placed before phase "3", and the delivery is on or after 01 January 2029; or

in the absence of a building contract:

.7 the keel of which is laid or which is at a similar stage of construction on or after 01 July 2025; or

.8 the keel of which is laid or which is at a similar stage of construction before 01 July 2025 and the delivery of which is on or after 01 January 2029." .

Para 2.6.12. **The first paragraph** is amended as follows:

"**2.6.12** In compliance with the Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) given in IMO resolution MEPC.365(79) as amended introduced by IMO resolution MEPC.374(80), the survey where it concerns the requirements for EEDI shall be carried out in two stages:" .

Para 2.6.13.2. The last paragraph is amended as follows:

"For the ships covered by 2.2.5.7 of IMO resolution MEPC.364(79), the electric power table shall be confirmed in compliance with Supplement 2 to the 2022 Guidelines on Survey and Certification of the Energy Efficiency Design Index (EEDI) given in IMO resolution MEPC.365(79) as amended introduced by IMO resolution MEPC.374(80)." .

Russian Maritime Register of Shipping

Rule Change Notice
to the Rules for the Prevention of Pollution from Ships Intended
for Operation in Sea Areas and Inland Waterways of the Russian Federation

Endorsed: 24-220860

FAI "Russian Maritime Register of Shipping"
7, Litera A, Millionnaya Ulitsa,
St. Petersburg, 191181
www.rs-class.org/en/