
STATUTORY INSTRUMENTS

2019 No. 42

**The Merchant Shipping (Prevention
of Oil Pollution) Regulations 2019**

PART 5

Oil Tankers

Requirements for Cargo Areas of Oil Tankers

30.—(1) Subject to paragraphs (3) and (4) the—

- (a) construction;
- (b) provision of equipment; and
- (c) operation of the cargo area,

of any oil tanker to which these Regulations apply must comply with such of the requirements referred to in paragraph (2) as apply in relation to the cargo area of an oil tanker of its size and description.

(2) The requirements are those prescribed in the following regulations, or paragraphs of regulations, of Annex I—

- (a) regulation 18 (segregated ballast tanks);
- (b) regulation 19 (double hull and double bottom requirements for oil tankers delivered on or after 6 July 1996);
- (c) regulation 20, paragraphs 1 to 4 and 6 (double hull and double bottom requirements for oil tankers delivered before 6 July 1996);
- (d) regulation 21, paragraphs 1 to 4 (prevention of oil pollution from oil tankers carrying heavy grade oil as cargo);
- (e) regulations 22 to 28 (various requirements for the cargo areas of oil tankers);
- (f) regulation 30 (pumping, piping and discharge arrangement); and
- (g) regulation 33 (crude oil washing requirements).

(3) Regulation 18.6 to 18.8 of Annex I does not apply to an oil tanker delivered on or before 1st June 1982 in the circumstances described in regulation 2.5 of Annex I, subject to the conditions in regulation 2.6 of that Annex.

(4) The Secretary of State may waive the requirements of regulation 28.6 of Annex I for oil tankers listed in regulation 3.6 of that Annex provided such tankers are loaded in accordance with conditions approved by the Secretary of State, taking into account guidelines developed by the IMO ^{MI}.

(5) The entry into a port or offshore terminal within the territorial waters of the United Kingdom is prohibited in respect of a ship operating in accordance with the following provisions in Annex I—

- (a) regulation 20, paragraph 5; or

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(b) regulation 21, paragraph 5 or 6.

(6) The ship-to-ship transfer of heavy grade oil within the territorial waters of the United Kingdom involving a ship operating in accordance with the provisions referred to in in paragraph (5)(b) is prohibited unless it is necessary to secure the safety of a ship or to save life at sea.

Commencement Information

II [Reg. 30](#) in force at 1.3.2019, see [reg. 1\(1\)](#)

Marginal Citations

M1 See the operational guidance provided in Part 2 of the Guidelines for Verification of Damage Stability Requirements for Tankers (MSC.1/Circ.1461). A copy of the guidance may be obtained from the IMO Library at www.imo.org/en/MediaCentre/Pages/Default.aspx or in hard copy from the Maritime and Coastguard Agency.

Retention of oil on board

31.—(1) Subject to paragraphs (2) to (4), oil tankers of 150 GT and above must comply with the requirements of regulations 29, 31 and 32 of Annex I.

(2) Regulations 29, 31 and 32 of Annex I do not apply to any oil tanker referred to in paragraph (1) which is engaged exclusively on voyages of 72 hours or less in duration and within 50 nautical miles of the nearest land provided that—

- (a) the oil tanker is engaged exclusively in trade between ports or terminals within the United Kingdom;
- (b) all oily mixtures are retained on board the oil tanker for subsequent discharge into reception facilities; and
- (c) the Secretary of State has determined that adequate facilities are available to receive such oily mixtures.

(3) Regulations 31 and 32 of Annex I do not apply to an oil tanker referred to in paragraph (1) which—

- (a) is an oil tanker delivered on or before 1st June 1982 of 40,000 tonnes deadweight or above solely engaged in specified trades as described in regulation 2.5 of Annex I, provided the conditions specified in regulation 2.6 of that Annex are satisfied;
- (b) is engaged exclusively on voyages—
 - (i) within special areas;
 - (ii) within Arctic waters; or
 - (iii) within 50 nautical miles from the nearest land outside special areas or Arctic waters and is engaged in—
 - (aa) trading between ports or terminals within the United Kingdom; or
 - (bb) restricted voyages of 72 hours or less in duration as determined by the Secretary of State.

(4) Tankers to which paragraph (3)(b)(iii) apply must comply with the following conditions—

- (a) all oily mixtures must be retained on board for subsequent discharge to reception facilities;
- (b) in the case of voyages referred to in paragraph (3)(b)(iii)(bb), the Secretary of State has determined that adequate reception facilities are available to receive such oily mixtures in the oil loading ports or terminals at which the tanker calls;

- (c) the IOPP or UKOPP Certificate is endorsed to the effect that the ship is engaged exclusively on one or more of the categories of voyage described in paragraph (3)(b); and
 - (d) the quantity, time and port of discharge are recorded in the Oil Record Book.
- (5) In the case of oil tankers of less than 150 GT—
- (a) oil must be retained on board the ship with subsequent discharge of all contaminated washings to reception facilities; and
 - (b) the total quantity of oil and water used for washing and returned to a storage tank must be—
 - (i) recorded in the Oil Record Book Part II developed by the Secretary of State for tankers operating in accordance with regulation 34.6 of Annex I; and
 - (ii) discharged into reception facilities unless adequate arrangements are made to ensure that any effluent which is allowed to be discharged into the sea is effectively monitored to ensure that the provisions of regulation 34 of Annex I are complied with.
- (6) Subject to paragraph (7) regulations 29, 31 and 32 of Annex I do not apply to oil tankers carrying asphalt or other products subject to the provisions of these Regulations and Annex I which, through their physical properties, inhibit effective product/water separation and monitoring.
- (7) Where paragraph (6) applies oil residues must be retained on board with subsequent discharge of all contaminated washings to reception facilities in order to satisfy the requirements of regulation 34 of Annex I.
- (8) In this regulation “nearest land” has the meaning given in regulation 1 of Annex I.

Commencement Information

I2 [Reg. 31](#) in force at 1.3.2019, see [reg. 1\(1\)](#)

Crude oil washing operations

32.—(1) Every oil tanker operating with crude oil washing systems as required by regulation 33 of Annex I must be provided with an Operations and Equipment Manual ^{M2} describing the system and equipment in detail and specifying the operational procedures to be followed.

- (2) The Operations and Equipment Manual must—
 - (a) be approved by the Secretary of State; and
 - (b) contain all the information set out in the specifications referred to in regulation 33.2 of Annex 1.
- (3) If any alteration is made to the crude oil washing system the Operations and Equipment Manual must be revised accordingly, and the revision approved by the Secretary of State.
- (4) Sufficient cargo tanks must be crude oil washed prior to each ballast voyage to ensure that, taking into account the tanker's trading pattern and expected weather conditions, ballast water is put only into cargo tanks which have been crude oil washed.
- (5) Except where an oil tanker to which this regulation applies carries crude oil which is not suitable for crude oil washing, the crude oil washing system of a tanker must be operated in accordance with the Operations and Equipment Manual.

Commencement Information

I3 [Reg. 32](#) in force at 1.3.2019, see [reg. 1\(1\)](#)

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Marginal Citations

- M2** See the standard format of the Crude Oil Washing Operation and Equipment Manual adopted by the Marine Environment Protection Committee of the Organization by resolution MEPC.3(12) adopted on 30th November 1979, amended by resolution MEPC.81(43) and adopted on 1st July 1999. A copy may be obtained from the IMO Library at www.imo.org/en/MediaCentre/Pages/Default.aspx or in hard copy from the Maritime and Coastguard Agency.

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