RUSSIAN MARITIME REGISTER OF SHIPPING

RULE CHANGE NOTICE	**No. 311-05-2063**	dated 11.12.2025

Entry-into-force date:
From the date of publication

Re: amendments to the 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 (version as of 01.01.2025)

Amendments have been introduced considering publication of the Rules for the Classification and Construction of Ships for Inland Waterways of the Russian Federation.

Instructions on application:
Apply the provisions of this Rule Change Notice from 11.12.2025.

Director General Sergey A. Kulikov

Person in charge: Vladislav Yu. Dmitrienko 311 +7 (812) 312-11-00

AMENDMENTS
TO THE RULES FOR THE PREVENTION OF POLLUTION FROM SHIPS INTENDED FOR OPERATION IN SEA AREAS AND INLAND WATERWAYS OF THE RUSSIAN FEDERATION (01.01.2025)

REVISION HISTORY

Item	Applied to	Description	Remarks
Part I, para 1.2.1	Definitions	Para has been supplemented with reference to applicable requirements of the Rules for the Classification and Construction of Ships for Inland Waterways of the Russian Federation (RCCS). Definition "Inland waterways (IWW)" has been updated in accordance with the provisions of the national legislation	Definition from the Inland Water Transport Code of the Russian Federation
Part I, paras 2.1.1.3, 2.1.2.3 and 2.1.5.3	Ships in service Survey	For ships classed according to RCCS, the scope of intermediate survey has been replaced by the annual	
Part I, Table 2.2.1	Equipment and arrangements for the prevention of pollution by oil Scope of survey	List of equipment and applied terminology have been updated, para has been supplemented by the reference to the applicable requirements of RCCS	
Part I, para 3.2.2	Oil tankers in service System of prompt access to computerized, shore-based emergency response services capable of carrying out damage stability and residual structural strength calculations	Applicability of requirements at ship’s surveys has been updated	
Part II, para 1.1	Ships under construction and in service Oil tankers, ships intended for working operations with oil Definitions	New definition "Deck oil spill kit" has been introduced	

Item	Applied to	Description	Remarks
Part II, para 3.2.1	Oil tankers under construction and in service Accidental oil outflow performance and cargo tank dimensions	Scope of application of requirements has been updated	
Part II, para 3.2.2 (new)	Oil tankers under construction and in service Cargo tanks	Requirements for oil tankers intended for constant operation in IWW have been updated in accordance with RCCS	
Part II, para 3.2.3 (new number 3.2.4)	Oil tankers under construction and in service Cargo system	Applied terminology has been updated regarding types of ships. Para has been supplemented with the reference to the applicable requirements of RCCS	
Part II, para 3.3.1 (new)	Oil tankers under construction and in service Subdivision and stability	Scope of application of requirements has been updated	
Part II, para 3.4.2	Oil tankers under construction and in service Slop tanks	Application of requirements for ships operated only in the RF inland waterways has been deleted	
Part II, para 3.5.1.3 (new)	Oil tankers under construction and in service ODMCS	Application of requirements for ships operated only in the RF inland waterways has been deleted	
Part II, para 3.5.1	Oil tankers under construction and in service ODMCS	Conditions upon which the exception from the requirements may be granted, have been updated	
Part II, paras 3.7.1, 3.7.2 and 3.7.3 (new)	Oil tankers under construction and in service Cargo tank washing system	Application of requirements has been updated. Technical requirements for systems have been updated in accordance with RCCS	

Item	Applied to	Description	Remarks
Part II, paras 3.8.1 and 3.8.2 (new)	Oil tankers under construction and in service Structure Double hull	Requirements have been updated regarding ships operated in sea areas and ships classed in accordance with RCCS	
Part II, para 3.8.3.2 (new number 3.8.4.2)	Category A and B oil tankers under construction and in service Structure Double hull	Requirements for Category A and B oil tankers operated in the RF Arctic waters have been updated	
Part II, para 3.8.6 (new number 3.8.7)	Oil tankers under construction and in service Structure Double hull	Requirements for ships constantly operated in RF IWW have been updated	
Part II, paras 4.1.1 and 4.1.2	Ships under construction and in service Bilge separators	Applied terminology and requirements for ships operated in sea areas and in the RF inland waterways have been updated	
Part II, para 4.1.4	Ships under construction and in service Bilge separators	Applicability of the rules for ships operated in RF IWW has been updated	
Part II, paras 4.2.8 and 4.2.9	Ships under construction and in service Bilge separators	Para has been supplemented by the reference to the applicable requirements of RCCS	
Part II, para 7.1.1	Ships under construction and in service Oily mixture pumping, piping and discharge arrangements	Para has been supplemented by the reference to the applicable requirements of RCCS	
Part II, para 7.2.2.1	Ships under construction and in service Oily mixture pumping, piping and discharge arrangements	Para has been supplemented by requirements for quick-release couplings	

Item	Applied to	Description	Remarks
Part II, Chapter 7.3 (new)	Oil tankers, ships intended for working operations with oil under construction and in service Structure and equipment suitable for restriction and collection of oil spills on deck	Requirements for coamings, collection system, drip trays and deck oil spill kits have been introduced	
Part II, para 8.2.15 (new)	Ships under construction and in service Holding tanks	Requirements have been limited regarding ships constantly operated in RF IWW	
Part II, para 10.2.1 (new)	Ships under construction and in service Fuel oil tanks	Application of requirements for ships intended for operation only in RF IWW has been deleted	
Part III, para 1.1	Ships carrying noxious liquid substances and dangerous chemicals in bulk under construction and in service Definitions	Para has been supplemented by the reference to the applicable requirements of RCCS	
Part III, para 3.1	Ships carrying noxious liquid substances and dangerous chemicals in bulk under construction and in service Structure, equipment and arrangements	Para has been supplemented by the reference to the applicable requirements of RCCS	
Part III, para 4.1.1	Ships carrying noxious liquid substances and dangerous chemicals in bulk under construction and in service Tank washing arrangements	Requirements for ships constantly operated in RF IWW have been updated	
Part III, para 4.3.1	Ships carrying noxious liquid substances and dangerous chemicals in bulk under construction and in service Discharge and disposal system for residues	Requirements for ships operated in sea areas have been updated	

