

**RULES
FOR TECHNICAL SUPERVISION OF
SEA-GOING SHIPS**

*Part 22 – POLLUTION PREVENTION
January 2022*

*Amendments No. 2
November 2022*

CROATIAN REGISTER OF SHIPPING

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Amendments No. 2 to the
RULES FOR TECHNICAL SUPERVISION OF SEA-GOING SHIPS
Part 22 – POLLUTION PREVENTION

are considered to be applicable from 1st November 2022

INTRODUCTORY NOTES

These amendments shall be read together with the requirements in the Rules for Technical Supervision of Sea-going Ships, Part 22 – Pollution Prevention, edition January 2022, as amended with Amendments No. 1, edition June 2022.

Table 1 contains review of amendments, where items changed or added in relating to previous edition are given, with short description of each modification or addition. All major changes throughout the text are shaded.

The subject Rules include the requirements of the following international organisations:

International Maritime Organisation (IMO)

- Conventions:*
- International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) and all subsequent amendments up to and including the 2021 amendments (MEPC.328(76), MEPC.329(76), MEPC.330(76), MEPC.331(76))
 - Protocol of 1997 to amend the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto
 - International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001, **and up to including MEPC.331(76) amendments**
 - International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, **and up to including MEPC.325(75) amendments**
- Resolutions:*
- A.446(XI), A.495(XII), A.497(XII), A.673(16), A.851(20), A.897(21), MEPC.5(XIII), MEPC.54(32), MEPC.58(33), MEPC.59(33), MEPC.71(38), MEPC.85(44), MEPC.86(44), MEPC.92(45), MEPC.102(48), MEPC.103(49), MEPC.107(49), MEPC.108(49), MEPC.110(49), MEPC.128(53), MEPC.138(53), MEPC.148(54), MEPC.158(55), MEPC.159(55), MEPC.177(58), MEPC.182(59), MEPC.185(59), MEPC.195(61), MEPC.220(63), MEPC.227(64), MEPC.230(65), MEPC.232(65), MEPC.240(65), MEPC.243(66), MEPC.244(66), MEPC.254(67), MEPC.255(67), MEPC.261(68), MEPC.262(68), MEPC.264(68), MEPC.272(69), MEPC.279(70), MEPC.282(70), MEPC.284(70), MEPC.285(70), MEPC.291(71), MEPC.292(71), MEPC.293(71), MEPC.308(73), MEPC.309(73), MEPC.311(73), MEPC.312(74), MEPC.313(74), MEPC.322(74), MEPC.324(75), MEPC.325(75), MEPC.328(76), MEPC.329(76), MEPC.330(76), MEPC.331(76), MEPC.332(76), MEPC.333(76) to MEPC.339(76), MEPC.340(77)
- Codes:*
- Code for Approval of Ballast Water Management Systems (BWMS Code), MEPC.300(72)
 - Connection to IBC, BCH, IMDG, NO_x and Polar Codes
- Circulars:*
- MEPC.1/Circ.642, MEPC.1/Circ.676, MEPC.1/Circ.680, MEPC.1/Circ.864, Rev.1, MEPC.1/Circ.889, **MEPC.1/Circ.892**, MSC/Circ.585, BWMS.2/Circ.70, Rev.1

International Association of Classification Societies (IACS)

- Unified Interpretations (UI):*
- MPC2 (Rev. 1, 2015), MPC12 (Rev. 2, 2014; Corr. 1, 2014), MPC14 (Rev. 1, 2014), MPC20 (Rev. 1, 2014), MPC29 (Rev. 1, 2014), MPC88 (Rev. 1, 2015), MPC103 (2013), MPC106 (2015), MPC112 (Rev.1, 2019), MPC115 (Rev.1, corr.1, May 2020), MPC116 (Rev.1, 2019), MPC125 (2015), MPC128 (2016)
- Procedural Requirements (PR):*
- No. 38 (rev. 3, January 2021)

European Union – European Parliament and Council

- Regulations:*
- EU Regulation (EC) No.782/2003 of the European Parliament and of the Council of 14th April 2003 on the prohibition of organotin compounds on ships
 - EU Regulation (EC) No 1005/2009 of the European parliament and of the Council of 16th September 2009 on substances that deplete the ozone layer
- Directives:*
- Council Directive 2016/802/EU of 11th May 2016 relating to a reduction in the sulphur content of certain liquid fuels

TABLE 1 – REVIEW OF AMENDMENTS

This review comprises amendments in relation to the Rules for Technical Supervision of Sea-going Ships, Part 22 – Pollution Prevention, edition January 2022, as amended with Amendments No. 1, edition June 2022.

