

# MINISTRY OF TRANSPORT AND COMMUNICATIONS

## DEPARTMENT OF MARINE ADMINISTRATION

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### Notification (4/2017)

#### Application of Oil Pollution Prevention Standard to Myanmar Coastal Ships of above 400 GT Engaged on Myanmar Waters

1. In exercise of the powers conferred by section 294(B) of the Myanmar Merchant Shipping Act, the Department of Marine Administration, having regard to the provisions of the International Convention on the Prevention of Pollution from Ships 1973/1978, hereby issues this notification establishing Oil Pollution Prevention Standard to Myanmar Coastal Ships of above 400 GT.
2. Unless expressly provided otherwise, these oil pollution prevention standard apply to Myanmar Coastal Ships of above 400 GT engaged on Myanmar Waters only.
3. These oil pollution prevention standard do not apply to any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service.
4. The Director General may exempt a ship of a new type whose constructional features are such as to render the application of any of the provisions relating to construction and equipment unreasonable or impracticable from those provisions, provided that the construction and equipment of that ship provides equivalent protection against pollution by oil, having regard to the service for which it is intended.
5. This Oil Pollution Prevention Standard shall not apply to:
  - (1) the discharge into the sea of oil or oily mixture necessary for the purpose of securing the safety of a ship or saving life at sea; or
  - (2) the discharge into the sea of oil or oily mixture resulting from damage to a ship or its equipment:
    - (i) provided that all reasonable precautions have been taken after the occurrence of the damage or discovery of the discharge for the purpose of preventing or minimizing the discharge; and
    - (ii) except if the owner or the master acted either with intent to cause damage, or recklessly and with knowledge that damage would probably result; or
  - (3) the discharge into the sea of substances containing oil, approved by the Administration, when being used for the purpose of combating specific pollution



incidents in order to minimize the damage from pollution. Such discharge in above cases shall be subjected to the approval of Myanmar Government.

6. Every Myanmar Coastal Ships of above 400 GT shall be subject to the oil pollution prevention surveys specified below:

- (1) Initial Survey
- (2) Annual Survey
- (3) Intermediate Survey
- (4) Renewal Survey

7. Every Myanmar Coastal Ships of above 400 GT, with an aggregate oil fuel capacity of 600 m<sup>3</sup> and above which are built in Myanmar or delivered into Myanmar on or after 1 January 2020, shall be constructed with oil fuel tank protection arrangement.

8. Every Myanmar Coastal Ships of above 400 GT shall be provided with a tank or tanks of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oil residues (sludge).

9. Oil residue (sludge) may be disposed onto the shore reception facilities directly from the oil residue (sludge) tank(s) through the standard discharge connection, or any other approved means of disposal.

10. Any discharge into the sea of oil or oily mixtures from Myanmar Coastal Ships of more than 400 GT, shall be prohibited except when all the following conditions are satisfied:

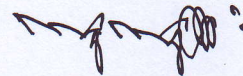
- (1) the ship is proceeding *en route*;
- (2) the oily mixture is processed through an oil filtering equipment approved by the Administration;
- (3) the oil content of the effluent without dilution does not exceed 15 ppm;
- (4) the oily mixture does not originate from cargo pump-room bilges on oil tankers; and
- (5) the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

11. Any discharge into the sea of oil or oily mixtures from the cargo area of a Myanmar Coastal Oil tanker shall be prohibited except when all the following conditions are satisfied:

- (1) the ship is more than 50 nautical miles from the nearest land;
- (2) the ship is proceeding *en route*;
- (3) the instantaneous rate of discharge of oil content does not exceed 30 litres per nautical mile;
- (4) the total quantity of oil discharged into the sea does not exceed  $\frac{1}{15,000}$  of the total quantity of the particular cargo of which the residue formed a part.



12. Every Myanmar Coastal Ships of above 400 GT shall be fitted with the oil filtering equipment approved by the Administration or constructed with oily water mixture holding tank with the sufficient capacity to maintain for the voyage.
13. Every Myanmar Coastal Ships of above 400 GT, engaged in Myanmar Waters shall be provided with an Oil Record Book, Part I (Machinery Space Operations) issued by the Administration. Every Myanmar Coastal oil tanker of 150 GT and above shall also be provided with an Oil Record Book, Part II (Cargo/ Ballast Operations) issued by the Administration. The Oil Record Book shall be in the form prescribed by the Administration in English and National Languages.
14. Every Myanmar Coastal Oil tankers of above 400 GT, with 600 tonnes deadweight and above which are built in Myanmar or delivered into Myanmar on or after 1 January 2020, shall be constructed with the double hull and double bottom arrangement.
15. Every Myanmar Coastal Oil tankers of above 400 GT, with 600 tonnes deadweight and above which are built in Myanmar or delivered into Myanmar on or after 1 January 2020, shall be constructed with the slop tank arrangement.
16. Every Myanmar Coastal Ships of above 400 GT shall carry on board a Shipboard Oil pollution Emergency Plan approved by the Administration. The Shipboard Oil pollution Emergency Plan shall be in the form prescribed by the Administration in English and National Languages.



Maung Maung Oo

Director General

Department of Marine Administration