Item	Applied to	Description	Remarks
Part III, para 4.4.1	Ships carrying noxious liquid substances and dangerous chemicals in bulk under construction and in service Cargo pump rooms	Para has been supplemented by the reference to the applicable requirements of RCCS	
Part III, Chapter 4.6 (new)	Ships carrying noxious liquid substances and dangerous chemicals in bulk under construction and in service Structure and equipment suitable for restriction and collection of NLS spills on deck	Requirements have been introduced for structure and equipment ensuring restriction and collection of spilled NLS on deck	
Part III, Section 5	Ships carrying noxious liquid substances and dangerous chemicals in bulk under construction and in service Stability instrument	Requirements for ships operated in sea areas have been updated	
Part IV, para 1.1	Ships under construction and in service Definitions	Definition "ship's length" has been introduced Note has been introduced to the definition "Sanitary and domestic waste waters" considering applicable national legislation	
Part IV, para 3.1.2 (new)	Ships under construction and in service Ship's equipment and arrangements for the prevention of pollution by sewage waters	Requirements for ships intended for operation in IWW have been updated	
Part IV, para 3.1.5	Ships under construction and in service Ship's equipment and arrangements for the prevention of pollution by sewage waters	Para has been supplemented by the reference to the applicable requirements of RCCS	
Part IV, paras 3.2.3 and 3.2.4	Ships under construction and in service Holding tanks	Requirements have been updated considering design of small craft	

Item	Applied to	Description	Remarks
Part IV, para 3.2.6	Ships under construction and in service Holding tanks	Requirements have been updated considering design of small craft	
Part IV, para 3.2.7	Ships under construction and in service Holding tanks	Requirements have been updated regarding ships intended for operation in IWW considering applicable national legislation	
Part IV, para 3.3.2	Ships under construction and in service Sewage treatment plants	Para has been supplemented by the requirements for ships intended for operation in RF IWW	
Part IV, para 3.3.6 (new)	Ships under construction and in service Sewage treatment plants	Requirements have been updated regarding plants on ships intended for operation in IWW	
Part IV, para 3.5.1	Ships under construction and in service Quick-release couplings	Para has been updated to unify the requirements of the national and international standards	
Part IV, para 3.5.6	Ships under construction and in service Sewage discharge systems	Ship's length has been updated to unify the requirements	
Part V, para 2.1	Ships under construction and in service Definitions	Definition "ship's length" has been introduced	
Part V, paras 3.2 and 3.3	Ships under construction and in service Operational documentation	Requirements for ships operated in sea areas have been updated	
Part V, para 4.1.2	Ships under construction and in service Garbage comminuters and compactors	Para has been supplemented with the reference to the applicable requirements of RCCS	
Part V, para 4.3.2	Ships under construction and in service Garbage comminuters and compactors Fire protection	Para has been supplemented by the reference to the applicable requirements of RCCS	

Item	Applied to	Description	Remarks
Part VI, para 1.2.1	Ships under construction and in service Marine diesel engines Definitions	Applied terminology has been updated considering introduced requirements for marine engines installed onboard the ships and classed in accordance with RCCS. New definitions "Exhaust gas smoke (particulates)", "Nitrogen oxides (NO_x)", "Carbon monoxide (CO)", "Hydrocarbons (CH)" have been introduced to specify the requirements for marine engines installed onboard the ships and classed in accordance with RCCS	
Part VI, para 1.3.2.2	Ships under construction and in service Marine diesel engines	Requirements have been updated regarding engines installed onboard the ships operated in RF inland waterways	
Part VI, Chapter 2.2	Ships under construction and in service Marine diesel engines Noxious substances in exhaust gas emissions	Name of Chapter has been updated in connection with introduced requirements for engines installed on board the ships classed in accordance with RCCS	Considering Part I of the RS Rules/C
Part VI, para 2.2.1 (new)	Ships under construction and in service Marine diesel engines Noxious substances in exhaust gas emissions	Scope of application of the requirements has been introduced regarding prevention of air pollution by noxious substances in exhaust gas emissions of marine engines	
Part VI, para 2.2.1 (new number 2.2.2)	Ships under construction and in service Marine diesel engines Control of NO_x emissions	Scope of application of requirements has been updated	

Item	Applied to	Description	Remarks
Part VI, para 2.2.3 (new)	Ships under construction and in service Marine diesel engines Control of CO, CH and opacity emissions	Scope of application of requirements has been updated	
Part VI, para 2.2.2 (new number 2.2.4)	Ships under construction and in service Marine diesel engines Noxious substances in exhaust gas emissions	Para has been updated considering introduced requirements for marine engines installed on board the ships classed in accordance with RCCS	
Part VI, paras 2.2.7 and 2.2.8 (new numbers 2.2.9 and 2.2.10)	Ships under construction and in service Marine diesel engines	Paras have been updated considering introduced requirements for emission control of noxious substances in exhaust gas emissions. References to paras of the Rules have been updated Scope of application of requirements has been updated	Regulation 13.1.2.2 Annex VI to MARPOL 73/78
Part VI, para 2.2.11 (new)	Ships under construction and in service Marine diesel engines	Requirements have been introduced for average weighted CO, CH emission values and exhaust gas smoke considering requirements of international and national standards	
Part VI, paras 2.2.9 — 2.2.11 (new numbers 2.2.12 — 2.2.14)	Marine diesel engines	Requirements for testing have been introduced regarding noxious substances in exhaust gas emissions. Name of Engine Air Pollution Prevention Certificate has been updated	
Part VI, para 2.2.13 (new number 2.2.16)	Ships in service Marine diesel engines Technical documentation	Name of Engine Air Pollution Prevention Certificate has been updated	

