

Marpol Consolidated Edition For

This present Code has been developed for the design, construction and operation of offshore support vessels (OSVs) which transport hazardous and noxious liquid substances in bulk for the servicing and resupplying of offshore platforms, mobile offshore drilling units and other offshore installations, including those employed in the search for and recovery of hydrocarbons from the seabed. The basic philosophy of the present Code is to apply standards contained in the Code and the International Code of the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) and in the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) to the extent that is practicable and reasonable taking into account the unique design features and service characteristics of OSVs.

The MSC adopted a new Code of International Standards and Recommended Practices for a Safety Investigation into a Marine Casualty or Marine Incident (Casualty Investigation Code). Relevant amendments to SOLAS Chapter XI 1 were also adopted, to make parts I and II of the Code mandatory. Part III of the Code contains related guidance and explanatory material. The Code will require a marine safety investigation to be conducted into every marine casualty involving the total loss of the ship or a death or severe damage to the environment. The Code will also recommend an investigation into other marine casualties and incidents, by the flag state of a ship involved, if it is considered likely that it would provide information that could be used to prevent future accidents. The new regulations expand on SOLAS Regulation I/21, which requires administrations to conduct an investigation of any casualty occurring to any of its ships when it judges that such an investigation may assist in determining what changes in the present regulations might be desirable.

MARPOL Annex VI, Regulations for the prevention of air pollution from ships, covers the requirements in respect of both emissions to air (chapter 3) and energy efficiency (chapter 4). The requirements for control of nitrogen oxides (NOx), given by chapter 3, are supplemented by the mandatory NOx Technical Code 2008 which covers the testing, survey and certification of marine diesel engines. This fourth edition of the consolidated texts of MARPOL Annex VI and the NOx Technical Code 2008 includes all amendments through to that adopted at MEPC 70 in October 2016. Also contained are the current versions of the Guidelines and other information relevant to the application of MARPOL Annex VI and the NOx Technical Code 2008. These include all those related to: exhaust gas cleaning systems; the energy efficiency aspects of chapter 4; and * selective catalytic reduction systems. This publication is intended to be of use to maritime administrations, recognized organizations, shipping companies, classification societies, educational institutes, shipbuilders and equipment manufacturers together with others with an interest in the prevention of air pollution from ships and in the technical and operational measures to improve the energy efficiency of ships.

This publication provides reference to the IMO resolutions on shipboard pollution prevention equipment that are required under MARPOL. It is a revised and updated version of the 1997 edition and contains the live resolutions on pollution prevention equipment that are currently applicable to new installations onboard ships.--Publisher's description.

The International Maritime Dangerous Goods Code is the standard guide to all aspects of handling dangerous goods and marine pollutants in sea transport. The Code lays down basic principles: detailed recommendations for individual substances, materials and articles, and a number of recommendations for good operational practice, including advice on terminology, packing, labelling, stowage, segregation and handling, and emergency response action. The Code has undergone many changes over the years, in both format and content, in order to keep up with the rapid expansion of the shipping industry. Amendment 40-20 includes revisions to various sections of the Code and to transport requirements for specific substances. It is mandatory as from 1 June 2022 but may be applied by Administrations in whole or in part on a voluntary basis from 1 January 2021

The International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL Convention), is concerned with preserving the marine environment through the prevention of pollution by oil and other harmful substances and the minimization of accidental discharge of such substances. Its technical content is laid out in six Annexes, the first five of which were adopted by the 1973 Convention, as modified by a 1978 Protocol. These Annexes cover pollution of the sea by oil, by noxious liquid substances in bulk, by harmful substances in packaged form, by sewage from ships, and by garbage from ships. Annex VI was adopted by a further Protocol in 1997 and covers air pollution from ships.

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To assist in the development of a marine safety culture by addressing the issue of fatigue, the IMO has developed practical guidance to assist interested parties to better understand and manage the issue of "fatigue".

Supersedes previous consolidated edition

Marine debris is a serious environmental problem. To do its part, the United States has agreed to abide by the international treaty for garbage control at sea, known as MARPOL 73/78 Annex V. Clean Ships, Clean Ports, Clean Oceans explores the challenge of translating Annex V into workable laws and regulations for all kinds of ships and boats, from cruise ships to fishing crafts and recreational boats. The volume examines how existing resources can be leveraged into a comprehensive strategy for compliance, including integrated waste management systems and effective enforcement. Clean Ships, Clean Ports, Clean Oceans describes both progress toward and obstacles to Annex V compliance. The book covers How shipborne garbage originates and what happens to garbage discharged into the seas. Effects of discharge on human health, wildlife safety, and aesthetics. Differences in perspective among military, industrial, and recreational seafarers and shoreside facilities. Clean Ships, Clean Ports, Clean Oceans will be important to marine policymakers, port administrators, ship operations officers, maritime engineers, and marine ecologists.

The Marine Environment Protection Committee (MEPC) of IMO, at its sixty-second session in July 2011, adopted the Revised MARPOL Annex V, concerning Regulations for the prevention of pollution by garbage from ships, which enters into force on 1

January 2013. The associated guidelines which assist States and industry in the implementation of MARPOL Annex V have been reviewed and updated and two Guidelines were adopted in March 2012 at MEPC's sixty-third session. The 2012 edition of this publication contains: the 2012 Guidelines for the implementation of MARPOL Annex V (resolution MEPC.219(63)); the 2012 Guidelines for the development of garbage management plans (resolution MEPC.220(63)); and the Revised MARPOL Annex V (resolution MEPC.201(62)).