<i>ITEM</i>	<i>DESCRIPTION OF THE AMENDMENTS</i>
SECTION 2 – PREVENTION OF POLLUTION BY OIL	
Head 2.1 General requirements	New item 2.1.2.45 has been added as a consequence of the inclusion of MEPC.330(76) requirements related to the application of the Annex 1 to UNSP barges
Head 2.10 Unmanned Non-self-propelled Barges	New Head 2.10 has been added as a consequence of the inclusion of MEPC.330(76) requirements
SECTION 5 – PREVENTION OF POLLUTION BY SEWAGE	
Head 5.1 General requirements	New item 5.1.2.19 has been added as a consequence of the inclusion of MEPC.330(76) requirements related to the application of the Annex IV to UNSP barges
Head 5.2 Unmanned Non-self-propelled Barges	New Head 5.2 has been added as a consequence of the inclusion of MEPC.330(76) requirements
SECTION 7 – PREVENTION OF AIR POLLUTION	
Head 7.1 General	New item 7.1.2.26 has been added as a consequence of the inclusion of MEPC.328(76) requirements related to the application of the Annex VI to UNSP barges
Head 7.1 General	New item 7.1.3.4 has been added as a consequence of the inclusion of MEPC.328(76) requirements
Head 7.2 Survey, Certification and Means of Control	New item 7.2.4 has been added as a consequence of the inclusion of MEPC.328(76) requirements
SECTION 8 – CONTROL OF HARMFUL ANTI-FOULING SYSTEMS ON SHIPS	
Section 8 - CONTROL OF HARMFUL ANTI-FOULING SYSTEMS ON SHIPS	Text within the whole Section has been amended and re-arranged as a consequence of the inclusion of MEPC.331(76) requirements

2 PREVENTION OF POLLUTION BY OIL

Head 2.1 GENERAL REQUIREMENTS, item 2.1.2.45 has been added and should be read as follows:

2.1.2 Definitions

...

- 2.1.2.45** Unmanned non-self-propelled (UNSP) barge – means a barge that:
- .1 is not propelled by mechanical means;
 - .2 carries no oil (as defined in item 2.1.2.1 of this Section);
 - .3 has no machinery fitted that may use oil or generate oil residue (sludge);
 - .4 has no oil fuel tank, lubricating oil tank, oily bilge water holding tank and oil residue (sludge) tank; and
 - .5 has neither persons nor living animals on board.

Head 2.10 UNMANNED NON-SELF-PROPELLED BARGES has been added and should be read as follows:

2.10 UNMANNED NON-SELF-PROPELLED BARGES

2.10.1 The Administration may exempt an unmanned non-self-propelled (UNSP) barge from the certain survey and certification requirements of Annex I by means of an International Oil Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled (UNSP) Barges, for a period not exceeding five years provided that the barge has undergone a survey to confirm that conditions referred to in 2.1.2.45 of this Section are met.

Guidelines for the exemption of unmanned non-self-propelled barges from certain survey and certification requirements under the MARPOL Convention are given in MEPC.1/Circ.892. In addition to requirements stated in MEPC.1/Circ.892, specific requirements of the Administration should also be followed, if any.

2.10.2 In accordance with 2.10.1, the International Oil Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled Barges shall be drawn up in the form corresponding to the model given in appendix IV of Annex I of MEPC.330(76) and shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in the event of a dispute or discrepancy.

5 PREVENTION OF POLLUTION BY SEWAGE

Head 5.1 GENERAL, item 5.1.2.19 has been added and should be read as follows:

5.1.2 Definitions

...

5.1.2.19 Unmanned non-self-propelled (UNSP) barge – means a barge that:

- .1 is not propelled by mechanical means;
- .2 has neither persons nor living animals on board;
- .3 is not used for holding sewage during transport; and
- .4 has no arrangements that could produce sewage as defined in item 5.1.2.3 and 5.1.2.4 of this Section.

Head 5.2 ARRANGEMENT AND EQUIPMENT FOR TREATMENT AND DISCHARGE OF SEWAGE, item 5.2.6 has been added and should be read as follows:

5.2.6 Unmanned non-self-propelled barges

5.2.6.1 The Administration may exempt an unmanned non-self-propelled (UNSP) barge from the certain survey and certification requirements of Annex IV by means of an International Sewage Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled (UNSP) Barges, for a period not exceeding five years provided that the barge has undergone a survey to confirm that conditions referred to in 5.1.2.19 of this Section are met.

Guidelines for the exemption of unmanned non-self-propelled barges from certain survey and certification requirements under the MARPOL Convention are given in MEPC.1/Circ.892. In addition to requirements stated in MEPC.1/Circ.892, specific requirements of the Administration should also be followed, if any.