Item	Applied to	Description	Remarks
Part VI, paras 2.4.1 and 2.4.2	Oil tankers under construction and in service Vapour emission control (VOC)	Applied terminology regarding types of ships has been updated	
Part VI, para 2.6.1 (new)	Ships under construction Technical documentation	Scope of application of requirements for energy efficiency has been updated. Expansion of requirements for ships intended for operation exclusively in IWW has been deleted	
Part VI, para 2.6.4 (new number 2.6.3)	Ships under construction Technical documentation	Scope of application of requirements for energy efficiency has been updated	
Part VI, para 2.6.8 (new number 2.6.9)	Ships under construction Technical documentation	Reference to the applicable international requirements has been updated	IMO circular MEPC.1/Circ.850
Part VI, para 2.6.10 (new number 2.6.11)	Ships under construction and in service Technical documentation	Reference to the applicable international requirements has been updated	IMO resolution MEPC.395(82)
Part VI, para 2.6.13.2 (new number 2.6.14.2)	Ships under construction Technical documentation	Document form issued upon survey results has been specified	

PART I. REGULATIONS FOR TECHNICAL SUPERVISION

1 GENERAL

1.2 DEFINITIONS

Para 1.2.1. The first paragraph is amended as follows:

"**1.2.1** Definitions and explanations pertinent to the general terminology of the Rules are given in Part I "Classification" of the Rules for the Classification and Construction of Sea-Going Ships[1] and in Part 0 "Classification" of the Rules for the Classification and Construction of Ships for Inland Waterways of the Russian Federation[2].".

Definition "Inland waterways" is replaced by the following text:

"Inland waterways (hereinafter referred to as "IWW") means communication lines for inland water transport determined by the Government of the Russian Federation.".

2 SURVEYS

2.1 TYPES OF SURVEYS

Para 2.1.1.3 is replaced by the following text:

"**.3** for ships classed in accordance with RCCS, the scope of intermediate survey shall be replaced by annual;".

Para 2.1.2.3 is amended as follows:

"**.3** intermediate survey according to 2.1.1.3 except for ships classed in accordance with RCCS, for which the scope of intermediate survey shall be replaced by annual one;".

Para 2.1.5.3 is amended as follows:

"**.3** intermediate survey according to 2.1.1.3 except for ships classed in accordance with RCCS, for which the scope of intermediate survey shall be replaced by annual one;".

---

[1] Hereinafter referred to as "the RS Rules/C",

[2] Hereinafter referred to as "RCCS".

2.2 SCOPE OF EQUIPMENT SURVEYS

Table 2.2.1. The **lines 1.2 and 1.3** are amended as follows:

"Table 2.2.1

Nos.	Item of survey	Ship survey			
		initial	annual	intermediate[3]	special
1 Equipment and arrangements for the prevention of pollution by oil					
1.2	~~Crude oil~~ Cargo tank washing system	OHP	P	P	OHP
1.3	15 ppm bilge separator (filtering equipment)	OP	P	P	OMP[1]

".

New line "1.13" is introduced reading as follows:

"

1.13	Deck oil spill kit	C	C	C	C

".

New footnote "**3**" is introduced reading as follows:

"[3] For ships classed in accordance with RCCS, the scope of intermediate survey shall be replaced by the annual one.".

3 TECHNICAL DOCUMENTATION

Para 3.2.2 is amended as follows:

"**.2** for oil tankers of 5000 deadweight and above intended for operation in sea areas, user manual for a system of prompt access to computerized, shore-based emergency response services capable of carrying out damage stability and residual structural strength calculations; agreement with a shore-based emergency response service undertaking damage stability and residual structural strength calculations; Report (form 6.3.29) on the shore-based damage stability and residual structural strength calculation program with the approved test loading conditions used by the emergency response service, as well as information relating to a shore-based emergency response service recorded in SOPEP/SMPEP;".

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

1 DEFINITIONS

Para 1.1. After **definition "Slop tank"** new definition is introduced reading as follows:

"*Deck oil spill kit* means a set of means and materials for oil spill response on deck.".

3 REQUIREMENTS FOR OIL TANKERS

3.2 ACCIDENTAL OIL OUTFLOW PERFORMANCE, DIMENSIONS OF CARGO TANKS AND PIPING ARRANGEMENT ON OIL TANKERS

Para 3.2.1 is replaced by the following text:

"**3.2.1** To provide adequate protection against oil pollution in the event of collision or stranding every oil tanker intended for operation in sea areas shall be in compliance with the following:

.1 oil tanker below 5000 tons deadweight or ship other than oil tanker irrespective of its deadweight but having spaces intended to carry oil, the total capacity of which is 200 m^3 and above, shall be so designed that the length of each cargo tank complies with the requirements of Regulation 23, Annex I to MARPOL 73/78 regarding cargo tank length;

.2 oil tanker and combination carrier of 5000 tons deadweight and above shall be so designed that to comply with the requirements of Regulation 23, Annex I to MARPOL 73/78 regarding the mean oil outflow parameter.".

New para 3.2.2 is introduced reading as follows:

"**3.2.2** Each oil tanker intended for constant operation in IWW given in Section 6, Part 0 "Classification" of RCCS except for route sections where conditions for provision of safe navigation are regulated by the Merchant Shipping Code of the Russian Federation[1] shall comply with the requirements of Chapter 4.4, Part IX "Requirements for Ships Carrying Dangerous Goods" of RCCS.".

Existing paras 3.2.2 and 3.2.3 and references thereto are renumbered **3.2.3** and **3.2.4** accordingly.

Para 3.2.4 (existing **para 3.2.3**) is amended as follows:

"**3.2.~~3~~4** Cargo system piping of every oil tanker shall comply with the requirements of Section 9, Part VIII "Systems and Piping" of the ~~Rules for the Classification and Construction of Sea-Going Ships" and international requirements applicable to this ship~~ RS Rules/C or Section 10, Part IV "Systems" of RCCS, whatever is applicable.".

