



RUSSIAN MARITIME REGISTER OF SHIPPING

CIRCULAR LETTER

No. 313-04-1818c

dated 20.09.2022

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, 2022, ND No. 2-020101-163-E

Item(s) of supervision:

ships under construction and in service, technical documentation

Entry-into-force date:

01.11.2022

Cancels / amends / adds Circular Letter No.

dated

Number of pages: 1 + 6

Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Parts II "Ship's Construction, Equipment and Arrangements for the Prevention of Pollution by Oil", IV "Ship's Equipment and Arrangements for the Prevention of Pollution by Sewage", V "Ship's Equipment and Arrangement for the Prevention of Pollution by Garbage" and VI "Ship's Prevention and Arrangements for the Prevention of Air Pollution"

Director General

Konstantin G. Palnikov

Text of CL:

We hereby inform that, in connection with adoption of IMO resolution MEPC. 329(76) as well as considering the experience of technical supervision, the Rules for the Prevention of Pollution from Ships Intended for Operation in Sea Areas and Inland Waterways of the Russian Federation, 2022 shall be amended as specified in the Appendices to the Circular Letter.

It is necessary to do the following:

1. Bring the content of the Circular Letter to the notice of the RS surveyors, interested organizations and persons in the area of the RS Branch Offices' activity.
 2. Apply the provisions of the Circular Letter during review and approval of the technical documentation on ships during survey of ships under construction and in service requested from the entry-into-force date of amendments.
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List of the amended and/or introduced paras/chapters/sections:

Part II: Paras 4.1.1 – 4.1.7, 7.2.2.1, 10.2.1.1, Sections 11 and 12

Part IV: Paras 3.5.1 and 3.5.8

Part V: Paras 3.2, 3.3, 4.2.7 and 4.2.9

Part VI: Paras 1.2.1 and 2.6.3

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**Information on amendments introduced by the Circular Letter
(for inclusion in the Revision History to the RS Publication)**

Nos.	Amended paras/chapters/ sections	Information on amendments	Number and date of the Circular Letter	Entry-into-force date
1	Part II, Para 4.1.1	Requirements have been specified considering the experience of technical supervision	313-04-1818c of 20.09.2022	01.11.2022
2	Part II, Para 4.1.2	Existing para has been deleted	313-04-1818c of 20.09.2022	01.11.2022
3	Part II, Paras 4.1.2 –4.1.6	Existing paras 4.1.3 – 4.1.7 and referenced hereto have been renumbered 4.1.2 – 4.1.6. Requirements have been specified	313-04-1818c of 20.09.2022	01.11.2022
4	Part II, Para 7.2.2.1	Requirements have been specified considering the experience of technical supervision	313-04-1818c of 20.09.2022	01.11.2022
5	Part II, Para 10.2.1.1	Requirements have been specified considering the experience of technical supervision	313-04-1818c of 20.09.2022	01.11.2022
6	Part II, Section 11	Section 11 has been amended considering IMO UR Nos 25 and 67 to Appendix IV to MARPOL 73/78	313-04-1818c of 20.09.2022	01.11.2022
7	Part II, Section 12	New Section 12 "Requirements for the use and carriage of oils as fuel by ships in Artic waters" has been introduced considering IMO resolution MEPC.329(76)	313-04-1818c of 20.09.2022	01.11.2022
8	Part IV, Para 3.5.1	Requirements have been specified considering regulation 10 of Appendix V to MARPOL 73/78	313-04-1818c of 20.09.2022	01.11.2022
9	Part IV, Para 3.5.8	Requirements have been specified considering the experience of technical supervision	313-04-1818c of 20.09.2022	01.11.2022
10	Part V, Paras 3.2 and 3.3	Requirements have been specified considering regulation 10 of Appendix V to MARPOL 73/78	313-04-1818c of 20.09.2022	01.11.2022
11	Part V, Para 4.2.7	Requirements have been specified considering the experience of technical supervision	313-04-1818c of 20.09.2022	01.11.2022

Nos.	Amended paras/chapters/ sections	Information on amendments	Number and date of the Circular Letter	Entry-into-force date
12	Part V, Para 4.2.9	Requirements have been specified considering the experience of technical supervision	313-04-1818c of 20.09.2022	01.11.2022
13	Part VI, Para 1.2.1	The definition "Cargo ship having ice-breaking capability" has been deleted	313-04-1818c of 20.09.2022	01.11.2022
14	Part VI, Para 2.6.3	Requirements have been specified considering regulation of Appendix VI to MARPOL 73/78. Reference to IACS recommendation №170 has been added	313-04-1818c of 20.09.2022	01.11.2022

**RULES FOR THE PREVENTION OF POLLUTION FROM SHIPS
INTENDED FOR OPERATION IN SEA AREAS AND INLAND WATERWAYS
OF THE RUSSIAN FEDERATION, 2022,**

ND NO. 2-020101-163-E

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

4 BILGE SEPARATORS

1 **Para 4.1.1** is replaced by the following text:

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

2 **Para 4.1.2** is deleted.