5.2.6.2 In accordance with 5.2.6.1, the International Sewage Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled Barges shall be drawn up in the form corresponding to the model given in appendix II of Annex IV of MEPC.330(76) and shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in the event of a dispute or discrepancy.

7 PREVENTION OF AIR POLLUTION

Head 7.1 GENERAL, item 7.1.2.26 has been added and should be read as follows:

7.1.2 Definitions

...

- 7.1.2.26** Unmanned non-self-propelled (UNSP) barge – means a barge that:
- .1 is not propelled by mechanical means;
 - .2 has no system, equipment and/or machinery fitted that may generate emissions regulated by this Section; and
 - .3 has neither persons nor living animals on board.

Head 7.1 GENERAL, item 7.1.3.4 has been added and should be read as follows:

7.1.3 Exceptions and Exemptions

...

7.1.3.4 Unmanned non-self-propelled barges

The Administration may exempt an unmanned non-self-propelled (UNSP) barge from the requirements of stated in 7.2.1 and 7.2.2 of this Section by means of an International Air Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled (UNSP) Barges, for a period not exceeding five years provided that the barge has undergone a survey to confirm that conditions referred to in item 7.1.2.22 of this Section are met.

Guidelines for the exemption of unmanned non-self-propelled barges from certain survey and certification requirements under the MARPOL Convention are given in MEPC.1/Circ.892. In addition to requirements stated in MEPC.1/Circ.892, specific requirements of the Administration should also be followed, if any.

Head 7.2 SURVEY, CERTIFICATION AND MEANS OF CONTROL, item 7.2.24 has been added and should be read as follows:

7.2.4 International Air Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled Barges

In accordance with 7.1.3.4, the International Air Pollution Prevention Exemption Certificate for Unmanned Non-self-propelled Barges shall be drawn up in the form corresponding to the model given in appendix XI of Annex VI of MEPC.328(76) and shall be at least in English, French or Spanish. If an official language of the issuing country is also used, this shall prevail in the event of a dispute or discrepancy.

8 CONTROL OF HARMFUL ANTI-FOULING SYSTEMS ON SHIPS

Section 8 CONTROL OF HARMFUL ANTI-FOULING SYSTEMS ON SHIPS has been amended and should be read as follows:

8.1 GENERAL REQUIREMENTS

8.1.1 General

Requirements of this Section are based on the AFS Convention, as amended by MEPC.331(76), and EU Regulation (EC) No. 782/2003, as may be amended.

8.1.2 Application

8.1.2.1 Requirements of this Section of the Rules apply to the ships as defined in 8.1.3.2.

8.1.2.2 With regard to:

- .1 ships flying the flag of an EU Member State,
 - .2 ships not flying the flag of an EU Member State but operating under the authority of an EU Member State, and
 - .3 ships that enter a port or offshore terminal of an EU Member State but do not fall within .1 or .2 above,
- provisions of EU Regulation (EC) No. 782/2003, as may be amended, should apply.

8.1.3 Definitions

For the purpose of this Section of the Rules, the following definitions apply.

8.1.3.1 **Anti-fouling system** – means a coating, paint, surface, or device that is used on a ship to control or prevent attachment of unwanted organisms.

8.1.3.2 **Ship** – means a vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft, fixed or floating platforms, floating storage units (FSUs) and floating production storage and off-loading units (FPSOs).

8.1.3.3 **AFS Convention** – means the International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001, as amended by MEPC.331(76).

8.1.3.4 **EU Regulation (EC) No. 782/2003** – means the Regulation of the European Parliament and of the Council of 14th April 2003 on the prohibition of organotin compounds on ships.

8.1.3.5 **Length** – means the length as defined in the International Convention on Load Lines, 1966, as modified by the Protocol of 1988 relating thereto.

8.2 HARMFUL ANTI-FOULING SYSTEMS ON SHIPS AND CONTROL MEASURES

8.2.1 Harmful anti-fouling systems

8.2.1.1 Organotin compounds which act as biocides in anti-fouling systems are considered harmful.

8.2.1.2 Cybutryne (CAS No. 28159-98-0) contained in anti-fouling systems is considered harmful.

8.2.2 Control measures

8.2.2.1 Anti-fouling systems as stated in 8.2.1 shall not be applied or re-applied on ships.

8.2.2.2 Ship:

- either shall not bear the anti-fouling system as stated in 8.2.1,
- or shall bear a coating that forms a barrier to such system leaching from the underlying harmful anti-fouling system.

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8.2.3 Application

8.2.3.1 Requirements prohibiting use of organotin compounds which act as biocides in anti-fouling systems, as stated in 8.2.1.1, apply to all ships.