3.3 STABILITY AND SUBDIVISION

New para 3.3.1 is introduced reading as follows:

"**3.3.1** Requirements of this Chapter apply to oil tankers intended for operation in sea areas.".

Existing paras 3.3.1 — 3.3.3 and references thereto are renumbered **3.3.2 — 3.3.4** accordingly.

3.4 SLOP TANKS

Para 3.4.2 is amended as follows:

"**3.4.2** Requirements of 3.4.1 shall not apply to the following ships~~,~~:

---

1 hereinafter referred to as MSC

.1 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 of sufficient capacity;

.2 ships intended for constant operation in IWW given in Section 6, Part 0 "Classification" of RCCS except for route sections where conditions for provision of safe navigation are regulated by MSC provided the above conditions are met.".

3.5 OIL DISCHARGE MONITORING AND CONTROL SYSTEMS

New para 3.5.1.3 is introduced reading as follows:

"**.3** ship operated exclusively in IWW given in Section 6, Part 0 "Classification" of RCCS.".

Para 3.5.1. The text starting with the words "**The decision on the above exceptions**" is replaced by the following text:

"Herewith, the simultaneous adherence to the following conditions shall be provided:

all the oily mixtures are retained on board for subsequent discharge to reception facilities of sufficient capacity;

in Certificate (form 2.4.18RF) it has been entered that the ship is engaged exclusively in voyages of one or more categories mentioned above under the present Regulation; and

discharged quantity, time and port of discharge are registered in the Oil Record Book.

The decision on the above exceptions in 3.5.1.1 and 3.5.1.2 shall be made by the RF Administration.".

3.7 CRUDE OIL WASHING REQUIREMENTS

Para 3.7.1. The **first paragraph** is amended as follows:

"Every crude oil tanker of 20000 deadweight and above intended for operation in sea areas shall be fitted with a cargo tank cleaning system using crude oil washing.".

Para 3.7.2. The last paragraph is deleted.

New para 3.7.3 is introduced reading as follows:

"**3.7.3** Crude oil washing system and related equipment and devices (pipelines, cleaning machines, pumps, stripping system and ballast piping) depending on the used washing medium, shall meet the specifications for design, operation and inspection of crude oil washing system in compliance with the provisions of IMO resolution A.446(XI), as amended by IMO resolutions A.497(XII) and A.897(21), and the requirements of 9.12, Part VIII "Systems and Piping" of the RS Rules/C, whatever is applicable.".

3.8 REQUIREMENTS FOR DOUBLE HULL OIL TANKERS

Para 3.8.1 is amended as follows:

"**3.8.1** Oil tankers intended for operation in sea areas shall have ~~double hull and~~ double bottom and double sides in compliance with the specified below in ~~3.8.3 — 3.8.6~~ 3.8.4 — 3.8.7.

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

New para 3.8.2 is introduced reading as follows:

"**3.8.2** Ships classed in accordance with RCCS with 200 tons cargo capacity and above irrespective of the date of construction shall have double bottom and double sides along the full length and height of cargo tanks or independent cargo tanks. Location and dimensions of cargo tanks shall comply with the applicable requirements of Part IX "Requirements for Ships Carrying Dangerous Goods" of RCCS.".

Existing paras 3.8.2 — 3.8.8 and references thereto are renumbered **3.8.3 — 3.8.9** accordingly.

Figures 3.8.3.1, 3.8.3.2 and 3.8.6.5, **formulae (3.8.3.2) and references thereto** are renumbered **3.8.4.1, 3.8.4.2, 3.8.7.5** and **(3.8.4.2)** accordingly.

Para 3.8.4.2 (existing **para 3.8.3.2**). **The fourth and fifth paragraphs** are deleted, **the sixth paragraph** is replaced by the following text:

"On Category A and B oil tankers of less than 5000 tonnes deadweight, constructed on or after 1 January 2017, in case of their operation in the RF Arctic waters within the boundaries defined by the Polar Code in IMO resolution MEPC.264(68), the entire cargo tank length shall be protected by:

double bottom tanks or spaces arranged in accordance with 3.8.4.1;

the wing tanks or compartments arranged in accordance with 3.8.4.2.".

Para 3.8.7 (existing **para 3.8.6**). After the first paragraph, **new second and third paragraphs** are introduced reading as follows:

"These requirements do not apply to ships intended for constant operation in IWW given in Section 6, Part 0 "Classification" of RCCS except for route sections where conditions for provision of safe navigation are regulated by MSC.

Protective means include the following:".

4 BILGE SEPARATORS

4.1 GENERAL

Paras 4.1.1 and **4.1.2** are amended as follows:

"**4.1.1** Any ship of 400 gross tonnage and above shall be fitted with a bilge separator (~~separator~~filtering equipment) of an approved type, herewith a ship of 10000 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 bilge waters in special sea areas ~~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.

Ships intended for operation exclusively in IWW specified in Section 6, Part 0 "Classification" of RCCS are fitted with filtering equipment in accordance with 4.1.4, if holding tank capacity does not provide full retention of oily bilge waters on board in operation areas between their discharge to reception facilities.

4.1.2 The ship engaged on voyages only within special sea areas ~~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 given in Section 6, Part 0 "Classification" of RCCS, may be exempted from 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 them in a sufficient number of ports and terminals the ship calls at.".

Para 4.1.4. The first paragraph is amended as follows:

"**4.1.4** In case the ship is operating in inland waterways given in Section 6, Part 0 "Classification" of RCCS, if it is planned to discharge oily waters in permitted areas the oil filtering equipment shall be fitted by the bilge alarm of an approved type, an automatic stopping device and be of such capacity as will ensure that any oily mixture passing through the system shall not exceed the maximum permissible concentrations (levels) determined by the state sanitary and epidemiological surveillance authorities.".

4.2 TECHNICAL REQUIREMENTS FOR BILGE SEPARATORS

Paras 4.2.8 and **4.2.9** are amended as follows:

"**4.2.8** If a centrifugal separator is incorporated in the bilge separator, it shall meet the requirements of 5.4, Part IX "Machinery" of the ~~Rules for the Classification and Construction of Sea-Going Ships~~ RS Rules/C or 7.10, Part IV "Power Plant and Systems" of RCCS, whatever is applicable.