This publication contains the three most important IMO instruments dealing with life-saving appliances, namely the International Life-Saving Appliance (LSA) Code, the Revised Recommendation on Testing of Life-Saving Appliances and the Code of Practice for the Evaluation, Testing and Acceptance of Prototype Novel Life-Saving Appliances. The International Life-Saving Appliance (LSA) Code was adopted by IMO's Maritime Safety Committee (MSC) at its 66th session (June 1996) by resolution MSC.48(66). It provides international requirements for the life-saving appliances required by chapter III of the 1974 SOLAS Convention, including personal life-saving appliances, such as lifebuoys, lifejackets, immersion suits, anti-exposure suits and thermal protective aids; visual aids, such as parachute flares, hand flares and buoyant smoke signals; survival craft, such as life rafts and lifeboats; rescue boats; launching and embarkation appliances and marine evacuation systems line throwing appliances; and general alarm and public address systems. The Code entered into force on 1 July 1998 and has been amended in accordance with SOLAS Article VIII as follows: 1: by the May 2006 amendments, which were adopted by resolution MSC.207(81) and entered into force on 1 July 2010; 2: by the December 2006 amendments, which were adopted by resolution MSC.218(82) and entered into force on 1 July 2008; and 3: by the 2008 amendments, which were adopted by resolution MSC.272(85) and entered into force on 1 July 2010. The consolidated text of the LSA Code in the present publication incorporates the above three sets of amendments, including the two sets entering into force on 1 July 2010, since they were deemed to have been accepted in accordance with the SOLAS amendment procedures on 1 January 2010, and therefore automatically entered into force on 1 July 2010.

This user guide has been developed to consolidate existing IMO maritime security-related material into a companion guide to SOLAS chapter XI-2 and the ISPS Code so as to assist States in promoting maritime security through development of the requisite legal framework, associated administrative practices, procedures and the necessary material, technical and human resources. The intention is to assist SOLAS Contracting Governments in the implementation, verification, compliance with, and enforcement of, the provisions of SOLAS chapter XI-2 and the ISPS Code.

This publication provides useful practical information to Governments, particularly those of developing countries, administrations, shipowners, port state control authorities, environmental agencies and other stakeholders on the implications of ratifying, implementing and enforcing the Ballast Water Management Convention. The aim is to encourage the further ratification and proper implementation and enforcement of the Convention. However, it should be noted that, the legal purposes, the authentic text of the Convention should always be consulted

MARPOL VI was developed through the International Maritime Organization (IMO), a United Nations agency that deals with maritime safety and security, as well as the prevention of marine pollution from ships. MARPOL is the main international agreement covering all types of pollution from ships. Annex VI aims to reduce emissions from ships through international regulations. Regulation 14 - Restricts SO_x emissions from ships by introducing a maximum sulphur content in marine fuels of 4.5 per cent. In addition, MARPOL Annex VI identifies SO_x emission control areas (SECA)

For the first time, this unique text brings together all private international maritime law conventions alongside expert commentary and analysis. Truly global in approach, the book covers each of the nineteen conventions currently in force, all scrutinised by this internationally-acclaimed author. It also examines important maritime conventions not yet fully ratified, including the topical Rotterdam Rules. This comprehensive resource provides a thorough treatment of both wet and dry shipping treaties, combining breadth of coverage with depth of analysis. In this third volume, the author covers the key conventions dealing with pollution and safety at sea. In particular, the author covers the following instruments: International Convention relating to Intervention on the High Seas in Cases of Oil Pollution Casualties, 1969 and Protocol of 1973 International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC Convention) with its Protocol of 2000 (OPRC-HNS Protocol) International Convention for the prevention of pollution from ships (MARPOL) and protocol of 1978 International Convention for the Safety of life at sea, 1974 (SOLAS) Convention on the prevention of marine pollution by dumping of wastes and other matters, 1972 as amended by the protocol of 1996 International Convention for the control and management of ship's ballast water and sediments, 2004 International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 Nairobi International Convention on removal of wrecks 18 May 2007 Port state control: the Paris Memorandum of Understanding and the European Directive 2009/16 EC European Traffic Monitoring and Information System International Convention on Civil Liability for Oil Pollution Damage, 1992 (CLC 1992) International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992, as amended by its Protocol of 2000 and its Supplementary Protocol of 2003 (the Fund Convention) International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 International Convention on Liability and Compensation for Damage in Connection with Carriage of Hazardous and Noxious Substances by Sea, 1996 This book is an indispensable reference for maritime lawyers, academics and students of maritime law worldwide.

The Condition Assessment Scheme (CAS) for oil tankers was adopted in 2001 and is applicable to all single-hull tankers of 15 years or older. Although the CAS does not specify structural standards in excess of the provisions of other IMO conventions, codes and recommendations, its requirements stipulate more stringent and transparent verification of the reported structural condition of the ship and that documentary and survey procedures have been properly carried out and completed. The Scheme requires that compliance with the CAS is assessed during the Enhanced Survey Program of Inspections concurrent with intermediate or renewal surveys currently required by resolution A.744(18), as amended.--Publisher's description.

This Manual provides practical information to Governments and competent (port) authorities, in particular those in developing countries, as well as the shipping industry, agencies and waste contractors seeking guidance when

