

Instructions to Class

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Title

Approval of Ship-to-Ship (STS) Operations Plan.

Purpose

IMO adopted by Res. MEPC.186(59) a new chapter 8 to MARPOL and annex I aimed at prevention of pollution during transfer of oil cargo between oil tankers at sea. The set of regulations that follows from Res. MEPC.186(59) are effective January 1st 2011 and are implemented into Norwegian law by amending Regulation 16th June 1983 no 1122 concerning the Prevention of Pollution from Ships (MARPOL Regulations).

Application

Oil tankers of 150 gross tonnage and above engaged in the transfer of oil cargo between oil tankers at sea (STS operations) and their STS operations conducted on or after 1 April 2012.

Definitions

NA

References

Act 16th February 2007 no 9 relating to Ship Safety and Security section 41.

Agreement between the Norwegian Ministry of Trade (MTI) and Industry and Recognized Organisations (RO) dated 1st June 2002 articles 2.2 and 2.7, cf. annex I section 2.7.1 and annex II section 2.6.1.

Norwegian Regulation 16th June 1983 no 1122 concerning the Prevention of Pollution from Ships (MARPOL Regulations) section 2-1.

Background

The new chapter 8 to annex I to MARPOL requires that oil tankers of 150 gross tonnage and above engaged in STS operations transferring oil cargoes between vessels shall develop a plan (STS operations Plan) that prescribes how to conduct STS operations cf. MARPOL annex I Regulation 41.

Item

Applicable ships engaged in STS operations shall carry an STS operations Plan not later than the date of the first annual, intermediate or renewal survey of the ship to be carried out on or after 1st January 2011.

For applicable types of classed ships surveyed by an RO and engaged in STS operations, the STS operations Plan shall be approved by the RO on behalf of the Norwegian Administration.

The STS operations Plan shall be developed taking into account the information contained in the best practice guidelines for STS operations identified by the IMO. The STS operations Plan may be incorporated into an existing Safety Management System required by chapter IX of the International Convention for the Safety of Life at Sea, 1974, as amended, if that requirement is applicable to the oil tanker in question.