4.2.9 Where there is a possibility of oil residue (sludge) leakage, the bilge separators, pumps and other equipment shall be fitted with arrangements for collecting leakages in compliance with the requirements of 13.5, Part VIII "Systems and Piping" of the ~~Rules for the Classification and Construction of Sea-Going Ships~~ RS Rules/C or 10.13, Part IV "Power Plant and Systems" of RCCS, whatever is applicable.".

7 PUMPING, PIPING AND DISCHARGE ARRANGEMENTS FOR OILY MIXTURE

7.1 GENERAL

Para 7.1.1 is amended as follows:

"**7.1.1** Oily mixture pumping, piping and discharge arrangements, hydraulic tests of the piping and fittings shall comply with the requirements of Part VIII "Systems and Piping" of the ~~Rules for the Classification and Construction of Sea-Going Ships~~ RS Rules/C or Section 10, Part IV "Power Plant and Systems" of RCCS, whatever is applicable.".

7.2 REQUIREMENTS FOR OILY MIXTURE TRANSFER AND DISCHARGE SYSTEMS

Para 7.2.2.1. After the first paragraph, **new paragraphs** are introduced reading as follows:

"Ships intended for constant operation in IWW given in Section 6, Part 0 "Classification" of RCCS except for route sections where conditions for provision of safe navigation are regulated by MSC, may be fitted with quick-release couplings according to GOST R ISO 7608-2013.

To provide compatibility between discharge connection with piping of reception facilities, adapters may be applied in accordance with GOST R ISO 7608-2013.".

New Chapter 7.3 is introduced reading as follows:

"7.3 SHIP DESIGN AND EQUIPMENT FOR RESTRICTION AND COLLECTION OF OIL SPILLS ON DECK

7.3.1 Oil tankers as well as ships intended for handling oil (storage and discharge of fuel oil to other ships afloat, transfer of oil or cargo from one ship to another, washing of holds and tanks after oily products, collection, storage and disposal of oily waters and oil residues) shall be designed and fitted with equipment suitable for restriction and collection of oil spills on deck during the oil handling operations complying with the following requirements:

.1 to keep cargo spills within the cargo area, provision shall be made for a permanent continuous coaming on the cargo deck, of at least 150 mm in height. At the fore part of the area from a point 0,2 L forward of amidships where *L* is the ship's length up to the design waterline a height is allowed to be not less than 100 mm;

.2 to remove cargo spill from the deck, system for collection of the spilled cargo with its accumulation in a holding tank or a slop tank shall be provided. The discharge pipe of deck system shall be arranged with a manually operated valve opened only during cargo and process operations, as well as an automatic scupper preventing vapour discharge to the atmosphere;

.3 holding tank shall be equipped with independent drainage means;

.4 drip trays shall be provided under the cargo manifold connections and shall have the following minimum sizes:

tray length shall be so that the cargo manifold does not extend beyond forward and aft ends of the tray;

depth not less than 300 mm;

width is at least 1,8 m, where applicable, at that the drip tray extends at least 1,2 m outboard of the end of the manifold flange;

.5 ships specified in 7.3.1 shall be equipped with deck oil spill kits for oil spill response on deck during cargo handling and process operations.

The deck oil spill kits shall restrict spillage and collect the spilled oil of amount not less than 10 kg.

The minimum list of deck oil spill kit is specified in Table 7.3.1.5.

Table 7.3.1.5

Description	Measurement unit	Quantity
Sorbent boom (barrier made of sorbent material)	m	≥3
Sorbent	m^3	≥0,15
Scoop	pcs.	1
Sorbing mop	pcs.	1
Sorbing cloth	pcs.	3
Oil-resistant rubber gloves	set	2
Respirator	pcs.	2
Disposable bags	pcs.	≥2

.6 the deck oil spill kits shall be stored on deck near the connection points of cargo and bunkerage hoses in containers, which shall be floating, weathertight and attached to the ship's hull and fitted with plate indicating the list of stored items. The container shall be made of materials complying with the following requirements:

to ensure safe operation if it is stored at the air temperature - 30°C up to +50°C;

to ensure safe operation at the water temperature -1 up to +30 °C;

to be rot-resistant, corrosion-resisting and to withstand influence of oil and sea water;

keep its characteristics during long-term exposure to sunlight.".

8 HOLDING TANKS

8.2 OIL RESIDUE (SLUDGE) TANKS

New para 8.2.15 is introduced reading as follows:

"**8.2.15** Ships intended for operation exclusively in IWW given in Section 6, Part 0 "Classification" of RCCS, that are not provided with filtering equipment according to 4.1.4, may be equipped considering ship operational conditions with general holding tank for oil residues and oily bilge waters with the piping system and pump according to 8.2.3, if common discharge is allowed by port reception facilities.".

10 FUEL OIL TANKS PROTECTION

10.2 REQUIREMENTS

New para 10.2.1 is introduced reading as follows:

"**10.2.1** Provisions of this Chapter do not apply to ships intended for operation exclusively in IWW given in Section 6, Part 0 "Classification" of RCCS.".

Existing paras 10.2.1 — 10.2.7, Fig. 10.2.6 and references thereto are renumbered **10.2.2 — 10.2.8** and **Fig. 10.2.7** accordingly.

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

1 DEFINITIONS

Para 1.1. The first paragraph is amended as follows:

"**1.1** Definitions and explanations pertinent to the general terminology of this Part of the Rules are given in Section 1, Part I "Classification" of the ~~Rules for the Classification and Construction of Sea-Going Ships~~ RS Rules/C and in Section 1, Part IX "Requirements for Ships Carrying Dangerous Goods" of RCCS.".