3 **Paras 4.1.2 – 4.1.6.** Existing **Paras 4.1.3 – 4.1.7** and references thereto are renumbered **4.1.2 – 4.1.6**, accordingly. The requirements are specified reading as follows.

"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 or operating within Arctic Waters as defined by the Polar Code (refer to IMO resolution MEPC.265(68)), 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 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 with the equipment in compliance with 4.1.1 or 8.1.

4.1.4 In case the ship is operating in inland waterways, if it is planned to discharge oily waters 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.

In case the ship is operating only in sea areas, the oil filtering equipment shall be of such capacity as will ensure that any oily mixture passing through the system has an oil content not exceeding 15 mg/l.

4.1.5 Ships, such as hotel ships, storage vessels, etc., which are stationary except for non-cargo-carrying relocation voyages as well as high-speed ships operating scheduled voyages not exceeding 24 hours, including also voyages without passengers / cargo for the purpose of changing their relocation need as well as not be provided with bilge separators.

Such ships shall be provided with a holding tank having a volume adequate for the total retention on board of the oily bilge water.

4.1.6 If the results of sampling carried out by a recognized laboratory evidence that the equipment specified in 4.1.1 does not ensure the required oil content in the discharged mixture, the ship's operation is not allowed until the equipment defects have been eliminated and satisfactory results of sampling obtained."

4 **Para 7.2.2.1. The second paragraph** is replaced by the following text:

"7.2.2.1 The pipeline may be led out in one place provided that it is possible to ensure the discharge on the both sides of the ship.";

new paragraph is introduced reading as follows:

"The dynamically supported 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, such pipelines may not be fitted, if the delivery of bilge water and oily waters residues is provided to the reception facilities by alternative methods."

5 **Para 10.2.1.1.** The first paragraph is replaced by the following text:

".1 for ships having an aggregate fuel oil capacity of 600 m³ and above, fuel oil tanks shall be located above the moulded line of the bottom shell plating with the exception of self-elevated mobile offshore drilling units nowhere less than the distance *h* as specified below:".

6 **Section 11** is replaced by the following text:

"11 REQUIREMENTS FOR FLOATING AND FIXED PLATFORMS

11.1 The requirements of this Part cover only the discharge of machinery space drainage and contaminated sea water taken into oil tanks, floating and fixed platforms.

11.2 MODU, FOP, FPU and other floating or fixed platforms shall comply with the requirements of this Part applicable to ships of 400 gross tonnage and above other than oil tankers, except for those specified in regulation 39.2 of Annex I to MARPOL 73/78.

11.3 In applying the requirements for the protection of fuel tanks specified in 10.2.1 (regulation 12A of Annex I to MARPOL 73/78) for a MODU with a column-stabilized units in accordance with the MODU Code, for the purpose of determining the location oil fuel tanks, the following is assumed:

only those columns, underwater hulls and braces on the periphery of the unit shall be assumed to be damaged and the damage shall be assumed in the exposed portions of the columns, underwater hull and braces;

columns and braces shall be assumed to be damaged at any level between 5,0 m above and 3,0 m below the range of draughts in the MODUs operating manual for normal and severe weather operations; and

underwater hull and footings shall be assumed to be damaged when operation in a transit condition in the same manner as indicated above, having regard to their shape.

11.4 During survey of FPU fitted as Floating Production, Storage and Offloading (FPSO) facilities or Floating Storage Units (FSUs) in accordance with IMO resolution MEPC.311(73) "The 2018 Guidelines for the Application of MARPOL Annex I Requirements to FPSOs and FSUs" for compliance with MARPOL Annex I, in addition to the requirements of regulation 39.2 of Annex I, the provisions of this resolution shall be taken into consideration.

11.5 FPU (FPSO and FSO) shall not be considered as offshore terminals and are not intended for reception of contaminated ballast and washing water from tankers under loading or unloading operations."