8.2.3.2 Requirements prohibiting the use of anti-fouling systems containing cybutryne, as stated in 8.2.1.2, apply to all ships as of 1 January 2023.

8.2.3.3 Control measures stated in 8.2.2 for anti-fouling systems containing organotin compounds do not apply to fixed and floating platforms, FSUs, and FPSOs that have been constructed prior to 1 January 2003 and that have not yet been in dry-dock since that date.

8.2.3.4 Control measures stated in 8.3.1.5 apply to all ships bearing an anti-fouling system that contains cybutryne in the external coating layer of their hulls or external parts or surfaces on 1 January 2023, except:

- .1 Fixed and floating platforms, FSUs, and FPSOs that have been constructed prior to 1 January 2023 and that have not been in dry-dock on or after 1 January 2023;
- .2 Ships not engaged in international voyages; and
- .3 Ships of less than 400 GT engaged in international voyages, if accepted by the coastal State(s).

8.3 SURVEY AND CERTIFICATION OF ANTI-FOULING SYSTEMS ON SHIPS**8.3.1 Surveys**

Ships of 400 GT and above, engaged on international voyages, excluding fixed or floating platforms, floating storage units (FSU), and floating production storage and off-loading units (FPSO), as specified in regulation 1(1) of annex 4 to the AFS Convention, shall be subject to the surveys, and are required to carry on board a valid International Anti-fouling System Certificate along with a Record of Anti-fouling Systems verifying compliance with the AFS Convention.

With regard to surveys and certification, provisions of MEPC.195(61) - 2010 Guidelines for Survey and Certification of Anti-Fouling Systems on Ships should be followed, with specific requirements of the Administration to be taken into account, if any.

8.3.1.1 An initial survey covering at least the scope as in paragraph 1 of appendix II of the Guidelines contained in MEPC.195(61) should be held before the ship is put into service * and before the International Anti-fouling System Certificate required under regulation 2 or 3 of annex 4 to the AFS Convention is issued for the first time.

* NOTE: Applicable either to newbuilding, or to an existing ship before the International Anti-fouling System Certificate is issued for the first time.

8.3.1.2 A survey shall be carried out whenever the anti-fouling system is changed or replaced. Such surveys should cover the scope as in paragraph 2 of appendix II to the Guidelines contained in MEPC.195(61).

8.3.1.3 A major conversion affecting the anti-fouling system of a ship may be considered as a newbuilding as determined by the Administration.

Repairs generally do not require a survey. However, repairs affecting approximately twenty-five (25) percent or more of the anti-fouling system, should be considered as a change or replacement of the anti-fouling system.

A non-compliant anti-fouling system controlled under annex 1 of the AFS Convention, that undergoes repair must be repaired, or replaced with a compliant anti-fouling system.

8.3.1.4 The survey shall be such as to ensure that ship's anti-fouling system complies with the control measures stated in this Section of the Rules.

8.3.1.5 Ships bearing an anti-fouling system that contains cybutryne in the external coating layer of their hulls or external parts or surfaces on 1 January 2023 shall at the next scheduled renewal of the anti-fouling system after 1 January 2023, but no later than 60 months following the last application to the ship of an anti-fouling system containing cybutryne, either:

- .1 Remove the anti-fouling system; or
- .2 Apply a coating that forms a barrier to this substance leaching from the underlying non-compliant anti-fouling system.

8.3.1.6 Ships under construction, to be delivered after 1 January 2023, should comply with the requirements stated in 8.2.2 at the initial survey.

8.3.2 Certificates

8.3.2.1 Issuing or endorsing the International Anti-fouling System Certificate.

The International Anti-fouling System Certificate along with the Record of Anti-fouling Systems should be:

- .1 issued upon satisfactory completion of the initial survey;
- .2 issued upon acceptance of another Party's International Anti-fouling System Certificate; or
- .3 endorsed upon satisfactory completion of a survey for change or replacement of an anti-fouling system.

8.3.2.2 A ship of 24 m or more in length, but less than 400 GT excluding fixed or floating platforms, floating storage units (FSO), and floating production storage and off-loading units (FPSO) shall carry a Declaration on Anti-fouling System, signed by the owner or authorised representative.

Declaration on Anti-fouling System shall be accompanied by appropriate documentation enable to confirm that anti-fouling system applied is not the one stated in 8.2.

8.3.2.3 The International Anti-fouling System Certificate shall cease to be valid if the anti-fouling system is changed or replaced or is not endorsed in accordance with the AFS Convention.

8.3.2.4 The International Anti-fouling System Certificate in the amended new model form which includes cybutryne-free compliance should be issued according to the provisions of MEPC.331(76).