3 CONSTRUCTION OF SHIPS CARRYING NOXIOUS LIQUID SUBSTANCES IN BULK

Para 3.1 is amended as follows:

"**3.1** The construction, equipment and arrangements of ships carrying noxious liquid substances and dangerous chemicals in bulk shall comply with the requirements of the Rules for the Classification and Construction of Chemical Tankers or Part IX "Requirements for Ships Carrying Dangerous Goods" of RCCS, whatever is applicable.".

4 REQUIREMENTS FOR THE EQUIPMENT OF SHIPS CARRYING NOXIOUS LIQUID SUBSTANCES IN BULK

4.1 TANK WASHING ARRANGEMENTS

Para 4.1.1 is amended as follows:

"**4.1.1** Cargo tank washing arrangements and system shall have an approved structure. The cargo tank washing arrangements and procedure shall be selected in compliance with an applicable prewash procedure specified in Appendix VI to Annex II to MARPOL 73/78 as amended by IMO resolution MEPC.315(74). Ships intended for constant operation in IWW given in Section 6, Part 0 "Classification" of RCCS shall be fitted with washing systems if required under the operational conditions.".

4.3 DISCHARGE AND DISPOSAL SYSTEMS FOR RESIDUES

Para 4.3.1 is amended as follows:

"**4.3.1** To carry out standard discharge of effluent containing residues of substances in in Category X, Y or Z, in sea areas where the disposal is permitted, ships carrying such substances~~, the certified ships~~ shall have an underwater discharge outlets.".

4.4 CARGO PUMP ROOMS

Para 4.4.1 is amended as follows:

"**4.4.1** Cargo pump rooms shall comply with the following applicable requirements of ~~the Rules for the Classification and Construction of Chemical Tankers:~~ Section 4, Part II "Structure of Chemical Tanker"; Section 2, Part V "Fire Protection";~~ and~~ Section 18, Part XII "Special Requirements" of the Rules for the Classification and Construction of Chemical Tankers, Sections 4 and 5, Part IX "Requirements for Ships Carrying Dangerous Goods" of RCCS.".

New Chapter 4.6 is introduced reading as follows:

"4.6 SHIP DESIGN AND EQUIPMENT FOR RESTRICTION AND COLLECTION OF SPILLS ON DECK

4.6.1 Chemical tankers and NLS tankers shall have construction and equipment providing restriction and collection of NLS spills on the cargo deck and complying with the requirements of 7.3.1.1 — 7.3.1.4, Part II "Ship's Construction, Equipment and Arrangements for the Prevention of Pollution by Oil".".

5 STABILITY INSTRUMENT

Section 5 is replaced by the following text:

"5 STABILITY INSTRUMENT

5.1 Requirements of this Section apply to chemical tankers intended for operation in sea areas.

5.2 Each chemical tanker shall be fitted with a stability instrument capable of verifying compliance with the applicable intact and damage stability requirements in compliance with IMO Resolution MEPC.250(66).

5.3 For chemical tankers constructed on 1 January 2016 and after that date the survey of a stability instrument shall be carried out at the initial survey of the ship after its construction.".

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:

"Ship's length (L) is ship's length defined in accordance with 1.1.3, Part II "Hull" of the RS Rules/C or 1.2.2, Part I "Hull and its Equipment" of RCCS, whatever is applicable.".

After **definition "Sanitary and domestic waste waters", a note** is introduced reading as follows:

"N o t e . Hereinafter, for ships intended for constant operation in IWW given in Section 6, Part 0 "Classification" of RCCS, sanitary and domestic waste waters relate to sewage.".

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

3.1 GENERAL

New para 3.1.2 is introduced reading as follows:

"**3.1.2** For ships intended for constant operation in IWW given in Section 6, Part 0 "Classification" of RCCS, holding tank of sanitary and domestic waste waters is not required.".

Existing paras 3.1.2 — 3.1.5 and references thereto are renumbered **3.1.3 — 3.1.6** accordingly.

Para 3.1.6 (existing **para 3.1.5**) is replaced by the following text:

"**3.1.6** Pumping, piping and discharge arrangements, hydraulic tests of the piping and fittings shall comply with the requirements of Part VIII "Systems and Piping" of the RS Rules/C or Section 10 "Power Plant and Systems" of RCCS, whatever is applicable.".

3.2 HOLDING TANKS

Paras 3.2.3 and 3.2.4 are amended as follows:

"**3.2.3** Holding tanks shall be made of steel. The holding tanks of 1 m^3 and less in volume may be constructed of material providing equal structural strength and resistance to medium of their content. The inner surfaces of the tanks shall be smooth (except for built-in tanks), protected against the medium effect and have their bottom inclined towards drain pipes where it is practicable. The holding tanks shall be provided with manholes or inspection hatches, where applicable, and fitted with arrangements for water washing if their volume exceeds 1 m^3. Arrangements for sewage agitation are recommended.

3.2.4 Holding tanks shall be separated with cofferdams from potable, washing and feed water tanks, vegetable oil tanks, as well as from accommodation, service (utility) and cargo spaces or they shall be of independent type. No cofferdams are required between holding tanks and engine and cargo spaces if the latter are not used for carrying food raw material and foodstuffs.

The holding tank may be placed in a single space having forced exhaust ventilation. For spaces where the access is not structurally provided, natural exhaust ventilation may be provided.".

Para 3.2.6 is amended as follows:

"**3.2.6** Holding tanks shall be provided with visual and audible alarm activated at their filling by 80 ~~per cent~~ %, as well as with means to ~~indicate visually the amount~~ measure level of its contents.

For holding tanks of 1 m^3 and less in volume, level measurement means may be omitted.".

Para 3.2.7 is replaced by the following text:

"**3.2.7** If sewage water treatment plant is installed, and if its work results in generation of sewage sludge subject to removal:

for ships intended for constant operation in IWW given in Section 6, Part 0 "Classification" of RCCS, a separate holding tank for sludge shall be provided;

for other ships it is allowed to use sewage holding tank whose capacity shall ensure collection of residues taking into account the sludge volume.".