7 New **Section 12** is introduced reading as follows:

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

12.1 On or after July 1, 2024, it shall be prohibited the use and carriage of oils having a density at 15 °C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s as fuel by ships, with the exception of ships engaged in securing the safety of ships or in search and rescue operation and ships dedicated to oil spill preparedness and response.

12.2 Notwithstanding the provisions of 12.1, for ships that comply with regulation 12A of Annex I to MARPOL 73/78 or regulation 1.2.1 of chapter 1 of Part II-A of the Polar Code, the use and carriage of oil having a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s as fuel by ships is prohibited from July 1, 2029.

12.3 When prior operations have included the use and carriage of oil with a density at 15 °C greater than 900 kg/m³ or with a kinematic viscosity at 50 °C higher than 180 mm²/s as fuel, cleaning or flushing of tanks or pipelines is not required.

12.4 Notwithstanding the provisions of 12.1 and 12.2, the RF Administration may temporarily waive the requirements of 12.1 of this regulation for ships flying its flag while operating in waters subject to its sovereignty or jurisdiction, taking into account the guidelines to be developed by the Organization. No waivers issued under this para shall apply on and after 1 July 2029."

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

8 **Para 3.5.1.** is replaced by the following text reading 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.

The pipeline shall be led to both sides of the ship. The pipeline may 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, and also shall be provided with nameplates.

The discharge manifolds shall be provided with blank flanges.

In ships performing regular voyages, such as passenger ferries, the drain connections can be fitted with quick couplings according to the International Standard EN1306:2018.

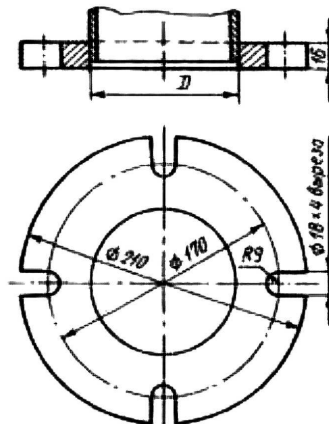


Fig. 3.5.1

Note. The flange is designed to accept pipes up to a maximum inner diameter of 100 mm and shall be of steel or other equivalent material having a flat face. This flange, together with a suitable gasket, shall be suitable for a working pressure of 0,6 MPa. For ships having a moulded depth of 5 m and less, the inner diameter of the discharge connection may be 38 mm. The flange is connected by four bolts of suitable length and of 16 mm in diameter each."

9 **Para 3.5.8. The first sentence** is replaced by the following text reading as follows:

"3.5.8 For all ships, with the exception of FOP, MODU, FPU and other platforms that are in operation in a stationary position to provide discharge of untreated sewage that has been stored in holding tanks within the approved for discharge sea areas and within the approved inland waterways (in compliance with the requirements of the RF Administration), the shipowner shall submit the calculated discharge rate to the Register for review."

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

10 **Para 3.2 and 3.3** are replaced by the following text:

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 the requirements of IMO resolution MEPC.220(63) shall be considered.

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 and floating platform shall be provided by the Garbage Record Book."

11 **Para 4.2.7.** The first paragraph is replaced by the following text:

4.2.7 Depending on the categories generated on board the separate garbage receptacles shall be provided for the following garbage categories:".

12 **Para 4.2.9** is replaced by the following text:

4.2.9 For high speed craft below 100 gross tonnage it is allowed to collect garbage into strong plastic package to be stored in the internal ventilated ship spaces or designated places and further discharge to garbage receptacles."

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

13 In **Para 1.2.1** the definition "Cargo ship having ice-breaking capability" is deleted.

14 In **Para 2.6.3 the seventh, eleventh, fourteenth and fifteenth paragraphs** are replaced by the following text, accordingly:

"general cargo ship. Such ships exclude specialized dry cargo ships, namely livestock carrier, barge carrier, yacht carrier, nuclear fuel carrier, heavy load carrier (ships designed for the carriage of heavy/bulky cargoes that may have descriptive notation **Heavy cargo carrier**). When defining specialized heavy load carriers, IACS Recommendation No. 170 (May 2022) shall be followed (the document is available on the IACS website (www.iacs.org.uk));

cruise passenger ship having non-conventional propulsion, delivered on or after 1 September 2019. Thus, only attained EEDI shall apply to cruise passenger ship having conventional propulsion delivered before above date;

"The above requirements for attained and required EEDI shall not apply to cargo ships having non-conventional propulsion except for cruise passenger ships or LNG carriers specified above.

From 1 October 2020 the above regulation on energy efficiency shall not apply to category A ships defined in the Polar Code."