3.3 SEWAGE TREATMENT PLANTS

Para 3.3.2. The first paragraph is amended as follows:

"**3.3.2** ~~Except for the sewage treatment plants specified in 3.3.3, t~~The sewage treatment plants on all ships shall be in compliance with IMO resolution MEPC.227(64) with the exception of the requirements in 4.2 of the resolution on sewage effluent removal standard regarding nitrogen and phosphorous ~~removal standard~~ content in the following cases taking into account 3.3.6:".

New para 3.3.6 is introduced reading as follows:

"**3.3.6** Sewage treatment plants on ships intended for operation in IWW given in Section 6, Part 0 "Classification" of RCCS shall provide a level of treatment and disinfection established by the sanitary and epidemiological surveillance authorities[1].

[1] SP 2.5.3650-20 Sanitary and Epidemiological Requirements for Particular Types of Transport and Items of Transport Infrastructure.".

Existing paras 3.3.6 — 3.3.9 and references thereto are renumbered **3.3.7 — 3.3.10** accordingly.

3.5 ARRANGEMENT FOR SEWAGE3, AND SANITARY AND DOMESTIC WASTE WATERS DISCHARGE

Para 3.5.1 is replaced by the following text:

"**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. It is allowed the pipeline 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 as specified in 3.5.5 when pumping arrangements of reception facilities are used as discharge devices, and also shall be provided with nameplates.

The discharge manifolds shall be provided with blank flanges.

In ships performing regular voyages, as well as ships intended for constant operation in IWW given in Section 6, Part 0 "Classification" of RCCS, except for route sections where the conditions for safe navigation are regulated by MSC, the drain connections can be fitted with quick couplings according to GOST R ISO 7608-2013 (ISO 7608:1985).

To provide compatibility of drain connections with the receiving pipe of reception facilities, adapters in accordance with GOST R ISO 7608-2013 (ISO 7608:1985) may be applied."

Para 3.5.6 is amended as follows:

"**3.5.6** The discharge observation and remote cut-off position, as well as the communications between the observation position and the discharge control position may be unnecessary in ships of less than ~~24~~ 25 m in length. In this case measures shall be taken to prevent any potential discharge of these waters overboard.".

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

2 DEFINITIONS

Para 2.1. New definition is introduced reading as follows:

"Ship's length (L) is the ship's length defined in accordance with 1.1.3, Part II "Hull" of the RS Rules/C or 1.2.2, Part I "Hull and its Equipment" of RCCS, whatever is applicable.".

3 SCOPE OF TECHNICAL SUPERVISION

Paras 3.2 and 3.3 are 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 operated in sea areas shall carry a garbage management plan developed with consideration of the requirements of IMO resolution MEPC.220(63) which the crew shall follow.

3.3 Every ship of 12 m or more in length overall, as well as every fixed and floating platform shall display a notice which notifies the crew and passengers of the garbage management requirements.

Every fixed or floating platform operated in sea areas shall be provided by the Garbage Record Book.".

4 EQUIPMENT AND DEVICES FOR GARBAGE COLLECTION, STORAGE AND PROCESSING

4.1 GENERAL

Para 4.1.2 is amended as follows:

"**4.1.2** The garbage processing devices and incinerators shall comply with the requirements of Part VIII "Systems and Piping", ~~and~~ Part XI "Electrical Equipment", ~~and the control, regulation and monitoring devices shall comply with the requirements of~~ Part XV "Automation" of the ~~Rules for the Classification and Construction of Sea-Going Ships~~ RS Rules/C or Sections 10 and 11 of Part IV, Part VI "Power Plant and Systems" of RCCS, whatever is applicable.".

4.3 GARBAGE COMMINUTERS AND COMPACTORS

Para 4.3.2. The last paragraph is amended as follows:

"Fire-fighting ~~equipment~~ systems shall comply with the requirements of item 4 of Table 3.1.2.1, Part VI "Fire Protection" of the ~~Rules for the Classification and Construction of Sea-Going Ships~~ RS Rules/C or Table 3.1.6 in Section 3, Part III "Fire Protection" of RCCS, whatever is applicable.".

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

1 GENERAL

1.2 DEFINITIONS

Para 1.2.1. Description of 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)~~ harmful substances emission control".

New definitions are introduced reading as follows:

"Exhaust gas smoke (particulates) means visible dispersion of fluid and (or) solid substances in exhaust gases formed as a result of incomplete burning of fuel and evaporated oil in engine cylinders.

Nitrogen oxides (NO_x) mean a mixture of various nitrogen oxides formed as a result of burning fuel and exhausting combustion products from engine cylinders.

Carbon monoxide (CO) means a gaseous product of incomplete carbon oxidation making part of hydrocarbon fuel.

Hydrocarbons (CH) mean vapour mixtures of all unburnt and partially oxidized hydrocarbons of fuel and lubricating oil formed as a result of burning fuel and exhausting combustion products from engine cylinders.".

1.3 SURVEYS AND SCOPE OF TECHNICAL SUPERVISION

Para 1.3.2.2 is amended as follows:

"**.2** diesel engines ~~with power output of more than 130 kW power output~~ with regard to ~~nitrogen oxides (NO_x)~~ harmful substances emission control in compliance with ~~the NO_x Technical Code~~ Chapter 2.2 of this Part;".

2 CONTROL OF EMISSIONS FROM SHIPS

2.2 NITROGEN OXIDES (NO_X)

Chapter 2.2 is renamed reading as follows:

"2.2 PREVENTION OF AIR POLLUTION BY HARMFUL SUBSTANCES IN EXHAUST GASES OF MARINE ENGINES"

New para 2.2.1 is introduced reading as follows:

"**2.2.1** Requirements of this Chapter apply to marine compression ignition engines (diesel, gas-diesel engines) and spark ignition (gas engines), installed or intended for installation on board the ships.".

Existing para 2.2.1 and references thereto are renumbered **2.2.2**.

Para 2.2.2 (existing **para 2.2.1**) is amended as follows:

"**2.2.~~1~~2** The requirements for control of NO_x emissions given in 2.2.10 shall apply to:

.1 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 is installed, intended for operation in sea areas and classed in accordance with the RS Rules/C;

.2 irrespective of mentioned in 2.2.2.1, each diesel engine permanently installed on a ship classed in accordance with RCCS;

.3 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 engine is identical to the one it replaces.".

New para 2.2.3 is introduced reading as follows:

"**2.2.3** Requirements for emission control of carbon oxide (CO), hydrocarbons (CH) and exhaust gas smoke in 2.2.11 shall apply to diesel engines except for gas engines, permanently installed on a ship classed in accordance with RCCS.".

Existing Paras 2.2.2 — 2.2.8 and references thereto are renumbered **2.2.4 — 2.2.10** accordingly.

Para 2.2.4 (existing **para 2.2.2**) is amended as follows:

"**2.2.~~2~~4** The requirements for control of ~~NO_x~~ harmful substances emissions and smoke do not apply to:

emergency diesel engines;

engines installed in lifeboats and any equipment intended to be used solely in case of emergency on the ship on which it is installed;

engines that are solely dedicated to the exploration, exploitation and associated offshore processing of sea-bed mineral resources.".

Paras 2.2.9 and **2.2.10** (existing **paras 2.2.7** and **2.2.8**) are amended as follows:

"**2.2.~~7~~9** Where major modification (refer to the definition in 1.2.1) was made to any marine diesel engine (except those specified in ~~2.2.2~~ 2.2.4) ~~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~~ harmful substances emission ~~(calculated as the total weighted NO_2 emission)~~ from the engine shall meet the ~~following~~ standards of the rules acting on the date of modification made.~~:~~

~~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.~~8~~10 The operation of each diesel engine ~~to which regulation~~ given in 2.2.~~1~~2~~ applies~~, is prohibited, except when the NO_x emission (calculated as the averaged weighted NO_2 emission) 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 1 January 2011:

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

$45{,}0 \times n^{(-0{,}20)}$ 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;

$44{,}0 \times n^{(-0{,}23)}$ g/kWh when n is 130 or more, but less than 2000 rpm;

7,7 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 as it is determined in 1.11.2, Annex I to MARPOL 73/78:

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 1 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~~.~~; or

a marine diesel engine installed on a ship operating exclusively in sea areas of the Russian Federation.

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.328(76) are met.".

New para 2.2.11 is introduced reading as follows:

"**2.2.11** For engines specified in 2.2.3, the values of specific average weighted emissions of carbon monoxide (CO) and hydrocarbons, exhaust gas opacity measured during test-bed testing shall not exceed the regulated parameters specified in accordance with interstate standards GOST 31967-2012 (ISO 8178-1) and GOST 24028-2013 (ISO 8178-3), as amended.".

Existing paras **2.2.9 — 2.2.14** and references thereto are renumbered **2.2.12 — 2.2.17** accordingly.

Paras 2.2.12 — **2.2.14** (existing **paras 2.2.9** — **2.2.11**) are amended as follows:

"**2.2.~~9~~12** Diesel engines which are covered by these emission requirements, shall be subject to initial survey on the manufacturer's test bench 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 agreed by the Register.~~

Test and certification may be performed in accordance with the interstate standards GOST ISO 8178-4-2013 (ISO 8178-4) and GOST 31967-2012 (ISO 8178-1) ~~(updated version)~~, as amended, what applicable.

Regarding exhaust gas smoke, the tests are performed in accordance with GOST 24028- 2013 (ISO 8178-3), as amended.

For specified engines the NO_x Technical Files or Technical Engine Exhaust Emissions Data Sheets prepared by the manufacturer or applicant for engine certification shall be agreed by the Register.

2.2.~~10~~13 Upon satisfactory results of the survey, the Register shall issue Engine Air Pollution Prevention Certificates (E~~I~~APP Certificate)~~, Forms 2.4.40 and 2.4.41. The word~~

~~"International" shall be stricken through in the headings of the Certificate and the Supplement therein~~.

2.2.~~11~~14 In the event that ~~Supplement to~~ the EAPP 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 2.1.3 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.".

2.6 REGULATIONS ON ENERGY EFFICIENCY FOR SHIPS

New para 2.6.1 is introduced reading as follows:

"**2.6.1** Provisions of this Chapter do not apply to ships intended for operation exclusively in IWW given in Section 6, Part 0 "Classification" of RCCS.".

Existing paras 2.6.1 — 2.6.14 and references thereto are renumbered **2.6.2 — 2.6.15** accordingly.

Para 2.6.4 (existing **para 2.6.3**). **The first paragraph** is amended as follows:

"Requirements related to the attained EEDI apply ~~only~~ to the ~~above mentioned~~ ships mentioned in 2.6.2 and 2.6.3, of the following types defined for the purposes of this Chapter:";

Tables 2.6.5 and 2.6.7 and references thereto are renumbered **2.6.6** and **2.6.8** accordingly.

Para 2.6.9 (existing **para 2.6.8**) is amended as follows:

"**2.6.~~8~~9** For every ship to which Regulation ~~2.6.5~~ 2.6.6 is applied, the power of its propulsion system shall not be less than the power required to maintain the manoeuvrability in adverse conditions in compliance with ~~IMO resolution MEPC.232(65)~~ IMO circular MEPC.1/Circ.850 "~~Interim~~ Guidelines for Determinating Minimum Propulsion Power to Maintain the Manoeuvrability of Ships in Adverse Conditions~~, 2013~~"~~, as amended in IMO resolution MEPC.262(68)~~.".

Para 2.6.11 (existing **para 2.6.10**) is amended as follows:

"**2.6.~~10~~11** The SEEMP shall be developed by the shipowner, operator or any interested party as a ship specific plan in compliance with ~~2022~~ 2024 Guidelines for the Development of a Ship Energy Efficiency Management Plan (SEEMP) given in IMO resolution MEPC.~~346(78)~~395(82), Part I.".